Agenda
Village of Homer Glen
VILLAGE BOARD MEETING
Wednesday, February 25, 2026 – 6:30 p.m.
Village Board Room, 14240 W. 151st Street

A. CALL TO ORDER
B. PLEDGE OF ALLEGIANCE TO THE FLAG
C. MOMENT OF SILENCE
D. ROLL CALL - ESTABLISH QUORUM
E. COMMUNITY RECOGNITION
   1. Ed Kerfin - American Legion Post 2011, Presenting the Veteran Support Appreciation Award.
F. AMENDMENTS TO THE AGENDA
G. APPROVAL OF THE AGENDA
H. APPROVAL OF MINUTES
   1. January 28, 2026 – Village Board Meeting
I. PUBLIC COMMENT (3 Minute limit. Please sign in prior to start of meeting.)
J. REPORTS AND COMMUNICATIONS FROM PRESIDENT AND OTHER OFFICERS
   1. Village Manager
   2. Village Trustees
   3. Village Clerk
   4. Village Attorney
   5. Public Safety Officials
   6. Village President
K. CONSENT AGENDA
   1. Consider for Approval the Treasurer's Report of Cash and Investments for the Period Ending October 31, 2025, in the amount of $53,597,215.77.
L. LEGISLATION AND ACTION ITEMS
   1. Consider for Approval a reimbursement grant award under the Commercial Building Improvement Grant Program to Bell Road Plaza Inc. (property owner) for eligible improvements at 14201-14215 S Bell Road in the amount of $7,500.00.
   2. Consider for Approval a Motion to pull from the table an Ordinance, with conditions, granting [1] a special use for a major change to a PUD with exceptions, [2] a special use for a car wash (classified as an automobile repair, service and body shop use), [3] a special use for a drive-through establishment, [4] a special use for an automobile service station (gas station), [5] a special use for a 24-hour operation (Lot 2 only); and [6] site improvement plans for a unified development for certain real property located in the C-2 Local Business zone district at 13812 S. Bell Road and 13830 S. Bell Road, Homer Glen, Illinois [HG-2530-PUD].

      -If Approved-

      Consider for Approval an Ordinance, with conditions, granting [1] a special use for a major change to a PUD with exceptions, [2] a special use for a car wash (classified as an automobile repair, service and body shop use), [3] a special use for a drive-through establishment, [4] a special use for an automobile service station (gas station), [5] a special use for a 24-hour operation (Lot 2 only); and [6] site improvement plans for a unified development for certain real property located in the C-2 Local Business zone district at 13812 S. Bell Road and 13830 S. Bell Road, Homer Glen, Illinois [HG-2530-PUD].
   3. Consider for Approval a Proclamation Retroactively Celebrating Arbor Day, April 25, 2025 in the Village of Homer Glen.
   4. Consider for Approval the Release of the Letter of Credit for Dunkin Donuts at 12129 W 159th Street in accordance with Village Code.
   5. Consider for Approval Payment of an Invoice for the Heroes Trail West Expansion Project in the Amount of $57,955.42 to be Paid to the Illinois Department of Transportation.

6. Consider for Approval Resolution No. 26-006, Approving the Following Executive Session Minutes: September 24, 2025, October 8, 2025, and October 22, 2025. The Executive Session Minutes Still Require Confidential Treatment and are not to be Released.

M. WORKSHOP

N. OLD BUSINESS

O. NEW BUSINESS

P. EXECUTIVE SESSION

1. Discussion Regarding Personnel
2. Discussion Regarding Pending and Ongoing Litigation
3. Discussion Regarding Public Utilities
4. Discussion Pertaining to Land Acquisition
5. Executive Session Minutes

Q. ADJOURNMENT

DISABLED: Any individual requiring special accommodations as specified by the Americans with Disabilities Act is requested to notify the Village Manager of Homer Glen at (708) 301-0632 at least 24 hours in advance of the meeting date.

Village of Homer Glen

14240 W. 151st Street
Homer Glen, Illinois 60491

January 28, 2026

Board of Trustees
Board Meeting

Village Board Room
14240 W. 151st Street
Homer Glen, IL 60491

A. CALL TO ORDER

The meeting was called to order on January 28, 2026 by Mayor Neitzke-Troike at 6:33 p.m. in the Village Board Room, 14240 W. 151st Street, Homer Glen.

B. PLEDGE OF ALLEGIANCE TO THE FLAG

C. MOMENT OF SILENCE

D. ROLL CALL

Present were Mayor Christina Neitzke-Troike, Trustees Curtis Mason, Rose Reynders, Mike Lepore, Nick Muller, Bart Holzhauser and Robert Schaller. Also present on behalf of the Village were, Village Attorney Michael Pasquinelli, Village Engineer Brett Westcott, Planning & Zoning Director Christopher Gruba, Economic Development Director Janie Patch, Village Clerk Candice Bielski and Village Manager Joe Baber. *A quorum was established.*

E. COMMUNITY REGOGNITION –

1. Recognizing Will County Sheriff's Deputies Jesus Espinoza and Michael Ambrosini, who will be receiving the Community Guardian Award. The Village recognized Will County Sheriff's Deputies Jesse Espinoza and Michael Ambrosini with the Community Guardian Award for their actions on December 14, 2025. The deputies responded to a reckless driving call and identified the driver as an 82-year-old missing person with dementia from Chicago. Due to their swift response, the individual was safely reunited with his family. Deputy Espinoza accepted the award in person and expressed appreciation, emphasizing the importance of community members reporting concerns. Village officials thanked the deputies and reaffirmed their support for law enforcement.

F. AMENDMENTS TO THE AGENDA – none

G. APPROVAL OF THE AGENDA

Trustee Holzhauser motioned to approve the agenda, second by Trustee Reynders.

The Mayor asked the clerk to call the roll, on approval:
Ayes: (6) Trustees Mason, Schaller, Lepore, Reynders, Holzhauser, Muller
Nays: (0)
Abstained: (0)
Absent: (0)
Present: (0
The Mayor did not vote.
The motion carried.

H. APPROVAL OF MINUTES

1. January 14, 2026 – Committee of the Whole Meeting

   Trustee Muller motioned to approve, second by Trustee Mason.

   The Mayor asked the clerk to call the roll:
   Ayes: (6) Trustees Mason, Schaller, Lepore, Muller, Reynders, Holzhauser
   Nays: (0)
   Abstained: (0)
   Absent: (0)
   Present: (0)
   The Mayor did not vote.
   The motion carried.

2. January 28, 2026 – Village Board Meeting

   Trustee Schaller motioned to approve, second by Trustee Mason.

   The Mayor asked the clerk to call the roll:
   Ayes: (6) Trustees Mason, Schaller, Lepore, Muller, Reynders, Holzhauser
   Nays: (0)
   Abstained: (0)
   Absent: (0)
   Present: (0)
   The Mayor did not vote.
   The motion carried.

I. PUBLIC COMMENT -

1. Heidi Pacella – stated she was following up on a conversation from two weeks ago regarding the Environment Committee. At that time, residents raised concerns about the lack of a board member serving as chair or co-chair, and there was discussion involving Trustee Schaller and the Village President about filling that role. She stated that several residents and herself are simply requesting an update on whether a decision had been made.

J. REPORTS AND COMMUNICATIONS FROM MAYOR AND OTHER OFFICERS

Village Manager Baber – stated that Illinois American Water has applied for a $577 million rate increase. The village will share information on social media and the website about how residents can contact the Illinois Commerce Commission regarding the proposal. Appreciation was also expressed to the Public Works and Parks Departments for their excellent snow removal, noting that local roads were in better condition than neighboring communities. And a reminder to all residents to remove cars from the streets when the snow is over two inches.

Trustees:

Trustee Holzhauser – Thanked everyone for coming out tonight. Gave a shout out to two businesses that he recently attended the ribbon cuttings for: Agha Sweets and Family Wok. Highly recommends to check them out and shop local.

Trustee Lepore – Kudos to Public Works for all the weather-related road work.

Trustee Mason – Thanked Public Works for snow removal. Mentioned contacting the ICC opposing the IAW rate hike increase.

Trustee Reynders – addressed the presentation from the Lakota Group regarding the first phase of revisions to Heritage Park, which include the veteran's memorial, splash pad, pavilion, and picnic areas, with a projected cost of $3.9 million. She mentioned there are several misconceptions about this project that need to be clarified. Improvements to Heritage Park are not new. They have been part of the Parks Master Plan dating back to 2019, when TRIA Architecture worked alongside then-Village Manager Karie Friling to establish a long-term vision for the park. In 2024, based on continued resident input and that original vision—which already included expanded amenities—the Parks and Recreation Committee revised the master plan. During that process, it became clear these improvements would need to be completed in phases. The Parks Committee and Village worked very closely with our veterans to ensure their vision for the memorial was thoughtfully captured. Trustee Reynders also stated that "we listened carefully to residents about what they wanted to see in their community park. This first phase reflects years of planning, community engagement, and long-term goals. It is not a sudden or rushed proposal." As chair of the Parks Committee, Trustee Reynders mentioned that she has listened to the concerns being shared, including those on social media. Community input is always welcome and encouraged; however, anonymous venting does not improve home equity or move our village forward. Constructive dialogue does. Intimidation and misinformation do not. "At the last Village Board meeting, Engineer Westcott stated—and I quote, "We clearly still have a lot of work to do to evaluate what we can afford and what we can scale back on. But until the bids come back with the cost to build, we cannot make that determination." The $3.9 million figure is not a final cost. It is a planning estimate that allows the village to be shovel-ready for bidding and grant opportunities. We are actively pursuing grants and private donations from corporations and foundations to help offset a portion of the projected expense." Trustee Reynders mentioned that questions have also been raised about why Homer Glen does not have a separate park district. A park district is governed by a separate elected board and has the authority to levy taxes and special assessments. For the average home in Homer Glen, that could mean an additional $500 to $600 per year in property taxes. Larger homes could see increases of approximately $1,200 to $1,300 annually—before considering additional program and registration fees. With a population of roughly 24,000 residents, that would place a significant burden on our community.

Concerns have also been raised about water bills and why those funds are not being redirected. Water rates are regulated by the Illinois Commerce Commission, and only the state legislature has the authority to change the laws governing them. This board continues to explore every possible avenue for relief, but the ultimate control rests at the state level. Trustee Reynders stated "The Parks and Recreation Committee remains committed to providing high-quality amenities that enhance family life, strengthen community connections, and preserve the quality of life that makes Homer Glen such a great place to live. We welcome your questions. We encourage residents to attend our meetings. And we invite everyone to engage in open, respectful dialogue as we continue planning for the future of our parks."

Trustee Muller – Thanked Public Works for an outstanding job of snow removal.

Trustee Schaller – Expressed the same sentiments as other trustees in the outstanding job that Public Works has been doing. Also mentioned that he is ready to take on the Environment Committee.

Village Clerk – Please refer to the Will County Clerk's website for updates regarding vote-by-mail and drop box locations. Early voting begins February 1st at the Will County Clerk's Office. February 5th is also the first day to vote by mail.

Early and grace period voting at Homer Township will take place March 2nd through March 6th from 9:00 a.m. to 3:00 p.m.; Saturday, March 7th from 9:00 a.m. until noon; and March 9th through March 13th from 9:00 a.m. to 3:00 p.m.

Now for some exciting news from our schools. Lockport Township High School's dance team made history this past weekend by placing first at sectionals—the first time in school history. They will compete this Friday at Grossinger Arena, where the top ten teams will qualify for day two.

LTHS boys bowling finished second at sectionals this past Saturday and will compete this weekend at the IHSA State Finals in O'Fallon. The boys wrestling team won the Southwest Suburban Conference tournament and title this past Saturday and will begin regional competition this weekend.

Finally, the Homer Junior High cheer team competed in the Spartan Showdown this past Sunday and earned second place. State competition is just around the corner for them.

Village Attorney – announced that, in consultation with Village Manager Joe Baber, the Village will be posting a position for a legal intern. Under Illinois Supreme Court Rule 711, senior law students may engage in limited legal practice under the supervision of a qualified attorney, which I would be, provided the work is performed for a political subdivision of the State. The Village of Homer Glen qualifies under this provision.

The position will be posted at several Chicago-area law schools. This is an unpaid opportunity at no cost to the Village, designed to provide senior law students with practical experience and to support the development of future careers in government service.

Public Safety Officials – no report

Mayor Neitzke-Troike – The Mayor addressed several topics:

Committee of the Whole (COW) Meetings

- The "COW" abbreviation stands for Committee of the Whole.
- These meetings are workshops—no votes are taken.
- Purpose: provide transparency and let residents know what's coming up, including discussions about developers, projects, and community concerns.
- Meetings will be posted earlier so residents can attend or provide input.

Interactions with Developers

- Trustees cannot meet with developers in groups larger than two voting members at a time.
- To avoid multiple smaller meetings, developers will come to the COW meetings so all board members hear the same information at the same time.

Public Communication and Social Media

- Concern about misinformation and negativity on Facebook or other platforms.
- Some people ("fill-in-the-blanks") may twist facts or fill gaps with assumptions, creating unnecessary drama.
- Emphasis on getting the facts out to the public directly and maintaining a positive, truthful community dialogue.

Sign-Ins

- Residents should use real names on sign-in sheets.
- Past issues with inappropriate or fake names have caused confusion.
- Proper documentation is important for clarity and official records.

Environment Committee

- Resident members of the Environment Committee experienced misinformation about how they could participate in meetings.
- They were told they could only attend public meetings to be heard, which was not accurate.
- Efforts are being made to clarify and correct this communication.

Committee Structure & Leadership

- Committees do sometimes have trustees involved as chairs or ex-officio members, but this is not unusual.
- Examples provided:
  - Homer Fest chaired by Dan Waddick
  - Behavior Health Committee chaired by Village Manager Joe Baber
  - Ability Awareness Committee co-chaired (with trustee involvement)

The Mayor continued to emphasize the importance of direct conversation over social media debates and that party lines do not influence committee work or trustee decisions. The next steps:
Trustee Schaller and the Mayor will meet with the Environment Committee to clarify misinformation.

- Meeting scheduled: Monday, February 2nd at 5:30 PM.

Community Development Committee is being managed by Clerk Bielski and staff member Amy Blank, who are doing a great job.

In closing, the Mayor requested that residents stop spreading misinformation on social media and engage constructively.

K. CONSENT AGENDA

1. Consider for Approval the Accounts Payable for the Period of January 17, 2026, through January 29, 2026, in the amount of $642,944.19.
2. Consider for Approval the Treasurer's Report of Cash and Investments for the Period Ending September 30, 2025, in the amount of $52,870,201.02.

Trustee Mason motioned to approve, Trustee Reynders second.

The Mayor asked the Clerk to call the Roll:
Ayes: (6) Trustees Mason, Schaller, Lepore, Muller, Reynders, Holzhauser
Nays: (0)
Abstained: (0)
Absent: (0)
Present: (0)
The Mayor did not vote.
The motion carried.

L. LEGISLATION AND ACTION ITEMS

1. Motion to approve an Ordinance Amending §83-68 of the Code of the Village of Homer Glen, Increasing the Number of Class A Liquor Licenses Issued within the Village of Homer Glen. It is understood that the number of Class A liquor licenses (Restaurant with Service Bar) will increase by one (1).

Trustee Mason motioned to approve, Trustee Muller second.

Discussion – none

The Mayor asked the Clerk to call the Roll:
Ayes: (5) Trustees Schaller, Muller, Mason, Holzhauser, Lepore
Nays: (0)
Abstained: (1) Trustee Reynders
Absent: (0)
The Mayor did not vote.
The motion carried.

2. Motion to approve the proposed 2026 Events Calendar.

Trustee Holzhauser motioned to approve, Trustee Reynders second.

Discussion - Trustee Holzhauser: Supported continuing successful events from last year; noted events are in the budget.

Trustee Schaller: Suggested planning an event for the 25th anniversary of 9/11 this year.

Dan Waddick: Confirmed that adding a 9/11 event is possible.

Mr. Waddick mentioned Ability Awareness Committee & Sensory-Friendly Events:

Past successes highlighted:

- Trunk or Treat: One-hour sensory-sensitive time prior to main event (no music, no flashing lights, smaller crowds).
- Holiday with Santa: 1.5-hour sensory-sensitive session in community room.

Plans to meet with Mrs. Adamczyk to incorporate sensory-sensitive times into future events.

The Mayor brought up the 25th Village Anniversary. Mr. Waddick stated currently in planning stages; no specific events yet.

Trustee Mason suggested possibly tying celebrations to July 4th or combining with Homer Fest; Mayor noted the anniversary is in April but there could be flexible celebrations.

Trustee Reynders mentioned the Parade this year will include recognition of the village's birthday with a themed acknowledgment.

Mayor confirmed awareness and ongoing planning for other community activities.

Action Items / Next Steps:

- Add 9/11 commemoration event.
- Continue planning 25th anniversary celebrations, potentially linking to existing events.
- Meet with Ability Awareness Committee to expand sensory-sensitive offerings.

The Mayor asked the clerk to call the roll:
Ayes: (6) Trustees Schaller, Muller, Mason, Reynders, Holzhauser, Lepore
Nays: (0)
Abstained: (0)
Absent: (0)
The Mayor did not vote.
The motion carried.

3. Motion to Approve an Ordinance Accepting and Approving a Plat of Dedication for Public Roadway Purposes.

Trustee Mason motioned to approve, Trustee Holzhauser second.

Discussion - none

The Mayor asked the Clerk to call the Roll:
Ayes: (6) Trustees Mason, Reynders, Lepore, Schaller, Muller, Holzhauser
Nays: (0)
Abstained: (0)
Absent: (0)
The Mayor did not vote.
The motion carried.

4. Motion to approve the Village's continued efforts and goal to reduce the Village's dependence on private utility companies and service agreements with sister jurisdictions, by authorizing the submission of a Fiscal Year 2026 congressionally directed funding request seeking: (1) $3,000,000 in federal funding to support the construction of a one-mile sanitary sewer trunk line extension along W. 159th Street and Cedar Road; and (2) $1,000,000 in federal funding to provide financial relief to the Village's senior citizen community burdened with high water bills.

Trustee Mason motioned to approve, second by Trustee Lepore.

Discussion -Trustee Lepore stated IAW serves about 6,000 households in Homer Glen.
The company has received multiple-rate increases over the years, adding financial pressure on residents. IAW is planning a merger with Essential Utilities (ICC Docket #25-1057) and recently filed another rate increase request. He states the rising costs of water and sewer services are a financial burden on village residents. Unlike commercial businesses, utilities are heavily regulated by the state, not the village. Homer Glen has very little control over water/sewer rates. The village is actively seeking solutions to address affordability and service concerns. They are pursuing congressional funding authorization as a strategy to reduce the village's dependency on public utilities. The goal is to provide meaningful relief for residents facing rapidly increasing bills.

Trustee Holzhauser mentioned that the project is $5.5 million total, with $3 million coming from a grant. The question raised is about how the remaining $2.5 million will be covered or funded. Another question is regarding the $1 million refund—specifically, how it will be distributed (e.g., based on usage or a percentage of a bill).

Village Engineer Westcott addressed the funding question first:
- The project plans are nearly complete (about 99%), so the engineering estimate should be accurate.
- The $3 million reimbursement request should cover the sewer extension installation.

Essentially, the funding for the grant portion seems solid, and they're confident in the cost estimates. The only remaining point to clarify is how the $1 million refund will be dispersed.

The Mayor asked Mr. Westcott to give an explanation on how the expansion will help the Village.

Mr. Westcott covers the key topics:

Trunk Line Expansion:

- The existing FITM trunk line currently runs from Gougar to Cedar Road.
- The proposed expansion will continue from Cedar Road south to 159th Street.
- This expansion allows the village to provide sanitary sewer service to currently undeveloped parcels east and west of that intersection.

Flow and Treatment:

- Wastewater from the new areas will initially be treated by the Lockport facility.
- Eventually, flows will be treated by the village's own future wastewater treatment plant, making Homer Glen independent of Illinois American Water.

Benefits of Independence:

- The village gains control over future development, rather than being limited by high rates or agreements with outside entities.
- This infrastructure positions the village to manage its own utility, which is unique in the area.

Funding Strategy:

- The project will leverage grants, low-interest loans, and federal funding.
- This reduces the financial burden on local taxpayers.

Strategic Impact:

- Enables growth and development in new areas without being stifled by external utility providers.
- Sets the stage for self-sufficiency and potential long-term cost savings

In short, this expansion is about controlling your own infrastructure, enabling development, and minimizing reliance on external utilities—all while seeking funding that lessens taxpayer impact.

Trustee Schaller's discussion centers on the village pursuing federal infrastructure funding to help offset costs for planned projects, particularly a sewer extension along 159th Street. This project addresses long-term public health, environmental concerns, and supports orderly

growth, while minimizing the burden on local taxpayers. Trustee Schaller emphasized the importance of pursuing outside grants to reduce costs for residents.

Trustee Reynders stated using consultants to secure federal funding is standard practice among municipalities and is necessary for success.

Attorney Pasquinelli mentioned the funding and sewer extension project helps reduce dependency on Illinois American Water. The Fiddyment Creek sewer line, built in 2021–2022, currently has limited use but is part of a long-term plan to expand wastewater services. The village plans to have its own wastewater treatment plant operational before the Lockport agreement expires in 2030, reducing reliance on external treatment. Extending Cedar Road off the trunk line will enable development and provide services to previously unserved areas. The village is taking well-planned, step-by-step actions to enhance services, support growth, and provide meaningful relief to residents, particularly seniors.

This discussion stresses prudent financial stewardship, long-term planning, and proactive infrastructure development, while highlighting the village board's efforts to be transparent and accountable.

Mayor Neitzke-Troike talked about grants. Grants = free money from state or federal levels that the town is actively pursuing to benefit residents. She stated that securing grants can cost some upfront money, but it ultimately returns more resources to the community. Efforts with Illinois American Water show the town is protecting current residents, while planning for future independence. Communication with residents is key, and questions are welcome through phone calls and emails. She stated there is an ongoing effort to unencumber future residents from IAW, meaning future residents will have more independence regarding water services. Current residents will not be left behind – efforts are ongoing to fight rate increases and other issues affecting them.

Trustee Lepore wanted to "add one final thought, Mayor. Our village has worked diligently to move this path project forward, and now I'm calling on all residents to put politics aside and come together. This initiative benefits everyone in our community, and by working collaboratively, we can ensure it succeeds. Let's focus on this positive goal and make it a reality for the village."

The Mayor asked the Clerk to call the Roll:
Ayes: (6) Trustees Holzhauser, Reynders, Schaller, Mason, Muller, Lepore
Nays: (0)
Abstained: (0)
Absent: (0)
The Mayor did not vote.
The motion carried.

5. Motion to approve an Ordinance Amending Chapter 69, Animals, of the Code of the Village of Homer Glen.

Trustee Mason motioned to approve, Trustee Reynders second.

Discussion – Trustee Mason stated this is just an update to a current code and change of wording.

Trustee Reynders stated that basically the village will be mirroring the state laws.

The Mayor asked the Clerk to call the Roll to approve:
Ayes: (6) Trustees Holzhauser, Reynders, Schaller, Mason, Muller, Lepore
Nays: (0)
Abstained: (0)
Absent: (0)
The Mayor did not vote.
The motion carried.

6. Motion for approval initiating the process for various text amendments to the Zoning Ordinance [Case HG-2604-A].

Trustee Holzhauser motioned to approve, Trustee Mason second.

Discussion – Trustee Holzhauser stated this is just housekeeping.

The Mayor asked the Clerk to call the Roll to approve:
Ayes: (6) Trustees Holzhauser, Reynders, Schaller, Mason, Muller, Lepore
Nays: (0)
Abstained: (0)
Absent: (0)
The Mayor did not vote.
The motion carried.

M. WORKSHOP – none

N. OLD BUSINESS

1. Follow up and required action regarding exploration of a Tax Increment Financing (TIF) District for the 159th Street Corridor.

   Discussion - Village Manager stated that this was talked about briefly back in September. Director Patch had given a presentation regarding TIF districts and since that time she has been in contact with TIF attorneys and consultants.

   Director Janie Patch mentioned that TIF experts, including an attorney and a consultant, could provide a briefing for the board. The purpose would be to educate board members about TIF districts – how they work, the process to create one, and when it's appropriate to use this tool. She stated it could be held during a "committee of the whole" session or a workshop in a regular board meeting.

   Trustee Schaller emphasized wanting to proceed with creating the TIF district sooner rather than later to support commercial development, particularly on 159th Street. Trustee Schaller asked if

the Economic Development department needed a motion to move forward with this. Mayor Neitzke-Troike stated that a consensus is not needed to move forward. Trustee Schaller stated that he specifically requested this be an action item. The Mayor stated that we can direct staff to go ahead and move forward with this. She asked to make the packet accessible online with explanations.
Discussion continues. The critical first step, is the completion of the comprehensive plan, but some preliminary TIF work might be done in parallel. Trustee Schaller would like to avoid unnecessary delays by trying to run some processes concurrently. He states the idea is to avoid pushing the project into 2027 just because the comp plan isn't finished. Trustee Schaller mentioned that in the September meeting, a consensus was reached on this topic. We are revisiting it in this meeting to confirm that same consensus. "I requested this review after listening to the YouTube recording of the prior meeting."

Mayor Neitzke-Troike stated the goal is to achieve the same agreement as before. Please schedule a meeting on March 11th for him to attend. If March 11th falls on a board meeting, we will handle it as a Committee of the Whole.

2. Continued update regarding ALPR Agreement and discussions with Will County State's Attorney Office on (MOU).

   Discussion – Village Attorney Pasquinelli gave an update.

   ALPR Data Retention Policy

   - Current village policy: Strict 7-day retention period for all ALPR data.
   - Purpose: Protect residents' privacy and address "Big Brother" concerns.
   - Implication: Any incidents occurring beyond 7 days cannot be investigated using this data—data is permanently deleted.

   Role of the MOU

   - Why needed: Village officers cannot directly control contract or sheriff's officers, so the MOU serves as the enforceable mechanism.
   - Content: Binds the Sheriff's Office personnel to the village's data retention and operational policies.
   - Flexibility: MOUs can be amended more easily than an intergovernmental agreement (IGA), which would require full Will County Board approval.

Trustee Mason is worried that 7 days may be too short if a crime is discovered later, e.g., 15 days after a burglary or other incident. He stated other jurisdictions commonly retain ALPR data for 30–90 days, which allows a longer window for investigations.

Trustee Schaller stated "the 7-day period is considered a "sweet spot" for balancing privacy concerns with public safety. There is flexibility to amend the MOU later if data retention proves too restrictive and law enforcement identifies gaps.

Attorney Pasquinelli explained the Sheriff's Office autonomy: The Sheriff's Office, although county-funded, is a standalone unit with authority to sign and amend MOUs. Amending the MOU: Easier than changing an intergovernmental agreement, enabling relatively quick adjustments if necessary.

- The village prioritizes privacy but acknowledges potential law enforcement limitations.

- Village and Sheriff's Office can review the retention policy if it negatively impacts crime-solving.
- The 7-day retention is the current policy, but there is a path to amend it if real-world needs demand longer retention.

O. NEW BUSINESS

Mayor Neitzke-Troike asked that appointments for the Environment Committee, Community Development Committee and Ability Awareness Committee be placed on the next agenda.

P. EXECUTIVE SESSION

Trustee Mason motioned to enter executive session, second by Trustee Reynders.

1. Discussion Regarding Personnel
2. Discussion Regarding Pending and Ongoing Litigation
3. Discussion Regarding Public Utilities.
4. Executive Session Minutes

Voice Vote:
Ayes: (6) Trustees Mason, Schaller, Lepore, Muller, Reynders, Holzhauser
Nays: (0)
Abstained: (0)
Absent: (0)
The Mayor did not vote.
The motion carried.

Q. ADJOURNMENT

Trustee Reynders motioned to adjourn, second by Trustee Mason.

Voice Vote:
Ayes: (6) Trustees Mason, Schaller, Lepore, Muller, Reynders, Holzhauser
Nays: (0)
Abstained: (0)
Absent: (0)
The Mayor did not vote.
The motion carried.

The meeting was adjourned at 8:54pm.

_____
Candice Bielski, Village Clerk
Approved at the Board of Trustees Meeting dated



LEGACY
DEVELOPMENT GROUP, LLC

RECEIVED
By Christopher Gruba at 5:25 pm, Feb 09, 2026

ARYA | Homer Glen

Live Well • Live Connected



A master planned 15.5-acre mixed-use community nestled in the natural beauty of Homer Glen. Our community provides an elevated residential lifestyle with commercial conveniences nearby.

Inspired by the world's Blue Zone regions - where longevity and vitality are a way of life.

The ***ARYA WAY*** reimagines a lifestyle where wellness is not a goal - but a way of life. Every pathway, space and routine was carefully designed to promote wellness, purpose, and connection.





Cycling and walking paths promote connectivity
for residents and neighboring communities.

4



Belonging, by design.
Public spaces bringing the community together.



Built for connection.
Gathering areas promoting outdoor activity.

ARYA | Homer Glen

Live Well • Live Connected



30,000 square feet commercial space.
16 storefronts & 26 condominiums.



The Boardwalk - A public space adjacent to commercial conveniences.



Offering outdoor seating and dining.

ARYA | Homer Glen

Live Well • Live Connected



A common area where we link purpose with belonging.



The ARYA Pavilion - A gathering space promoting community and activities.



Families that play together,
stay together.



Putting green for all that are young at heart.



Open spaces designed to promote connection and well-being.



The Reflection Sanctuary - Designed for purpose and meaningful pause.



Meet & Greet – A place where paths cross.

ARYA | Homer Glen

Live Well • Live Connected



A residential retreat surrounded by nature’s beauty.

ARYA | Homer Glen

Live Well • Live Connected



A gated community offering 40 ranch-style villas.
Ranging from 1,850 – 1,950 square feet.



Where life slows down and happiness moves in.



Designed to promote family connection and belonging.

Welcome Home!



Open floor plans with oversized windows connect the indoor living with natural lighting.



Shared Meals, Shared Moments.

ARYA | Homer Glen

Live Well • Live Connected



Two mixed-use buildings each offering 8 retail spaces and 13 condominiums.

Linking retail with residential living.



Five rooftop penthouses per building.



Condominium living offering breathtaking rooftop views.


The Boardwalk
ARYA
Pavilion
Tot Lot
Meet &
Greet
Putting
Green
Reflection
Sanctuary

Site Plan



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Homer Glen Boundary
Street Centerlines
Parcels - Will County Parcels

Zoning Districts
A-1 Agricultural
A-2 Rural Residential
C-1 Neighborhood Commercial
C-2 Local Business
C-3 General Business
C-4 Highway Commercial
C-5 Office and Research Park I-1 Industrial
P-1 Government Buildings & Public Schools
R-1 Single-family Residential R-2 Single-family Residential
R-2A Single-family Residential
R-3 Single-family Residential
R-3A Single-family Residential
R-4 Single-family Residential
R-5 Single-family Residential

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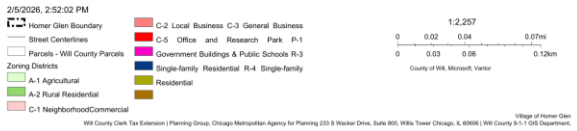
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County of Will, Vantor

Will County Clerk Tax Extension | Planning Group, Chicago Metropolitan Agency for Planning 233 S Wacker Drive, Suite 800, Willis Tower Chicago, IL 60606 | Will County 9-1-1 GIS Department, addressing@willcounty9-1-1.com | County of Will, Vantor |


R-3 Single-family Residential
R-3 Single-family Residential
C-3 General Business
C-3 General Business
C-3 General Business


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Homer Glen Boundary
Street Centerlines
Parcels - Will County Parcels
Zoning Districts
A-1 Agricultural
A-2 Rural Residential
C-1 NeighborhoodCommercial
C-2 Local Business C-3 General Business
C-5 Office and Research Park P-1
Government Buildings & Public Schools R-3
Single-family Residential R-4 Single-family
Residential
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County of Will, Microsoft, Vantor
Village of Homer Glen
Will County Clerk Tax Extension | Planning Group, Chicago Metropolitan Agency for Planning 233 S Wacker Drive, Suite 800, Willis Tower Chicago, IL 60606 | Will County 9-1-1 GIS Department,

- Promote Local Economy
  - Shop & Dine Homer Glen
  - Creating Jobs
- Increase Tax Revenue
  - $1M+ annual property tax (66 units)
  - $1M+ annual tax revenue (16 store fronts)
- Expanding Community Convenience
  - Providing residents with local conveniences
  - Promoting spending from neighboring areas
  - Economic catalyst attracting investors and residents

Thank You

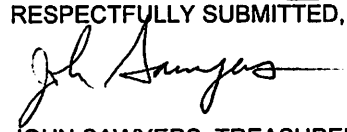
VILLAGE OF HOMER GLEN
TREASURER'S REPORT OF CASH AND INVESTMENTS
OCTOBER 31, 2025

	CURRENT MONTH	YEAR TO DATE	BUDGET FOR YEAR ENDING APRIL 30, 2026
GENERAL FUND (#10)			
ADJUSTED CASH AND INVESTMENTS, BEGINNING OF PERIOD	$ 9,848,447.86	$ 8,136,943.35	$ 8,136,943
ADD REVENUES	1,261,030.70	8,347,814.06	15,185,926
LESS EXPENDITURES & TRANSFERS	1,053,038.37	6,428,317.22	15,178,620
CASH AND INVESTMENTS, END OF PERIOD	$ 10,056,440.19	$ 10,056,440.19	$ 8,144,249
SPECIAL EVENT FUND (#12)		-	
ADJUSTED CASH AND INVESTMENTS, BEGINNING OF PERIOD	$ 237,632.20	$ 222,156.19	$ 222,156
ADD REVENUES	600.00	223,868.13	278,539
LESS EXPENDITURES & TRANSFERS	625.00	208,417.12	291,039
CASH AND INVESTMENTS, END OF PERIOD	$ 237,607.20	$ 237,607.20	$ 209,656
ENVIRONMENT FUND (#14)			
ADJUSTED CASH AND INVESTMENTS, BEGINNING OF PERIOD	$ 148,051.94	$ 146,823.63	$ 146,824
ADD REVENUES	12,494.00	25,175.00	47,800
LESS EXPENDITURES & TRANSFERS	1,713.06	13,165.75	38,450
CASH AND INVESTMENTS, END OF PERIOD	$ 158,832.88	$ 158,832.88	$ 156,174
WATER MANAGEMENT FUND (#16)			
ADJUSTED CASH AND INVESTMENTS, BEGINNING OF PERIOD	$ 221,298.00	$ 214,064.86	$ 214,065
ADD REVENUES	7,534.08	47,648.70	70,000
LESS EXPENDITURES & TRANSFERS	8,035.25	40,916.73	137,000
CASH AND INVESTMENTS, END OF PERIOD	$ 220,796.83	$ 220,796.83	$ 147,065
MOTOR FUEL TAX FUND (#20)			
ADJUSTED CASH AND INVESTMENTS, BEGINNING OF PERIOD	$ 4,209,392.04	$ 3,778,712.86	$ 3,778,713
ADD REVENUES	113,527.92	813,075.10	3,249,658
LESS EXPENDITURES & TRANSFERS	865,905.04	1,134,773.04	6,760,223
CASH AND INVESTMENTS, END OF PERIOD	$ 3,457,014.92	$ 3,457,014.92	$ 268,148

VILLAGE OF HOMER GLEN
TREASURER'S REPORT OF CASH AND INVESTMENTS
OCTOBER 31, 2025

	CURRENT MONTH	YEAR TO DATE	BUDGET FOR YEAR ENDING APRIL 30, 2026
HOME RULE SALES TAX FUND (#30)			
ADJUSTED CASH AND INVESTMENTS, BEGINNING OF PERIOD	$ 3,733,967.84	$ 1,953,910.37	$ 1,953,910
ADD REVENUES & TRANSFERS	382,871.22	2,162,928.69	4,023,712
LESS EXPENDITURES & TRANSFERS	-	-	4,025,000
CASH AND INVESTMENTS, END OF PERIOD	$ 4,116,839.06	$ 4,116,839.06	$ 1,952,622
PARK AND RECREATION FUND (#50)			
ADJUSTED CASH AND INVESTMENTS, BEGINNING OF PERIOD	$ 6,355,622.64	$ 6,670,868.81	$ 6,670,869
ADD REVENUES & TRANSFERS	230,654.06	590,361.90	2,125,000
LESS EXPENDITURES	64,179.23	739,133.24	5,619,133
CASH AND INVESTMENTS, END OF PERIOD	$ 6,522,097.47	$ 6,522,097.47	$ 3,176,736
CAPITAL PROJECT FUND (#70)			
ADJUSTED CASH AND INVESTMENTS, BEGINNING OF PERIOD	$ 23,457,774.98	$ 23,567,680.57	$ 23,567,681
ADD REVENUES & TRANSFERS	708,627.56	1,178,270.80	4,620,000
LESS EXPENDITURES	12,071.50	591,620.33	18,228,450
CASH AND INVESTMENTS, END OF PERIOD	$ 24,154,331.04	$ 24,154,331.04	$ 9,959,231
EAB TREE REPLACEMENT FUND (#71)			
ADJUSTED CASH AND INVESTMENTS, BEGINNING OF PERIOD	$ 49,555.62	$ 78,516.21	$ 78,516
ADD REVENUES	279.47	1,763.15	9,500
LESS EXPENDITURES & TRANSFERS	20.90	30,465.17	55,000
CASH AND INVESTMENTS, END OF PERIOD	$ 49,814.19	$ 49,814.19	$ 33,016
CAPITAL PROJECT- BOND FUND (#72)			
ADJUSTED CASH AND INVESTMENTS, BEGINNING OF PERIOD	$ 4,608,457.90	$ 4,604,605.11	$ 4,604,605
ADD REVENUES	17,081.59	105,061.82	200,000
LESS EXPENDITURES & TRANSFERS	2,097.50	86,224.94	2,654,400
CASH AND INVESTMENTS, END OF PERIOD	$ 4,623,441.99	$ 4,623,441.99	$ 2,150,205
TOTAL CASH AND INVESTMENTS (END OF PERIOD) - ALL FUNDS		$ 53,597,215.77	
TOTAL CASH AND INVESTMENTS - FORECASTED BALANCE AT 4/30/2026			$ 26,197,102.00

RESPECTFULLY SUBMITTED,



JOHN SAWYERS, TREASURER

FUND: GENERAL FUND
FOR 6 PERIODS ENDING OCTOBER 31, 2025

ACCOUNT NUMBER	DESCRIPTION	OCTOBER ACTUAL	FISCAL YEAR-TO-DATE ACTUAL	FISCAL YEAR BUDGET	% COLLECTED/ EXPENDED
GENERAL					
REVENUES					
TAXES					
10-00-01-110	SALES TAX	486,295.33	2,718,904.68	5,036,330.00	53.9
10-00-01-112	SALES TAX - IGA	0.00	10,500.00	60,000.00	17.5
10-00-01-120	PROPERTY TAXES	38,868.08	1,461,037.42	1,500,000.00	97.4
10-00-01-130	INCOME TAX	470,766.58	2,427,031.45	4,375,281.00	55.4
10-00-01-150	LOCAL USE TAX	20,172.29	112,325.19	481,043.00	23.3
10-00-01-155	CANNABIS EXCISE TAX	2,958.38	18,789.85	40,741.00	46.1
10-00-01-160	CHARITABLE GAMES TAX	0.00	0.00	0.00	0.0
10-00-01-170	GAMING TAX	49,475.52	320,005.10	620,000.00	51.6
TOTAL TAXES		1,068,536.18	7,068,593.69	12,113,395.00	58.3
FEES, LICENSES & PERMITS					
10-00-02-205	CABLE FRANCHISE FEES	4,342.68	118,417.82	255,000.00	46.4
10-00-02-206	FRANCHISE FEES - NICOR	0.00	0.00	36,000.00	0.0
10-00-02-210	BUSINESS LICENSE	30.00	420.00	15,000.00	2.8
10-00-02-215	CONTRACTOR REGISTRATION	3,305.00	31,745.00	80,000.00	39.6
10-00-02-217	TOBACCO LICENSE	0.00	900.00	5,500.00	16.3
10-00-02-218	GAMING LICENSE	0.00	7,800.00	128,000.00	6.0
10-00-02-220	LIQUOR LICENSE	0.00	4,000.00	76,000.00	5.2
10-00-02-225	APPLICATION FEES - LIQUOR	0.00	0.00	1,000.00	0.0
10-00-02-227	COMML WASTE COLLECTION LICENSE	0.00	0.00	3,600.00	0.0
10-00-02-230	BLDG PERMIT FEE-RESIDENTIAL	21,931.00	105,663.00	225,000.00	46.9
10-00-02-232	BUILDING PERMITS - MISC	42,371.22	188,583.25	225,000.00	83.8
10-00-02-233	ENGINEERING PERMITS	15,600.00	55,800.00	35,000.00	159.4
10-00-02-235	BLDG PERMIT FEE - COMMERCIAL	582.50	22,859.10	40,000.00	57.1
10-00-02-237	SIGN PERMIT FEE	215.72	972.30	2,000.00	48.6
10-00-02-238	SOLICITATION REGISTRATION	500.00	500.00	4,000.00	12.5
10-00-02-239	REFUSE FEE	15,185.50	30,112.55	50,000.00	60.2
10-00-02-240	PROPERTY REGISTRATION	400.00	5,380.90	6,000.00	89.6
10-00-02-250	ZONING AND DEVELOPMENT FEES	(500.00)	13,600.00	25,000.00	54.4
TOTAL FEES, LICENSES & PERMITS		103,963.62	586,753.92	1,212,100.00	48.4
FINES & FORFEITURES					
10-00-04-415	ADJUDICATION FINES	750.00	5,212.09	13,000.00	40.0

FUND: GENERAL FUND
FOR 6 PERIODS ENDING OCTOBER 31, 2025

ACCOUNT NUMBER	DESCRIPTION	OCTOBER ACTUAL	FISCAL YEAR-TO-DATE ACTUAL	FISCAL YEAR BUDGET	% COLLECTED/ EXPENDED
GENERAL					
REVENUES					
FINES & FORFEITURES					
10-00-04-417	CODE ENFORCEMENT FINES	6,984.49	21,584.49	10,000.00	215.8
TOTAL FINES & FORFEITURES		7,734.49	26,796.58	23,000.00	116.5
MISCELLANEOUS					
10-00-05-510	INTEREST INCOME	36,320.44	202,135.95	475,000.00	42.5
10-00-05-535	PROGRAM REVENUES - REC.	165.00	495.00	20,000.00	2.4
10-00-05-560	OTHER INCOME/(EXPENSE)	2,480.20	18,895.80	25,000.00	75.5
10-00-05-561	DONATIONS	0.00	4,307.00	10,000.00	43.0
10-00-05-565	COMMUNITY EVENTS-SPONSORSHIP	0.00	10,406.74	22,000.00	47.3
10-00-05-566	COMMUNITY EVENTS-REGISTRATION	0.00	5,370.00	3,000.00	179.0
TOTAL MISCELLANEOUS		38,965.64	241,610.49	555,000.00	43.5
REIMBURSEMENTS					
10-00-06-610	REIMB - R & B LEVY (HOMER TWP)	9,294.79	356,718.18	365,000.00	97.7
10-00-06-620	REIMB - R & B LEVY (NEW LENOX)	689.25	6,506.99	6,600.00	98.5
10-00-06-630	REIMB - R&B LEVY (COOK COUNTY)	0.00	0.00	25.00	0.0
10-00-06-640	REIMB - PROFESSIONAL SERVICES	0.00	9,720.64	9,000.00	108.0
10-00-06-650	REIMB - CODE ENFORCEMENT	0.00	0.00	500.00	0.0
10-00-06-654	REIMB - HTRB ST LT MTCE - IGA	187.00	748.00	2,500.00	29.9
10-00-06-658	REIMB - HTRB SALT - IGA	0.00	0.00	0.00	0.0
10-00-06-659	REIMB - ROAD MTCE - HTRD	0.00	0.00	1,000.00	0.0
10-00-06-660	REIMB - INSURANCE CLAIMS	0.00	13,593.98	10,000.00	135.9
10-00-06-680	REIMB - WELLNESS PROGRAM	0.00	0.00	10,000.00	0.0
10-00-06-690	REIMB - HT FUEL - IGA	0.00	0.00	0.00	0.0
10-00-06-691	REIMB - HTRD FUEL - IGA	0.00	0.00	0.00	0.0
10-00-06-692	REIMB - HT FPD FUEL - IGA	1,074.65	5,494.44	25,000.00	21.9
10-00-06-694	REIMB - HT LIBRARY FUEL - IGA	0.00	692.07	2,500.00	27.6
10-00-06-695	REIMB-HOMER ATHLETIC CLUB	30,585.08	30,585.08	0.00	100.0
TOTAL REIMBURSEMENTS		41,830.77	424,059.38	432,125.00	98.1
GRANTS					
10-00-07-710	OTHER GRANTS	0.00	0.00	0.00	0.0

FUND: GENERAL FUND
FOR 6 PERIODS ENDING OCTOBER 31, 2025

ACCOUNT NUMBER	DESCRIPTION	OCTOBER ACTUAL	FISCAL YEAR-TO-DATE ACTUAL	FISCAL YEAR BUDGET	% COLLECTED/ EXPENDED
GENERAL					
REVENUES					
GRANTS					
10-00-07-720	STATE GRANTS	0.00	0.00	0.00	0.0
10-00-07-730	FEDERAL GRANTS	0.00	0.00	75,306.00	0.0
TOTAL GRANTS		0.00	0.00	75,306.00	0.0
TRANSFERS					
10-00-08-840	TRANSFER IN-HR SALES TAX FUND	0.00	0.00	775,000.00	0.0
TOTAL TRANSFERS		0.00	0.00	775,000.00	0.0
TOTAL REVENUES: GENERAL		1,261,030.70	8,347,814.06	15,185,926.00	54.9
ADMINISTRATION					
EXPENSES					
PERSONNEL EXPENDITURES					
10-11-50-105	SALARIES - EMPLOYEES	67,699.32	435,204.48	1,075,789.00	40.4
10-11-50-110	PART-TIME & TEMP. SALARIES	3,360.00	33,509.25	49,140.00	68.1
10-11-50-115	SALARIES - ELECTED	4,307.70	26,846.20	56,000.00	47.9
10-11-50-120	OVERTIME WAGES	1,011.77	3,780.65	20,000.00	18.9
10-11-50-130	HEALTH INSURANCE	29,018.62	172,788.69	373,930.00	46.2
10-11-50-132	WELLNESS PROGRAM	1,143.48	1,563.03	11,200.00	13.9
10-11-50-140	STATE UNEMPLOYMENT TAX	0.00	0.00	5,000.00	0.0
10-11-50-150	FICA	4,525.16	29,663.04	73,391.00	40.4
10-11-50-160	MEDICARE TAX	1,058.34	6,937.42	17,164.00	40.4
10-11-50-170	IMRF	4,869.32	31,321.89	80,770.00	38.7
TOTAL PERSONNEL EXPENDITURES		116,993.71	741,614.65	1,762,384.00	42.0
CONTRACTUAL SERVICES					
10-11-60-201	LEGAL	0.00	61,482.37	265,000.00	23.2
10-11-60-202	ENGINEERING	0.00	0.00	50,000.00	0.0
10-11-60-203	PROF SERVICE - REIMBURSABLE	0.00	0.00	5,000.00	0.0
10-11-60-208	ACCOUNTING AND AUDIT	4,195.00	22,909.20	33,500.00	68.3

FUND: GENERAL FUND
FOR 6 PERIODS ENDING OCTOBER 31, 2025

ACCOUNT NUMBER	DESCRIPTION	OCTOBER ACTUAL	FISCAL YEAR-TO-DATE ACTUAL	FISCAL YEAR BUDGET	% COLLECTED/ EXPENDED
ADMINISTRATION					
EXPENSES					
CONTRACTUAL SERVICES					
10-11-60-226	CONSULTANT SERVICES	0.00	29,999.00	40,000.00	74.9
10-11-60-230	MOSQUITO CONTROL	0.00	35,979.99	35,980.00	99.9
10-11-60-242	UTILITIES	221.07	3,460.67	17,000.00	20.3
10-11-60-246	TELEPHONE & DATA	6,066.14	31,981.86	70,000.00	45.6
10-11-60-250	COPIER	922.73	7,402.05	22,000.00	33.6
TOTAL CONTRACTUAL SERVICES		11,404.94	193,215.14	538,480.00	35.8
SUPPLIES & MATERIALS					
10-11-70-305	POSTAGE	2,832.19	5,470.24	8,000.00	68.3
10-11-70-310	PRINTING	0.00	390.00	3,000.00	13.0
10-11-70-315	PUBLICATIONS	275.00	470.99	1,500.00	31.3
10-11-70-325	OFFICE SUPPLIES	2,178.97	17,462.92	44,000.00	39.6
10-11-70-330	SMALL TOOLS, EQUIP.& HARDWARE	153.75	5,170.43	6,000.00	86.1
10-11-70-335	PHOTO EXPENSE	0.00	1,485.00	1,000.00	148.5
10-11-70-342	KITCHEN SUPPLIES	0.00	0.00	0.00	0.0
10-11-70-350	GASOLINE	282.56	1,377.88	5,850.00	23.5
TOTAL SUPPLIES & MATERIALS		5,722.47	31,827.46	69,350.00	45.8
OTHER EXPENDITURES					
10-11-80-505	NEWSLETTER / COMMUNICATION	4,018.72	4,018.72	17,000.00	23.6
10-11-80-532	EMPLOYMENT/HR EXPENSE	30.00	652.30	2,500.00	26.0
10-11-80-540	ORDINANCE CODIFICATION	2,940.00	5,676.00	10,000.00	56.7
10-11-80-553	LEGAL NOTICES	210.38	210.38	2,000.00	10.5
10-11-80-555	MTGS & CONFERENCES	0.00	3,142.28	5,000.00	62.8
10-11-80-556	TRAINING	0.00	275.00	5,700.00	4.8
10-11-80-561	DUES AND MEMBERSHIPS	564.00	1,502.00	34,000.00	4.4
10-11-80-562	TOLLS AND TRAVEL	195.40	872.24	1,500.00	58.1
10-11-80-575	COMMUNITY COMMUNICATIONS	0.00	2,186.79	10,000.00	21.8
10-11-80-590	CREDIT CARD FEES	194.77	4,428.51	7,500.00	59.0
TOTAL OTHER EXPENDITURES		8,153.27	22,964.22	95,200.00	24.1
CAPITAL OUTLAY					

FUND: GENERAL FUND
FOR 6 PERIODS ENDING OCTOBER 31, 2025

ACCOUNT NUMBER	DESCRIPTION	OCTOBER ACTUAL	FISCAL YEAR-TO-DATE ACTUAL	FISCAL YEAR BUDGET	% COLLECTED/ EXPENDED
ADMINISTRATION					
EXPENSES					
CAPITAL OUTLAY					
10-11-85-610	VEHICLES	0.00	0.00	0.00	0.0
10-11-85-630	OFFICE FURNITURE & EQUIPMENT	0.00	0.00	10,000.00	0.0
10-11-85-660	SIGNAGE	0.00	0.00	164,000.00	0.0
TOTAL CAPITAL OUTLAY		0.00	0.00	174,000.00	0.0
TOTAL EXPENSES: ADMINISTRATION		142,274.39	989,621.47	2,639,414.00	37.4
PUBLIC SAFETY					
EXPENSES					
CONTRACTUAL SERVICES					
10-22-60-201	LEGAL- ADJUDICATION	1,937.50	3,117.00	4,500.00	69.2
10-22-60-207	PUBLIC SAFETY/POLICE	433,236.64	2,646,343.02	5,212,375.00	50.7
10-22-60-208	PATROL/POLICE	0.00	0.00	0.00	0.0
10-22-60-209	ANIMAL CONTROL	0.00	0.00	10,000.00	0.0
10-22-60-210	SAFETY NETWORK	0.00	0.00	25,000.00	0.0
TOTAL CONTRACTUAL SERVICES		435,174.14	2,649,460.02	5,251,875.00	50.4
SUPPLIES & MATERIALS					
10-22-70-310	FORMS/PRINTING	0.00	0.00	2,500.00	0.0
10-22-70-340	SAFETY EQUIPMENT	0.00	0.00	15,000.00	0.0
10-22-70-350	FUEL REIMB. -PUBLIC SAFETY	7,299.73	31,714.22	70,000.00	45.3
TOTAL SUPPLIES & MATERIALS		7,299.73	31,714.22	87,500.00	36.2
OTHER EXPENDITURES					
10-22-80-555	EDUCATION & OUTREACH	0.00	0.00	2,500.00	0.0
TOTAL OTHER EXPENDITURES		0.00	0.00	2,500.00	0.0
TOTAL EXPENSES: PUBLIC SAFETY		442,473.87	2,681,174.24	5,341,875.00	50.1
BUILDING					
EXPENSES					

FUND: GENERAL FUND
FOR 6 PERIODS ENDING OCTOBER 31, 2025

ACCOUNT NUMBER	DESCRIPTION	OCTOBER ACTUAL	FISCAL YEAR-TO-DATE ACTUAL	FISCAL YEAR BUDGET	% COLLECTED/ EXPENDED
BUILDING					
PERSONNEL EXPENDITURES					
10-33-50-105	SALARIES - EMPLOYEES	34,057.67	226,540.41	461,710.00	49.0
10-33-50-110	PART-TIME & TEMP. SALARIES	0.00	0.00	6,912.00	0.0
10-33-50-120	OVERTIME - BLDG DEPT	36.10	966.96	9,000.00	10.7
10-33-50-150	FICA	2,030.29	13,570.71	29,076.00	46.6
10-33-50-160	MEDICARE TAX	474.80	3,173.69	7,250.00	43.7
10-33-50-170	IMRF	2,436.45	15,864.07	33,150.00	47.8
TOTAL PERSONNEL EXPENDITURES		39,035.31	260,115.84	547,098.00	47.5
CONTRACTUAL SERVICES					
10-33-60-209	INSPECTIONS	720.00	4,260.00	19,000.00	22.4
10-33-60-211	DEMOLITION	0.00	0.00	0.00	0.0
10-33-60-246	TELEPHONE	264.55	1,623.55	3,000.00	54.1
TOTAL CONTRACTUAL SERVICES		984.55	5,883.55	22,000.00	26.7
SUPPLIES & MATERIALS					
10-33-70-310	FORMS/PRINTING	39.92	39.92	1,500.00	2.6
10-33-70-317	BOOKS	0.00	0.00	300.00	0.0
10-33-70-330	SMALL TOOLS, EQUIP & HARDWARE	0.00	0.00	200.00	0.0
10-33-70-350	GASOLINE	337.90	2,002.42	5,900.00	33.9
10-33-70-355	UNIFORMS	0.00	88.75	500.00	17.7
TOTAL SUPPLIES & MATERIALS		377.82	2,131.09	8,400.00	25.3
REPAIRS & MAINTENANCE					
10-33-75-410	R&M EQUIPMENT	0.00	0.00	0.00	0.0
10-33-75-425	MAINTENANCE - CODE ENFORCEMENT	0.00	0.00	500.00	0.0
TOTAL REPAIRS & MAINTENANCE		0.00	0.00	500.00	0.0
OTHER EXPENDITURES					
10-33-80-555	MTGS,CONFERENCES & TRAINING	0.00	540.00	1,200.00	45.0
10-33-80-561	DUES & MEMBERSHIPS	170.00	319.88	1,350.00	23.6
10-33-80-590	BANK CHARGES	556.90	4,289.60	10,000.00	42.8
TOTAL OTHER EXPENDITURES		726.90	5,149.48	12,550.00	41.0

FUND: GENERAL FUND
FOR 6 PERIODS ENDING OCTOBER 31, 2025

ACCOUNT NUMBER	DESCRIPTION	OCTOBER ACTUAL	FISCAL YEAR-TO-DATE ACTUAL	FISCAL YEAR BUDGET	% COLLECTED/ EXPENDED
BUILDING					
CAPITAL OUTLAY					
10-33-85-630	OFFICE FURNITURE & EQUIPMENT	0.00	0.00	0.00	0.0
TOTAL CAPITAL OUTLAY		0.00	0.00	0.00	0.0
TOTAL EXPENSES: BUILDING		41,124.58	273,279.96	590,548.00	46.2
EVENTS					
EXPENSES					
PERSONNEL EXPENDITURES					
10-44-50-105	SALARIES - EMPLOYEES	9,773.40	85,871.60	186,164.00	46.1
10-44-50-110	PART-TIME & TEMP. SALARIES	0.00	0.00	5,760.00	0.0
10-44-50-120	OVERTIME - RECREATION DEPT	292.50	1,271.25	15,000.00	8.4
10-44-50-150	FICA	565.39	4,904.26	11,917.00	41.1
10-44-50-160	MEDICARE	132.23	1,146.92	3,162.00	36.2
10-44-50-170	IMRF	722.73	5,993.22	13,366.00	44.8
TOTAL PERSONNEL EXPENDITURES		11,486.25	99,187.25	235,369.00	42.1
SUPPLIES & MATERIALS					
10-44-70-310	PRINTING	0.00	2,855.68	10,000.00	28.5
10-44-70-325	OFFICE SUPPLIES EQUIPMENT	0.00	20.61	2,000.00	1.0
TOTAL SUPPLIES & MATERIALS		0.00	2,876.29	12,000.00	23.9
OTHER EXPNDITURES					
10-44-80-523	COMMUNITY EVENTS	977.28	34,212.24	81,600.00	41.9
10-44-80-535	PROGRAM EXPENSES - REC	0.00	926.07	5,000.00	18.5
10-44-80-555	MTGS, CONFERENCES & TRAINING	0.00	0.00	2,000.00	0.0
10-44-80-561	DUES AND MEMBERSHIPS	51.99	2,490.62	2,000.00	124.5
10-44-80-562	TOLLS AND TRAVEL	0.00	68.60	0.00	(100.0)
TOTAL OTHER EXPNDITURES		1,029.27	37,697.53	90,600.00	41.6
TOTAL EXPENSES: EVENTS		12,515.52	139,761.07	337,969.00	41.3

FUND: GENERAL FUND
FOR 6 PERIODS ENDING OCTOBER 31, 2025

ACCOUNT NUMBER	DESCRIPTION	OCTOBER ACTUAL	FISCAL YEAR-TO-DATE ACTUAL	FISCAL YEAR BUDGET	% COLLECTED/ EXPENDED
PUBLIC WORKS					
EXPENSES					
PERSONNEL EXPENDITURES					
10-55-50-105	SALARIES REGULAR	87,144.08	565,759.30	1,237,060.00	45.7
10-55-50-107	SALARIES RETRO	0.00	0.00	0.00	0.0
10-55-50-110	SALARIES PART TIME	0.00	0.00	0.00	0.0
10-55-50-120	SALARIES OVERTIME	428.73	5,915.57	80,000.00	7.3
10-55-50-125	SALARIIES - PAID ON CALL	1,600.00	10,400.00	20,800.00	50.0
10-55-50-130	HEALTH INSURANCE	22,089.80	124,671.26	275,084.00	45.3
10-55-50-140	IL DEPT EMPLOYMENT SECURITY	0.00	0.00	2,500.00	0.0
10-55-50-150	FICA	5,245.67	34,290.48	76,697.00	44.7
10-55-50-160	MEDICARE	1,226.81	8,019.62	17,937.00	44.7
10-55-50-170	IMRF	6,402.62	41,793.06	89,563.00	46.6
TOTAL PERSONNEL EXPENDITURES		124,137.71	790,849.29	1,799,641.00	43.9
CONTRACTUAL SERVICES					
10-55-60-202	ENGINEERING SERVICES	0.00	0.00	0.00	0.0
10-55-60-240	RENTALS	0.00	0.00	5,000.00	0.0
10-55-60-242	UTILITIES	507.55	8,361.90	18,000.00	46.4
10-55-60-244	STREET LIGHTING/TRAFFIC SIGNAL	0.00	0.00	12,000.00	0.0
10-55-60-246	TELEPHONE	877.30	5,058.95	12,000.00	42.1
10-55-60-248	ROAD/RIGHT OF WAY MAINTENANCE	5,625.00	33,750.00	66,400.00	50.8
10-55-60-250	WEED & TREE REMOVAL	325.00	325.00	0.00	(100.0)
10-55-60-251	TREE REMOVAL	1,200.00	5,800.00	10,000.00	58.0
10-55-60-254	DRUG TESTING	1,440.00	1,440.00	1,600.00	90.0
10-55-60-255	CURB/SIDEWALK MAINTENANCE	70,531.25	244,007.50	250,000.00	97.6
10-55-60-256	CONCRETE LIFTING / MUD JACKING	15,840.00	15,840.00	30,000.00	52.8
10-55-60-257	SPOILS DISPOSAL	175.00	3,489.30	50,000.00	6.9
10-55-60-275	UNDERGRD UTILITY LOCATE-JULIE	9,255.20	45,057.25	110,000.00	40.9
10-55-60-280	SALT/BRINE	0.00	0.00	250,000.00	0.0
TOTAL CONTRACTUAL SERVICES		105,776.30	363,129.90	815,000.00	44.5
SUPPLIES & MATERIALS					
10-55-70-315	PUBLISHING	0.00	0.00	525.00	0.0
10-55-70-320	POSTAGE	0.00	0.00	100.00	0.0
10-55-70-325	OFFICE SUPPLIES	0.00	1,091.28	4,500.00	24.2

FUND: GENERAL FUND
FOR 6 PERIODS ENDING OCTOBER 31, 2025

ACCOUNT NUMBER	DESCRIPTION	OCTOBER ACTUAL	FISCAL YEAR-TO-DATE ACTUAL	FISCAL YEAR BUDGET	% COLLECTED/ EXPENDED
PUBLIC WORKS					
EXPENSES					
SUPPLIES & MATERIALS					
10-55-70-326	STREET MAINTENANCE SUPPLIES	3,367.18	52,415.83	56,255.00	93.1
10-55-70-327	OPERATIONS SUPPLIES	1,549.36	7,740.73	5,000.00	154.8
10-55-70-328	BUILDING SUPPLIES	0.00	18.40	6,000.00	0.3
10-55-70-330	SMALL TOOLS & SHOP SUPPLIES	440.59	5,290.80	20,000.00	26.4
10-55-70-335	SIGNS & POSTS	0.00	1,814.48	7,500.00	24.1
10-55-70-350	FUEL & OIL	(6,291.08)	25,942.70	120,000.00	21.6
10-55-70-355	SAFETY GEAR & UNIFORMS	156.05	2,076.76	16,500.00	12.5
10-55-70-360	COMPUTER SOFTWARE	0.00	18,500.00	15,500.00	119.3
TOTAL SUPPLIES & MATERIALS		(777.90)	114,890.98	251,880.00	45.6
REPAIRS & MAINTENANCE					
10-55-75-405	R&M BUILDING	0.00	1,620.46	6,000.00	27.0
10-55-75-410	R&M ROADS	2,126.99	2,726.99	200,000.00	1.3
10-55-75-415	R&M EQUIPMENT & VEHICLES	4,049.48	40,703.60	140,000.00	29.0
TOTAL REPAIRS & MAINTENANCE		6,176.47	45,051.05	346,000.00	13.0
OTHER EXPENDITURES					
10-55-80-505	LIABILITY INSURANCE	0.00	0.00	65,000.00	0.0
10-55-80-553	LEGAL NOTICES	0.00	0.00	300.00	0.0
10-55-80-555	TRAINING	584.00	1,526.90	6,500.00	23.4
10-55-80-561	DUES	238.00	238.00	500.00	47.6
10-55-80-580	MISCELLANEOUS EXPENSE	0.00	0.00	0.00	0.0
TOTAL OTHER EXPENDITURES		822.00	1,764.90	72,300.00	2.4
CAPITAL OUTLAY					
10-55-85-610	VEHICLES	0.00	149,700.00	75,000.00	199.6
10-55-85-615	MACHINERY & EQUIPMENT	76,000.00	133,823.05	152,000.00	88.0
10-55-85-630	OFFICE EQUIPMENT	0.00	13,645.00	15,000.00	90.9
10-55-85-645	BUILDING CAPITAL OTHER	0.00	0.00	150,000.00	0.0
10-55-85-655	BUILDING	0.00	0.00	0.00	0.0
TOTAL CAPITAL OUTLAY		76,000.00	297,168.05	392,000.00	75.8

FUND: GENERAL FUND
FOR 6 PERIODS ENDING OCTOBER 31, 2025

ACCOUNT NUMBER	DESCRIPTION	OCTOBER ACTUAL	FISCAL YEAR-TO-DATE ACTUAL	FISCAL YEAR BUDGET	% COLLECTED/ EXPENDED
TOTAL EXPENSES: PUBLIC WORKS		312,134.58	1,612,854.17	3,676,821.00	43.8
PARK FACILITIES					
EXPENSES					
PERSONNEL EXPENDITURES					
10-60-50-105	SALARIES	0.00	0.00	0.00	0.0
10-60-50-110	PART-TIME & TEMP SALARIES	0.00	0.00	0.00	0.0
10-60-50-120	OVERTIME WAGES	0.00	0.00	0.00	0.0
10-60-50-130	HEALTH INSURANCE	0.00	0.00	0.00	0.0
10-60-50-140	STATE UNEMPLOYMENT TAX	0.00	0.00	0.00	0.0
10-60-50-150	FICA	0.00	0.00	0.00	0.0
10-60-50-160	MEDICARE	0.00	0.00	0.00	0.0
10-60-50-170	IMRF	0.00	0.00	0.00	0.0
TOTAL PERSONNEL EXPENDITURES		0.00	0.00	0.00	0.0
CONTRACTUAL SERVICES					
10-60-60-240	RENT - STORAGE RENT	0.00	0.00	0.00	0.0
10-60-60-242	ELECTRIC - PARKS	0.00	0.00	0.00	0.0
10-60-60-243	WATER - PARKS	0.00	0.00	0.00	0.0
10-60-60-246	TELEPHONE/PAGER SERVICE	0.00	0.00	0.00	0.0
10-60-60-250	PARK SECURITY	0.00	0.00	0.00	0.0
10-60-60-251	TREE REMOVAL	0.00	0.00	0.00	0.0
10-60-60-254	FERTILIZER/WEED CONTROL	0.00	0.00	0.00	0.0
TOTAL CONTRACTUAL SERVICES		0.00	0.00	0.00	0.0
SUPPLIES & MATERIALS					
10-60-70-330	SMALL TOOLS, EQUIP.& HARDWARE	0.00	0.00	0.00	0.0
10-60-70-350	GASOLINE & OIL	0.00	0.00	0.00	0.0
10-60-70-355	UNIFORMS / CLOTHING	0.00	0.00	0.00	0.0
10-60-70-362	SALT AND PESTICIDE SUPPLIES	0.00	0.00	0.00	0.0
TOTAL SUPPLIES & MATERIALS		0.00	0.00	0.00	0.0
REPAIRS & MAINTENANCE					

FUND: GENERAL FUND
FOR 6 PERIODS ENDING OCTOBER 31, 2025

ACCOUNT NUMBER	DESCRIPTION	OCTOBER ACTUAL	FISCAL YEAR-TO-DATE ACTUAL	FISCAL YEAR BUDGET	% COLLECTED/ EXPENDED
PARK FACILITIES					
EXPENSES					
REPAIRS & MAINTENANCE					
10-60-75-410	MAINTENANCE-PARK EQUIPMENT	0.00	0.00	0.00	0.0
10-60-75-415	MAINTENANCE-VEHCILES	0.00	0.00	0.00	0.0
10-60-75-420	MAINTENANCE-LANDSCAPING	0.00	0.00	0.00	0.0
10-60-75-422	MAINTENANCE-ROW MOWING-see PW	0.00	0.00	0.00	0.0
10-60-75-423	MAINTENANCE-MOWING EQUIPMENT	0.00	0.00	0.00	0.0
10-60-75-424	MAINTENANCE-SPORT FIELDS	0.00	0.00	0.00	0.0
10-60-75-425	MAINTENANCE-SANITATION	0.00	0.00	0.00	0.0
10-60-75-430	MAINTENANCE - TRAILS	0.00	0.00	0.00	0.0
10-60-75-432	MAINTENANCE - PARK STRUCTURES	0.00	0.00	0.00	0.0
10-60-75-435	MAINTENANCE - COURTS	0.00	0.00	0.00	0.0
10-60-75-437	MAINTENANCE-PONDS/NATURAL AREA	0.00	0.00	0.00	0.0
TOTAL REPAIRS & MAINTENANCE		0.00	0.00	0.00	0.0
OTHER EXPENDITURES					
10-60-80-545	PARK/TRAIL SIGNS	0.00	0.00	0.00	0.0
10-60-80-555	MTGS,CONFERENCES & TRAINING	0.00	0.00	0.00	0.0
10-60-80-562	TOLLS AND TRAVEL	0.00	0.00	0.00	0.0
10-60-80-565	FLAG POLES	0.00	0.00	0.00	0.0
TOTAL OTHER EXPENDITURES		0.00	0.00	0.00	0.0
CAPITAL OUTLAY					
10-60-85-610	VEHICLES/TRUCKS	0.00	0.00	0.00	0.0
10-60-85-615	MACHINERY & EQUIPMENT	0.00	0.00	0.00	0.0
10-60-85-630	OFFICE FURNITURE & EQUIPMENT	0.00	0.00	0.00	0.0
10-60-85-650	COMPUTERS	0.00	0.00	0.00	0.0
TOTAL CAPITAL OUTLAY		0.00	0.00	0.00	0.0
TOTAL EXPENSES: PARK FACILITIES		0.00	0.00	0.00	0.0

ECONOMIC DEVELOPMENT
EXPENSES

FUND: GENERAL FUND
FOR 6 PERIODS ENDING OCTOBER 31, 2025

ACCOUNT NUMBER	DESCRIPTION	OCTOBER ACTUAL	FISCAL YEAR-TO-DATE ACTUAL	FISCAL YEAR BUDGET	% COLLECTED/ EXPENDED
ECONOMIC DEVELOPMENT					
PERSONNEL EXPENDITURES					
10-66-50-105	SALARIES	8,612.46	55,981.01	117,559.00	47.6
10-66-50-150	FICA	525.66	3,418.51	7,288.00	46.9
10-66-50-160	MEDICARE TAX	122.94	799.51	1,704.00	46.9
10-66-50-170	IMRF	618.38	4,019.47	8,511.00	47.2
TOTAL PERSONNEL EXPENDITURES		9,879.44	64,218.50	135,062.00	47.5
CONTRACTUAL SERVICES					
10-66-60-246	TELEPHONE	75.23	466.30	950.00	49.0
TOTAL CONTRACTUAL SERVICES		75.23	466.30	950.00	49.0
SUPPLIES & MATERIALS					
10-66-70-310	PRINTING	1,911.00	1,911.00	500.00	382.2
10-66-70-315	PUBLICATIONS	0.00	0.00	250.00	0.0
TOTAL SUPPLIES & MATERIALS		1,911.00	1,911.00	750.00	254.8
OTHER EXPENDITURES					
10-66-80-515	PROJECTS AND PROMOTIONS	28.99	225.92	2,600.00	8.6
10-66-80-530	ADVERTISING	0.00	0.00	2,500.00	0.0
10-66-80-555	MTGS, CONFERENCES & TRAINING	275.00	725.00	2,000.00	36.2
10-66-80-561	DUES AND MEMBERSHIPS	0.00	2,675.00	3,100.00	86.2
10-66-80-562	MILEAGE & TRAVEL REIMBURSEMENT	34.00	34.00	300.00	11.3
10-66-80-598	BUILDING IMPROVEMENT INCENTIVE	0.00	16,287.80	60,000.00	27.1
TOTAL OTHER EXPENDITURES		337.99	19,947.72	70,500.00	28.2
TOTAL EXPENSES: ECONOMIC DEVELOPMENT		12,203.66	86,543.52	207,262.00	41.7
PLANNING & ZONING					
EXPENSES					
PERSONNEL EXPENDITURES					
10-77-50-105	SALARIES	19,050.40	115,528.75	260,861.00	44.2

FUND: GENERAL FUND
FOR 6 PERIODS ENDING OCTOBER 31, 2025

ACCOUNT NUMBER	DESCRIPTION	OCTOBER ACTUAL	FISCAL YEAR-TO-DATE ACTUAL	FISCAL YEAR BUDGET	% COLLECTED/ EXPENDED
PLANNING & ZONING					
EXPENSES					
PERSONNEL EXPENDITURES					
10-77-50-120	OT WAGES	709.11	1,433.46	0.00	(100.0)
10-77-50-150	FICA	1,199.92	7,083.93	16,173.00	43.8
10-77-50-160	MEDICARE TAX	280.62	1,656.70	3,782.00	43.8
10-77-50-170	IMRF	1,418.73	8,359.97	18,886.00	44.2
TOTAL PERSONNEL EXPENDITURES		22,658.78	134,062.81	299,702.00	44.7
CONTRACTUAL SERVICES					
10-77-60-202	PLAN REVIEW SERVICE	5,596.65	13,810.65	15,000.00	92.0
10-77-60-226	CONSULTANT SERVICES	0.00	0.00	0.00	0.0
10-77-60-246	TELEPHONE	78.44	521.45	1,500.00	34.7
TOTAL CONTRACTUAL SERVICES		5,675.09	14,332.10	16,500.00	86.8
SUPPLIES & MATERIALS					
10-77-70-310	PRINTING	0.00	772.50	250.00	309.0
10-77-70-315	PUBLICATIONS	0.00	0.00	100.00	0.0
TOTAL SUPPLIES & MATERIALS		0.00	772.50	350.00	220.7
OTHER EXPENDITURES					
10-77-80-520	G.I.S.	0.00	535.00	13,500.00	3.9
10-77-80-553	LEGAL NOTICES	102.50	1,312.66	4,500.00	29.1
10-77-80-555	MTGS, CONFERENCES & TRAINING	0.00	2,496.30	2,000.00	124.8
10-77-80-561	DUES AND MEMBERSHIPS	118.00	118.00	800.00	14.7
10-77-80-562	MILEAGE & TRAVEL REIMBURSEMENT	0.00	0.00	250.00	0.0
TOTAL OTHER EXPENDITURES		220.50	4,461.96	21,050.00	21.1
TOTAL EXPENSES: PLANNING & ZONING		28,554.37	153,629.37	337,602.00	45.5

FACILITIES MAINTENANCE
EXPENSES

FUND: GENERAL FUND
FOR 6 PERIODS ENDING OCTOBER 31, 2025

ACCOUNT NUMBER	DESCRIPTION	OCTOBER ACTUAL	FISCAL YEAR-TO-DATE ACTUAL	FISCAL YEAR BUDGET	% COLLECTED/ EXPENDED
FACILITIES MAINTENANCE					
PERSONNEL EXPENDITURES					
10-86-50-105	SALARIES - EMPLOYEES	10,470.74	69,579.75	138,830.00	50.1
10-86-50-110	PART-TIME & TEMP. SALARIES	0.00	2,270.00	20,000.00	11.3
10-86-50-120	OVERTIME WAGES	0.00	0.00	0.00	0.0
10-86-50-150	FICA	624.70	4,299.25	8,607.00	49.9
10-86-50-160	MEDICARE TAX	146.09	1,005.45	2,013.00	49.9
10-86-50-170	IMRF	730.26	4,909.68	10,051.00	48.8
TOTAL PERSONNEL EXPENDITURES		11,971.79	82,064.13	179,501.00	45.7
CONTRACTUAL SERVICES					
10-86-60-240	RENTALS	0.00	97.20	2,000.00	4.8
10-86-60-260	INSPECTION SERVICES	1,100.00	4,986.00	17,000.00	29.3
10-86-60-262	HVAC MAINTENACE SERVICES	1,361.81	7,385.58	60,000.00	12.3
TOTAL CONTRACTUAL SERVICES		2,461.81	12,468.78	79,000.00	15.7
SUPPLIES & MATERIALS					
10-86-70-325	OFFICE SUPPLIES	0.00	182.00	1,000.00	18.2
10-86-70-327	CUSTODIAL SUPPLIES	985.07	6,420.36	12,000.00	53.5
10-86-70-330	SMALL TOOLS, EQUIP.& HARDWARE	15.98	3,801.71	14,000.00	27.1
10-86-70-350	GASOLINE	0.00	0.00	0.00	0.0
10-86-70-355	UNIFORMS	533.82	901.80	2,000.00	45.0
TOTAL SUPPLIES & MATERIALS		1,534.87	11,305.87	29,000.00	38.9
REPAIRS & MAINTENANCE					
10-86-75-402	R&M ADMIN. BUILDING	3,817.92	14,490.31	64,000.00	22.6
10-86-75-405	R&M PUBLIC WORKS BUILDING	6,377.40	129,094.47	260,000.00	49.6
10-86-75-410	R&M PARKS BUILDING	0.00	3,437.91	15,000.00	22.9
10-86-75-415	R&M VEHCILES	0.00	420.94	5,000.00	8.4
10-86-75-420	R&M EMA BUILDING	0.00	312.11	1,500.00	20.8
10-86-75-425	R&M SPORTS PARKS BUILDING	4,192.58	29,708.34	50,000.00	59.4
10-86-75-430	R&M EQUIPMENT REPAIRS	938.06	12,501.78	15,000.00	83.3
TOTAL REPAIRS & MAINTENANCE		15,325.96	189,965.86	410,500.00	46.2

FUND: GENERAL FUND
FOR 6 PERIODS ENDING OCTOBER 31, 2025

ACCOUNT NUMBER	DESCRIPTION	OCTOBER ACTUAL	FISCAL YEAR-TO-DATE ACTUAL	FISCAL YEAR BUDGET	% COLLECTED/ EXPENDED
FACILITIES MAINTENANCE					
OTHER EXPENDITURES					
10-86-80-555	MTGS, CONFERENCES & TRAINING	0.00	0.00	3,000.00	0.0
TOTAL OTHER EXPENDITURES		0.00	0.00	3,000.00	0.0
CAPITAL OUTLAY					
10-86-85-610	VEHICLES	0.00	0.00	0.00	0.0
10-86-85-615	MACHINERY & EQUIPMENT	0.00	0.00	12,000.00	0.0
10-86-85-655	BUILDING IMPROVEMENTS	0.00	0.00	0.00	0.0
TOTAL CAPITAL OUTLAY		0.00	0.00	12,000.00	0.0
TOTAL EXPENSES: FACILITIES MAINTENANCE		31,294.43	295,804.64	713,001.00	41.4
EMA					
EXPENSES					
PERSONNEL EXPENDITURES					
10-88-50-105	EMA - SALARIES	1,538.46	9,999.99	20,000.00	49.9
10-88-50-110	EMA - SALARY (PART-TIME)	0.00	0.00	0.00	0.0
10-88-50-150	EMA - FICA	93.66	608.44	1,240.00	49.0
10-88-50-160	EMA - MEDICARE	21.90	142.27	290.00	49.0
10-88-50-170	EMA - IMRF	110.46	717.99	1,448.00	49.5
TOTAL PERSONNEL EXPENDITURES		1,764.48	11,468.69	22,978.00	49.9
CONTRACTUAL SERVICES					
10-88-60-240	EMA - GARAGE RENT	4,650.00	28,361.60	56,000.00	50.6
10-88-60-242	EMA - UTILITIES - GARAGE	0.00	0.00	1,200.00	0.0
10-88-60-246	EMA - TELEPHONE/PAGER SERVICE	168.66	941.02	2,750.00	34.2
10-88-60-272	EMA - RADIO SERVICE	905.52	1,232.84	2,300.00	53.6
TOTAL CONTRACTUAL SERVICES		5,724.18	30,535.46	62,250.00	49.0
SUPPLIES & MATERIALS					
10-88-70-330	EMA - TOOLS/HARDWARE/EQUIPMENT	962.64	8,260.93	7,000.00	118.0

FUND: GENERAL FUND
FOR 6 PERIODS ENDING OCTOBER 31, 2025

ACCOUNT NUMBER	DESCRIPTION	OCTOBER ACTUAL	FISCAL YEAR-TO-DATE ACTUAL	FISCAL YEAR BUDGET	% COLLECTED/ EXPENDED
EMA					
EXPENSES					
SUPPLIES & MATERIALS					
10-88-70-350	EMA - GASOLINE	259.78	1,055.65	3,500.00	30.1
10-88-70-355	EMA - UNIFORMS	48.00	3,586.22	3,500.00	102.4
10-88-70-360	EMA - COMPUTER SOFTWARE	0.00	349.00	1,000.00	34.9
TOTAL SUPPLIES & MATERIALS		1,270.42	13,251.80	15,000.00	88.3
REPAIRS & MAINTENANCE					
10-88-75-415	EMA - R&M EQUIPMENT & VEHICLES	302.83	11,095.94	11,000.00	100.8
TOTAL REPAIRS & MAINTENANCE		302.83	11,095.94	11,000.00	100.8
OTHER EXPENDITURES					
10-88-80-555	EMA - MEETINGS & CONFERENCES	1,105.07	1,217.65	1,000.00	121.7
10-88-80-561	EMA - DUES & MEMBERSHIPS	0.00	295.00	300.00	98.3
10-88-80-563	EMA - TRAINING	0.00	1,425.24	2,000.00	71.2
10-88-80-573	EMA - WEATHER SATELLITE	327.98	2,164.82	4,000.00	54.1
10-88-80-574	EMA - SIRENS	2,358.72	12,642.62	12,000.00	105.3
10-88-80-955	LEASE FINANCING PRINCIPAL	0.00	0.00	0.00	0.0
10-88-80-956	LEASE INTEREST EXPENSE	0.00	0.00	0.00	0.0
TOTAL OTHER EXPENDITURES		3,791.77	17,745.33	19,300.00	91.9
CAPITAL OUTLAY					
10-88-85-610	EMA - VEHICLE	0.00	3,700.50	15,000.00	24.6
10-88-85-652	EMA - COMMUNICATION EQUIP	0.00	3,226.18	5,000.00	64.5
10-88-85-654	EMA - PROTECTIVE EQUIPMENT	945.00	2,136.90	1,500.00	142.4
10-88-85-656	EMA - OTHER EQUIPMENT& MACHINE	2,702.94	5,361.39	79,500.00	6.7
TOTAL CAPITAL OUTLAY		3,647.94	14,424.97	101,000.00	14.2
TOTAL EXPENSES: EMA		16,501.62	98,522.19	231,528.00	42.5

OTHER EXPENDITURES
EXPENSES

FUND: GENERAL FUND
FOR 6 PERIODS ENDING OCTOBER 31, 2025

ACCOUNT NUMBER	DESCRIPTION	OCTOBER ACTUAL	FISCAL YEAR-TO-DATE ACTUAL	FISCAL YEAR BUDGET	% COLLECTED/ EXPENDED
OTHER EXPENDITURES					
PERSONNEL EXPENDITURES					
10-92-50-130	HEALTH INSUIRANCE	0.00	0.00	0.00	0.0
TOTAL PERSONNEL EXPENDITURES		0.00	0.00	0.00	0.0
CONTRACTUAL SERVICES					
10-92-60-206	INFO TECH SERVICES	0.00	5,820.00	25,000.00	23.2
10-92-60-210	WEBSITE SERVICES	11,100.74	35,109.83	33,000.00	106.3
10-92-60-228	PAYROLL SERVICE	0.00	6,356.94	17,000.00	37.3
10-92-60-250	SECURITY	1,760.85	9,102.57	37,000.00	24.6
TOTAL CONTRACTUAL SERVICES		12,861.59	56,389.34	112,000.00	50.3
SUPPLIES & MATERIALS					
10-92-70-360	COMPUTER SOFTWARE	0.00	35,022.03	90,000.00	38.9
10-92-70-370	COMPUTER SUPPLIES	0.00	0.00	25,000.00	0.0
TOTAL SUPPLIES & MATERIALS		0.00	35,022.03	115,000.00	30.4
REPAIRS & MAINTENANCE					
10-92-75-405	MTCE- BUILDING (DO NOT USE)	0.00	0.00	0.00	0.0
10-92-75-410	R & M - BUILDING (DO NOT USE)	0.00	0.00	0.00	0.0
10-92-75-415	MTCE - VEHICLES (DO NOT USE)	0.00	0.00	0.00	0.0
TOTAL REPAIRS & MAINTENANCE		0.00	0.00	0.00	0.0
OTHER EXPENDITURES					
10-92-80-505	LIABILITY INSURANCE	0.00	562.01	66,000.00	0.8
10-92-80-517	COMMITTEES	0.00	0.00	600.00	0.0
10-92-80-518	COMM.-HEALTH & ADDTCN RECOVERY	637.66	805.31	4,000.00	20.1
10-92-80-519	COMMITTEE - ABILITY AWARENESS	255.11	3,550.71	15,000.00	23.6
10-92-80-522	AWARDS AND RECOGNITION	150.00	740.20	7,500.00	9.8
10-92-80-592	SALES TAX INCENTIVE - PHOENIX	0.00	0.00	7,500.00	0.0
10-92-80-599	CONTINGENCY	0.00	0.00	250,000.00	0.0
TOTAL OTHER EXPENDITURES		1,042.77	5,658.23	350,600.00	1.6

FUND: GENERAL FUND
FOR 6 PERIODS ENDING OCTOBER 31, 2025

ACCOUNT NUMBER	DESCRIPTION	OCTOBER ACTUAL	FISCAL YEAR-TO-DATE ACTUAL	FISCAL YEAR BUDGET	% COLLECTED/ EXPENDED
OTHER EXPENDITURES					
CAPITAL OUTLAY					
10-92-85-650	COMPUTER EQUIPMENT	56.99	56.99	25,000.00	0.2
TOTAL CAPITAL OUTLAY		56.99	56.99	25,000.00	0.2
TOTAL EXPENSES: OTHER EXPENDITURES		13,961.35	97,126.59	602,600.00	16.1
TRANSFERS					
EXPENSES					
TRANSFERS					
10-99-80-920	TRANSFER-CAPITAL PROJECT FUND	0.00	0.00	0.00	0.0
10-99-80-930	TRANSFER-PARK AND REC. FUND	0.00	0.00	500,000.00	0.0
10-99-80-935	TRANSFER-SPECIAL EVENTS	0.00	0.00	0.00	0.0
TOTAL TRANSFERS		0.00	0.00	500,000.00	0.0
TOTAL EXPENSES: TRANSFERS		0.00	0.00	500,000.00	0.0
TOTAL FUND REVENUES		1,261,030.70	8,347,814.06	15,185,926.00	54.9
TOTAL FUND EXPENSES		1,053,038.37	6,428,317.22	15,178,620.00	42.3
FUND SURPLUS (DEFICIT)		207,992.33	1,919,496.84	7,306.00	6272.8

FUND: HOMER FEST FUND
FOR 6 PERIODS ENDING OCTOBER 31, 2025

ACCOUNT NUMBER	DESCRIPTION	OCTOBER ACTUAL	FISCAL YEAR-TO-DATE ACTUAL	FISCAL YEAR BUDGET	% COLLECTED/ EXPENDED
SPECIAL EVENTS					
REVENUES					
MISCELLANEOUS					
12-00-05-560	COMMUNITY FESTIVAL INCOME	600.00	197,361.13	218,539.00	90.3
12-00-05-561	COMMUNITY FESTIVAL SPONSORSHIP	0.00	26,507.00	60,000.00	44.1
TOTAL MISCELLANEOUS		600.00	223,868.13	278,539.00	80.3
TRANSFERS					
12-00-08-805	TRANSFER - GENERAL FUND	0.00	0.00	0.00	0.0
TOTAL TRANSFERS		0.00	0.00	0.00	0.0
TOTAL REVENUES: SPECIAL EVENTS		600.00	223,868.13	278,539.00	80.3
EXPENSES					
PERSONNEL EXPENDITURES					
12-00-50-105	SALARIES	0.00	0.00	30,000.00	0.0
12-00-50-110	PART TIME & TEMP SALARIES	0.00	0.00	0.00	0.0
12-00-50-120	SALARIES - OVERTIME	0.00	65,593.56	0.00	(100.0)
12-00-50-150	FICA	0.00	4,066.80	0.00	(100.0)
12-00-50-160	MEDICARE TAX	0.00	951.11	0.00	(100.0)
12-00-50-170	IMRF	0.00	4,424.20	0.00	(100.0)
TOTAL PERSONNEL EXPENDITURES		0.00	75,035.67	30,000.00	250.1
CONTRACTUAL SERVICES					
12-00-60-240	RENT - STORAGE GARAGE	625.00	3,750.00	7,500.00	50.0
TOTAL CONTRACTUAL SERVICES		625.00	3,750.00	7,500.00	50.0
OTHER EXPENDITURES					
12-00-80-521	COMMUNITY FESTIVAL EXPENSES	0.00	129,631.45	248,539.00	52.1
12-00-80-590	MERCHANT FEES	0.00	0.00	0.00	0.0
TOTAL OTHER EXPENDITURES		0.00	129,631.45	248,539.00	52.1

FUND: HOMER FEST FUND
FOR 6 PERIODS ENDING OCTOBER 31, 2025

ACCOUNT NUMBER	DESCRIPTION	OCTOBER ACTUAL	FISCAL YEAR-TO-DATE ACTUAL	FISCAL YEAR BUDGET	% COLLECTED/ EXPENDED
SPECIAL EVENTS					
CAPITAL OUTLAY					
12-00-85-630	EQUIPMENT	0.00	0.00	5,000.00	0.0
TOTAL CAPITAL OUTLAY		0.00	0.00	5,000.00	0.0
TOTAL EXPENSES: SPECIAL EVENTS		625.00	208,417.12	291,039.00	71.6
TOTAL FUND REVENUES		600.00	223,868.13	278,539.00	80.3
TOTAL FUND EXPENSES		625.00	208,417.12	291,039.00	71.6
FUND SURPLUS (DEFICIT)		(25.00)	15,451.01	(12,500.00)	(123.6)

FUND: ENVIRONMENT FUND
FOR 6 PERIODS ENDING OCTOBER 31, 2025

ACCOUNT NUMBER	DESCRIPTION	OCTOBER ACTUAL	FISCAL YEAR-TO-DATE ACTUAL	FISCAL YEAR BUDGET	% COLLECTED/ EXPENDED
ENVIRONMENTAL FUND					
REVENUES					
FEES					
14-00-02-241	ENVIRONMENTAL SURCHARGE	12,209.00	24,390.00	47,800.00	51.0
TOTAL FEES		12,209.00	24,390.00	47,800.00	51.0
MISCELLANEOUS					
14-00-05-561	DONATION	285.00	785.00	0.00	100.0
TOTAL MISCELLANEOUS		285.00	785.00	0.00	100.0
TOTAL REVENUES: ENVIRONMENTAL FUND		12,494.00	25,175.00	47,800.00	52.6
ENVIRONMENT ACTIVITIES					
EXPENSES					
PERSONNEL EXPENDITURES					
14-92-50-105	SALARIES	1,666.67	10,000.02	20,000.00	50.0
TOTAL PERSONNEL EXPENDITURES		1,666.67	10,000.02	20,000.00	50.0
CONTRACTUAL SERVICES					
14-92-60-202	PROFESSIONAL SERVICE	0.00	0.00	0.00	0.0
TOTAL CONTRACTUAL SERVICES		0.00	0.00	0.00	0.0
SUPPLIES AND MATERIALS					
14-92-70-317	BOOKS & PERIODICALS	0.00	0.00	150.00	0.0
TOTAL SUPPLIES AND MATERIALS		0.00	0.00	150.00	0.0
OTHER EXPENDITURES					
14-92-80-521	COMMUNITY ACTIVITIES AND EVENT	46.39	3,165.73	8,650.00	36.5
14-92-80-522	AWARDS AND RECOGNITION	0.00	0.00	900.00	0.0
14-92-80-523	CONSERVATION EVENTS	0.00	0.00	7,500.00	0.0
14-92-80-555	MEETINGS, CONF. & TRAINING	0.00	0.00	500.00	0.0

FUND: ENVIRONMENT FUND
FOR 6 PERIODS ENDING OCTOBER 31, 2025

ACCOUNT NUMBER	DESCRIPTION	OCTOBER ACTUAL	FISCAL YEAR-TO-DATE ACTUAL	FISCAL YEAR BUDGET	% COLLECTED/ EXPENDED
ENVIRONMENT ACTIVITIES					
EXPENSES					
OTHER EXPENDITURES					
14-92-80-561	DUES AND MEMBERSHIPS	0.00	0.00	750.00	0.0
TOTAL OTHER EXPENDITURES		46.39	3,165.73	18,300.00	17.2
TOTAL EXPENSES: ENVIRONMENT ACTIVITIES		1,713.06	13,165.75	38,450.00	34.2
TRANSFERS					
EXPENSES					
TRANSFERS					
14-99-80-945	TRANSFER-EAB TREE RPLCMNT FUND	0.00	0.00	0.00	0.0
TOTAL TRANSFERS		0.00	0.00	0.00	0.0
TOTAL EXPENSES: TRANSFERS		0.00	0.00	0.00	0.0
TOTAL FUND REVENUES		12,494.00	25,175.00	47,800.00	52.6
TOTAL FUND EXPENSES		1,713.06	13,165.75	38,450.00	34.2
FUND SURPLUS (DEFICIT)		10,780.94	12,009.25	9,350.00	128.4

FUND: WATER MANAGEMENT FUND
FOR 6 PERIODS ENDING OCTOBER 31, 2025

ACCOUNT NUMBER	DESCRIPTION	OCTOBER ACTUAL	FISCAL YEAR-TO-DATE ACTUAL	FISCAL YEAR BUDGET	% COLLECTED/ EXPENDED
WATER MANAGEMENT					
REVENUES					
FEES					
16-00-02-260	IMPACT FEES-RECAPTURE	0.00	0.00	0.00	0.0
16-00-02-261	SEWER TAP-ON FEES	0.00	0.00	0.00	0.0
16-00-02-262	SANITARY WATER REVENUE	7,534.08	47,648.70	70,000.00	68.0
TOTAL FEES		7,534.08	47,648.70	70,000.00	68.0
WATER MANAGEMENT					
EXPENSES					
CONTRACTUAL					
16-14-60-202	ENGINEERING	0.00	0.00	0.00	0.0
16-14-60-205	PROFESSIONAL FEES	0.00	0.00	0.00	0.0
16-14-60-226	CONSULTANT FEE	0.00	0.00	15,000.00	0.0
16-14-60-260	SANITARY WATER FEE	8,035.25	40,916.73	80,000.00	51.1
TOTAL CONTRACTUAL		8,035.25	40,916.73	95,000.00	43.0
REPAIRS AND MAINTENANCE					
16-14-75-420	MAINTENANCE - SEWER LINE	0.00	0.00	42,000.00	0.0
16-14-75-425	MAINTENANCE - LIFT STATION	0.00	0.00	0.00	0.0
TOTAL REPAIRS AND MAINTENANCE		0.00	0.00	42,000.00	0.0
TOTAL EXPENSES: WATER MANAGEMENT		8,035.25	40,916.73	137,000.00	29.8
TOTAL FUND REVENUES		7,534.08	47,648.70	70,000.00	68.0
TOTAL FUND EXPENSES		8,035.25	40,916.73	137,000.00	29.8
FUND SURPLUS (DEFICIT)		(501.17)	6,731.97	(67,000.00)	(10.0)

FUND: MOTOR FUEL TAX FUND
FOR 6 PERIODS ENDING OCTOBER 31, 2025

ACCOUNT NUMBER	DESCRIPTION	OCTOBER ACTUAL	FISCAL YEAR-TO-DATE ACTUAL	FISCAL YEAR BUDGET	% COLLECTED/ EXPENDED
MFT					
REVENUES					
TAXES					
20-00-01-115	MOTOR FUEL TAXES	47,432.80	271,270.62	529,393.00	51.2
20-00-01-116	MFT-SUPPLEMENT (HI-GRWTH)	0.00	0.00	0.00	0.0
20-00-01-117	MOTOR FUEL TAXES-RENEWAL FUND	50,737.34	293,462.13	568,661.00	51.6
20-00-01-118	REBUILD ILLINOIS CAPITAL	0.00	0.00	0.00	0.0
TOTAL TAXES		98,170.14	564,732.75	1,098,054.00	51.4
MISCELLANEOUS					
20-00-05-510	INTEREST INCOME	15,357.78	85,011.75	200,000.00	42.5
TOTAL MISCELLANEOUS		15,357.78	85,011.75	200,000.00	42.5
REIMBURSEMENTS					
20-00-06-605	REIMBURSEMENT - IDOT	0.00	163,330.60	1,946,604.00	8.3
20-00-06-615	REIMBURSEMENT - COUNTY	0.00	0.00	0.00	0.0
20-00-06-660	REIMB - INSURANCE CLAIMS	0.00	0.00	5,000.00	0.0
TOTAL REIMBURSEMENTS		0.00	163,330.60	1,951,604.00	8.3
GRANTS					
20-00-07-720	STATE GRANT	0.00	0.00	0.00	0.0
TOTAL GRANTS		0.00	0.00	0.00	0.0
TOTAL REVENUES: MFT		113,527.92	813,075.10	3,249,658.00	25.0
EXPENSES					
CONTRACTUAL SERVICES					
20-00-60-202	ENGINEERING	0.00	228,094.87	1,434,864.00	15.8
20-00-60-242	ELECTRIC - STREET LIGHTS	51.32	10,547.83	56,000.00	18.8
TOTAL CONTRACTUAL SERVICES		51.32	238,642.70	1,490,864.00	16.0
REPAIRS & MAINTENANCE					

FUND: MOTOR FUEL TAX FUND
FOR 6 PERIODS ENDING OCTOBER 31, 2025

ACCOUNT NUMBER	DESCRIPTION	OCTOBER ACTUAL	FISCAL YEAR-TO-DATE ACTUAL	FISCAL YEAR BUDGET	% COLLECTED/ EXPENDED
MFT					
EXPENSES					
REPAIRS & MAINTENANCE					
20-00-75-412	MAINTENANCE - STREET LIGHTS	14,685.37	44,961.99	65,000.00	69.1
20-00-75-413	MAINTENANCE - OPTICOM	0.00	0.00	0.00	0.0
20-00-75-414	MAINTENANCE - TRAFFICE SIGNALS	3,069.90	3,069.90	6,500.00	47.2
TOTAL REPAIRS & MAINTENANCE		17,755.27	48,031.89	71,500.00	67.1
CAPITAL OUTLAY					
20-00-85-670	ROAD IMPROVEMENT PROJECTS	2,775.00	2,775.00	5,047,859.00	0.0
20-00-85-675	ROAD RESURFACE PROGRAM	845,323.45	845,323.45	0.00	(100.0)
20-00-85-680	RIGHT-OF-WAY ACQUISITION	0.00	0.00	150,000.00	0.0
TOTAL CAPITAL OUTLAY		848,098.45	848,098.45	5,197,859.00	16.3
TOTAL EXPENSES: MFT		865,905.04	1,134,773.04	6,760,223.00	16.7
TOTAL FUND REVENUES		113,527.92	813,075.10	3,249,658.00	25.0
TOTAL FUND EXPENSES		865,905.04	1,134,773.04	6,760,223.00	16.7
FUND SURPLUS (DEFICIT)		(752,377.12)	(321,697.94)	(3,510,565.00)	9.1

FUND: HOME RULE SALES TAX FUND
FOR 6 PERIODS ENDING OCTOBER 31, 2025

ACCOUNT NUMBER	DESCRIPTION	OCTOBER ACTUAL	FISCAL YEAR-TO-DATE ACTUAL	FISCAL YEAR BUDGET	% COLLECTED/ EXPENDED
HOME RULE SALES TAX					
REVENUES					
TAXES					
30-00-01-120	HOME RULE SALES TAX	380,081.51	2,145,907.88	4,023,712.00	53.3
TOTAL TAXES		380,081.51	2,145,907.88	4,023,712.00	53.3
MISCELLANEOUS					
30-00-05-510	INTEREST	2,789.71	17,020.81	0.00	100.0
TOTAL MISCELLANEOUS		2,789.71	17,020.81	0.00	100.0
TOTAL REVENUES: HOME RULE SALES TAX		382,871.22	2,162,928.69	4,023,712.00	53.7
TRANSFERS					
EXPENSES					
TRANSFERS					
30-99-80-910	TRANSFER-GENERAL FUND	0.00	0.00	775,000.00	0.0
30-99-80-920	TRANSFER-CAPITAL PROJECT FUND	0.00	0.00	2,250,000.00	0.0
30-99-80-930	TRANSFER-PARK AND REC. FUND	0.00	0.00	1,000,000.00	0.0
TOTAL TRANSFERS		0.00	0.00	4,025,000.00	0.0
TOTAL EXPENSES: TRANSFERS		0.00	0.00	4,025,000.00	0.0
TOTAL FUND REVENUES		382,871.22	2,162,928.69	4,023,712.00	53.7
TOTAL FUND EXPENSES		0.00	0.00	4,025,000.00	0.0
FUND SURPLUS (DEFICIT)		382,871.22	2,162,928.69	(1,288.00)	(7929.2)

FUND: PARK AND RECREATION FUND
FOR 6 PERIODS ENDING OCTOBER 31, 2025

ACCOUNT NUMBER	DESCRIPTION	OCTOBER ACTUAL	FISCAL YEAR-TO-DATE ACTUAL	FISCAL YEAR BUDGET	% COLLECTED/ EXPENDED
PARK					
REVENUES					
TAXES					
50-00-01-115	LOCAL MFT TAX	58,434.29	280,133.91	500,000.00	56.0
TOTAL TAXES		58,434.29	280,133.91	500,000.00	56.0
FEES, LICENSES & PERMITS					
50-00-02-402	PARK CONTRIBUTIONS	0.00	7,953.00	25,000.00	31.8
TOTAL FEES, LICENSES & PERMITS		0.00	7,953.00	25,000.00	31.8
MISCELLANEOUS					
50-00-05-510	INTEREST INCOME	25,387.77	155,442.99	100,000.00	155.4
50-00-05-512	OTHER INCOME-IMET	0.00	0.00	0.00	0.0
50-00-05-530	DONATIONS	0.00	0.00	0.00	0.0
TOTAL MISCELLANEOUS		25,387.77	155,442.99	100,000.00	155.4
REIMBURSEMENTS					
50-00-06-607	REIMB-ITEP(BIKE TRAILS)	0.00	0.00	0.00	0.0
50-00-06-610	REIMB-HTRD-PUB WORKS-IGA	0.00	0.00	0.00	0.0
TOTAL REIMBURSEMENTS		0.00	0.00	0.00	0.0
GRANTS					
50-00-07-710	OTHER GRANTS	0.00	0.00	0.00	0.0
50-00-07-720	STATE GRANTS	0.00	0.00	0.00	0.0
50-00-07-730	FEDERAL GRANT	146,832.00	146,832.00	0.00	100.0
TOTAL GRANTS		146,832.00	146,832.00	0.00	100.0
TRANSFERS					
50-00-08-805	TRANSFER IN - GENERAL FUND	0.00	0.00	500,000.00	0.0
50-00-08-815	TRANSFER IN - HOME RULE ST	0.00	0.00	1,000,000.00	0.0
50-00-08-820	TRANSFER IN-CAPITAL PROJECT	0.00	0.00	0.00	0.0
50-00-08-825	TRANSFER IN - CAPITAL BOND	0.00	0.00	0.00	0.0
TOTAL TRANSFERS		0.00	0.00	1,500,000.00	0.0

FUND: PARK AND RECREATION FUND
FOR 6 PERIODS ENDING OCTOBER 31, 2025

ACCOUNT NUMBER	DESCRIPTION	OCTOBER ACTUAL	FISCAL YEAR-TO-DATE ACTUAL	FISCAL YEAR BUDGET	% COLLECTED/ EXPENDED
TOTAL REVENUES: PARK		230,654.06	590,361.90	2,125,000.00	27.7
PARK FACILITIES					
EXPENSES					
PERSONNEL EXPENDITURES					
50-12-50-105	SALARIES	39,121.83	253,872.50	422,350.00	60.1
50-12-50-110	PART-TIME & TEMP SALARIES	0.00	0.00	46,104.00	0.0
50-12-50-120	OVERTIME WAGES	0.00	3,116.98	25,000.00	12.4
50-12-50-130	HEALTH INSURANCE	1,771.58	14,436.09	32,817.00	43.9
50-12-50-140	STATE UNEMPLOYMENT TAX	0.00	0.00	0.00	0.0
50-12-50-150	FICA	2,406.03	15,798.71	29,044.00	54.3
50-12-50-160	MEDICARE	562.70	3,694.90	6,792.00	54.4
50-12-50-170	IMRF	2,494.06	15,656.40	30,578.00	51.2
TOTAL PERSONNEL EXPENDITURES		46,356.20	306,575.58	592,685.00	51.7
CONTRACTUAL SERVICES					
50-12-60-240	RENT - STORAGE RENT	625.00	3,750.00	7,500.00	50.0
50-12-60-242	ELECTRIC - PARKS	6,716.84	18,299.12	16,831.00	108.7
50-12-60-243	WATER - PARKS	0.00	752.47	3,000.00	25.0
50-12-60-246	TELEPHONE/PAGER SERVICE	425.11	2,696.69	5,000.00	53.9
50-12-60-250	PARK SECURITY	0.00	0.00	0.00	0.0
50-12-60-251	TREE REMOVAL	0.00	1,450.00	5,000.00	29.0
50-12-60-254	FERTILIZER/WEED CONTROL	0.00	4,001.80	8,000.00	50.0
TOTAL CONTRACTUAL SERVICES		7,766.95	30,950.08	45,331.00	68.2
SUPPLIES & MATERIALS					
50-12-70-330	SMALL TOOLS, EQUIP.& HARDWARE	2,193.34	11,285.91	15,000.00	75.2
50-12-70-350	GASOLINE & OIL	964.64	8,016.46	17,000.00	47.1
50-12-70-355	UNIFORMS / CLOTHING	368.93	2,200.84	3,500.00	62.8
50-12-70-362	SALT AND PESTICIDE SUPPLIES	90.00	532.00	5,000.00	10.6
TOTAL SUPPLIES & MATERIALS		3,616.91	22,035.21	40,500.00	54.4
REPAIRS AND MAINTENANCE					

FUND: PARK AND RECREATION FUND
FOR 6 PERIODS ENDING OCTOBER 31, 2025

ACCOUNT NUMBER	DESCRIPTION	OCTOBER ACTUAL	FISCAL YEAR-TO-DATE ACTUAL	FISCAL YEAR BUDGET	% COLLECTED/ EXPENDED
PARK FACILITIES					
EXPENSES					
REPAIRS AND MAINTENANCE					
50-12-75-410	MAINTENANCE-PARK EQUIPMENT	407.59	2,092.23	15,000.00	13.9
50-12-75-415	MAINTENANCE-VEHCILES	164.00	1,573.34	10,000.00	15.7
50-12-75-420	MAINTENANCE-LANDSCAPING	1,541.89	1,824.77	23,500.00	7.7
50-12-75-422	MAINTENANCE-ROW MOWING-see PW	0.00	0.00	0.00	0.0
50-12-75-423	MAINTENANCE-MOWING EQUIPMENT	1,406.40	7,678.97	10,000.00	76.7
50-12-75-424	MAINTENANCE-SPORT FIELDS	374.78	2,273.73	10,000.00	22.7
50-12-75-425	MAINTENANCE-SANITATION	0.00	10,223.27	25,000.00	40.8
50-12-75-430	MAINTENANCE - TRAILS	1,079.92	15,117.97	30,000.00	50.3
50-12-75-432	MAINTENANCE - PARK STRUCTURES	44.90	7,230.83	10,000.00	72.3
50-12-75-435	MAINTENANCE - COURTS	0.00	0.00	60,000.00	0.0
50-12-75-437	MAINTENANCE-PONDS/NATURAL AREA	812.24	23,178.00	50,000.00	46.3
TOTAL REPAIRS AND MAINTENANCE		5,831.72	71,193.11	243,500.00	29.2
OTHER EXPENDITURES					
50-12-80-545	PARK/TRAIL SIGNS	0.00	158.76	6,000.00	2.6
50-12-80-555	MTGS,CONFERENCES & TRAINING	365.00	560.95	6,000.00	9.3
50-12-80-562	TOLLS AND TRAVEL	0.00	67.20	0.00	(100.0)
50-12-80-565	FLAG POLES	242.45	2,310.85	2,000.00	115.5
50-12-80-955	LEASE FINANCING PRINCIPAL	0.00	0.00	0.00	0.0
50-12-80-956	LEASE INTEREST EXPENSE	0.00	0.00	0.00	0.0
TOTAL OTHER EXPENDITURES		607.45	3,097.76	14,000.00	22.1
CAPITAL OUTLAY					
50-12-85-610	VEHICLES/TRUCKS	0.00	0.00	0.00	0.0
50-12-85-611	DISPOSAL OF VEHICLE	0.00	0.00	0.00	0.0
50-12-85-615	MACHINERY & EQUIPMENT	0.00	0.00	33,000.00	0.0
50-12-85-630	OFFICE FURNITURE & EQUIPMENT	0.00	0.00	500.00	0.0
50-12-85-650	COMPUTERS	0.00	0.00	2,000.00	0.0
TOTAL CAPITAL OUTLAY		0.00	0.00	35,500.00	0.0
TOTAL EXPENSES: PARK FACILITIES		64,179.23	433,851.74	971,516.00	44.6
PARK DEVELOPMENT					
EXPENSES					

FUND: PARK AND RECREATION FUND
FOR 6 PERIODS ENDING OCTOBER 31, 2025

ACCOUNT NUMBER	DESCRIPTION	OCTOBER ACTUAL	FISCAL YEAR-TO-DATE ACTUAL	FISCAL YEAR BUDGET	% COLLECTED/ EXPENDED
PARK DEVELOPMENT					
CONTRACTUAL SERVICES					
50-14-60-202	ENGINEERING	0.00	59,571.50	51,400.00	115.8
50-14-60-205	PROFESSIONAL FEES	0.00	8,186.00	0.00	(100.0)
TOTAL CONTRACTUAL SERVICES		0.00	67,757.50	51,400.00	131.8
CAPITAL OUTLAY					
50-14-85-660	PARK IMPROVEMENTS	0.00	237,524.00	3,467,217.00	6.8
50-14-85-668	TRAIL IMPROVEMENTS	0.00	0.00	1,129,000.00	0.0
TOTAL CAPITAL OUTLAY		0.00	237,524.00	4,596,217.00	5.1
TOTAL EXPENSES: PARK DEVELOPMENT		0.00	305,281.50	4,647,617.00	6.5
TOTAL FUND REVENUES		230,654.06	590,361.90	2,125,000.00	27.7
TOTAL FUND EXPENSES		64,179.23	739,133.24	5,619,133.00	13.1
FUND SURPLUS (DEFICIT)		166,474.83	(148,771.34)	(3,494,133.00)	4.2

FUND: CAPITAL PROJECT FUND
FOR 6 PERIODS ENDING OCTOBER 31, 2025

ACCOUNT NUMBER	DESCRIPTION	OCTOBER ACTUAL	FISCAL YEAR-TO-DATE ACTUAL	FISCAL YEAR BUDGET	% COLLECTED/ EXPENDED
CAPITAL PROJECT					
REVENUES					
FEES, LICENSES & PERMITS					
70-00-02-233	RECAPTURE FEE/SANITARY SEWER	0.00	0.00	0.00	0.0
70-00-02-260	RECAPTURE FEE/SANITARY SEWER	0.00	0.00	0.00	0.0
TOTAL FEES, LICENSES & PERMITS		0.00	0.00	0.00	0.0
MISCELLANEOUS					
70-00-05-510	INTEREST INCOME	88,272.46	545,545.70	1,000,000.00	54.5
TOTAL MISCELLANEOUS		88,272.46	545,545.70	1,000,000.00	54.5
REIMBURSEMENTS					
70-00-06-620	REIMBURSEMENT - COM ED	0.00	0.00	20,000.00	0.0
TOTAL REIMBURSEMENTS		0.00	0.00	20,000.00	0.0
GRANTS					
70-00-07-720	STATE GRANT	620,355.10	628,415.10	750,000.00	83.7
70-00-07-730	FEDERAL GRANT	0.00	4,310.00	0.00	100.0
TOTAL GRANTS		620,355.10	632,725.10	750,000.00	84.3
TRANSFERS					
70-00-08-805	TRANSFER IN - GENERAL FUND	0.00	0.00	0.00	0.0
70-00-08-840	TRANSFER IN-HR SALES TAX FUND	0.00	0.00	2,850,000.00	0.0
TOTAL TRANSFERS		0.00	0.00	2,850,000.00	0.0
TOTAL REVENUES: CAPITAL PROJECT		708,627.56	1,178,270.80	4,620,000.00	25.5
EXPENSES					
CONTRACTUAL SERVICES					
70-00-60-202	ENGINEERING	12,071.50	83,634.37	1,162,138.00	7.1
70-00-60-205	PROFESSIONAL FEES	0.00	0.00	933,400.00	0.0
TOTAL CONTRACTUAL SERVICES		12,071.50	83,634.37	2,095,538.00	3.9

FUND: CAPITAL PROJECT FUND
FOR 6 PERIODS ENDING OCTOBER 31, 2025

ACCOUNT NUMBER	DESCRIPTION	OCTOBER ACTUAL	FISCAL YEAR-TO-DATE ACTUAL	FISCAL YEAR BUDGET	% COLLECTED/ EXPENDED
CAPITAL PROJECT					
SUPPLIES & MATERIALS					
70-00-70-360	SURVEILANCE SOFTWARE MTCE	0.00	0.00	0.00	0.0
TOTAL SUPPLIES & MATERIALS		0.00	0.00	0.00	0.0
OTHER EXPENDITURES					
70-00-80-920	TRANSFER-ARPA FUND	0.00	0.00	0.00	0.0
TOTAL OTHER EXPENDITURES		0.00	0.00	0.00	0.0
CAPITAL OUTLAY					
70-00-85-610	TRUCKS & HEAVY EQUIPMENT	0.00	0.00	692,000.00	0.0
70-00-85-625	SUBDIVISION IMPRV-LOC FUNDED	0.00	0.00	31,000.00	0.0
70-00-85-630	WWTP PROJECT	0.00	(183.22)	9,960,000.00	0.0
70-00-85-635	OTHER CAPITAL PROJECTS	0.00	508,169.18	4,351,912.00	11.6
70-00-85-675	ROAD RESURFACE PROGRAM	0.00	0.00	1,098,000.00	0.0
70-00-85-680	LAND	0.00	0.00	0.00	0.0
TOTAL CAPITAL OUTLAY		0.00	507,985.96	16,132,912.00	3.1
TOTAL EXPENSES: CAPITAL PROJECT		12,071.50	591,620.33	18,228,450.00	3.2
TRANSFERS					
EXPENSES					
TRANSFERS					
70-99-80-940	TRANSFER - ARPA FUND	0.00	0.00	0.00	0.0
TOTAL TRANSFERS		0.00	0.00	0.00	0.0
TOTAL EXPENSES: TRANSFERS		0.00	0.00	0.00	0.0
TOTAL FUND REVENUES		708,627.56	1,178,270.80	4,620,000.00	25.5
TOTAL FUND EXPENSES		12,071.50	591,620.33	18,228,450.00	3.2
FUND SURPLUS (DEFICIT)		696,556.06	586,650.47	(13,608,450.00)	(4.3)

FUND: TREE REPLACEMENT FUND
FOR 6 PERIODS ENDING OCTOBER 31, 2025

ACCOUNT NUMBER	DESCRIPTION	OCTOBER ACTUAL	FISCAL YEAR-TO-DATE ACTUAL	FISCAL YEAR BUDGET	% COLLECTED/ EXPENDED
TREE REPLACEMENT					
REVENUES					
MISCELLANEOUS					
71-00-05-510	INTERST INCOME	279.47	1,763.15	8,000.00	22.0
71-00-05-561	DONATION	0.00	0.00	1,500.00	0.0
TOTAL MISCELLANEOUS		279.47	1,763.15	9,500.00	18.5
TRANSFERS					
71-00-08-815	TRANSFER - ENVIRONMENT FUND	0.00	0.00	0.00	0.0
TOTAL TRANSFERS		0.00	0.00	0.00	0.0
TOTAL REVENUES: TREE REPLACEMENT		279.47	1,763.15	9,500.00	18.5
EXPENSES					
CONTRACTUAL SERVICES					
71-00-60-218	ARBORIST	0.00	0.00	5,000.00	0.0
71-00-60-251	TREE REPLACEMENT PROGRAM	20.90	30,465.17	50,000.00	60.9
TOTAL CONTRACTUAL SERVICES		20.90	30,465.17	55,000.00	55.3
TOTAL FUND REVENUES		279.47	1,763.15	9,500.00	18.5
TOTAL FUND EXPENSES		20.90	30,465.17	55,000.00	55.3
FUND SURPLUS (DEFICIT)		258.57	(28,702.02)	(45,500.00)	63.0

FUND: CIP BOND FUND
FOR 6 PERIODS ENDING OCTOBER 31, 2025

ACCOUNT NUMBER	DESCRIPTION	OCTOBER ACTUAL	FISCAL YEAR-TO-DATE ACTUAL	FISCAL YEAR BUDGET	% COLLECTED/ EXPENDED
CAPITAL PROJECT-BOND FUNDED					
REVENUES					
MISCELLANEOUS					
72-00-05-510	INTEREST INCOME	17,081.59	105,061.82	200,000.00	52.5
TOTAL MISCELLANEOUS		17,081.59	105,061.82	200,000.00	52.5
REIMBURSEMENTS					
72-00-06-640	REIMB - PROFESSIONAL SERVICES	0.00	0.00	0.00	0.0
TOTAL REIMBURSEMENTS		0.00	0.00	0.00	0.0
GRANTS					
72-00-07-710	OTHER GRANTS	0.00	0.00	0.00	0.0
TOTAL GRANTS		0.00	0.00	0.00	0.0
TOTAL REVENUES: CAPITAL PROJECT-BOND FUNDED		17,081.59	105,061.82	200,000.00	52.5
EXPENSES					
CONTRACTUAL SERVICES					
72-00-60-202	ENGINEERING FEES	2,097.50	63,150.38	266,800.00	23.6
72-00-60-215	WATER TRANSMISSION LINE	0.00	22,074.56	3,600.00	613.1
72-00-60-226	PROFESSIONAL SERVICES	0.00	0.00	180,000.00	0.0
TOTAL CONTRACTUAL SERVICES		2,097.50	85,224.94	450,400.00	18.9
CAPITAL OUTLAY					
72-00-85-640	STORMWATER IMPROVEMENTS	0.00	1,000.00	2,204,000.00	0.0
72-00-85-671	159TH STREET-SEWER PROJECT	0.00	0.00	0.00	0.0
TOTAL CAPITAL OUTLAY		0.00	1,000.00	2,204,000.00	0.0
TOTAL EXPENSES: CAPITAL PROJECT-BOND FUNDED		2,097.50	86,224.94	2,654,400.00	3.2
TOTAL FUND REVENUES		17,081.59	105,061.82	200,000.00	52.5
TOTAL FUND EXPENSES		2,097.50	86,224.94	2,654,400.00	3.2
FUND SURPLUS (DEFICIT)		14,984.09	18,836.88	(2,454,400.00)	(0.7)

FUND: ARPA GRANT FUND
FOR 6 PERIODS ENDING OCTOBER 31, 2025

ACCOUNT NUMBER	DESCRIPTION	OCTOBER ACTUAL	FISCAL YEAR-TO-DATE ACTUAL	FISCAL YEAR BUDGET	% COLLECTED/ EXPENDED
ARPA GRANT FUND					
REVENUES					
74-00-05-510	INTEREST INCOME	0.00	0.00	0.00	0.0
TOTAL		0.00	0.00	0.00	0.0
GRANTS					
74-00-07-730	FEDERAL GRANTS	0.00	0.00	0.00	0.0
TOTAL GRANTS		0.00	0.00	0.00	0.0
TRANSFERS					
74-00-08-805	TRANSFER - CAP PROJ FUND	0.00	0.00	0.00	0.0
TOTAL TRANSFERS		0.00	0.00	0.00	0.0
TOTAL REVENUES: ARPA GRANT FUND		0.00	0.00	0.00	0.0
EXPENSES					
CONTRACTUAL SERVICES					
74-00-60-205	PROFESSIONAL FEES	0.00	0.00	0.00	0.0
TOTAL CONTRACTUAL SERVICES		0.00	0.00	0.00	0.0
CAPITAL OUTLAY					
74-00-85-650	SEWER PROJECT	0.00	0.00	0.00	0.0
74-00-85-660	LAND - WWTP	0.00	0.00	0.00	0.0
74-00-85-699	CONTINGENCY	0.00	0.00	0.00	0.0
TOTAL CAPITAL OUTLAY		0.00	0.00	0.00	0.0
TOTAL EXPENSES: ARPA GRANT FUND		0.00	0.00	0.00	0.0
TOTAL FUND REVENUES		0.00	0.00	0.00	0.0
TOTAL FUND EXPENSES		0.00	0.00	0.00	0.0
FUND SURPLUS (DEFICIT)		0.00	0.00	0.00	0.0

FUND: GENERAL FUND
FOR 6 PERIODS ENDING OCTOBER 31, 2025

ACCOUNT #	DESCRIPTION	BALANCE 05/01/25	NET DEBITS	NET CREDITS	BALANCE 10/31/25
ASSETS					
10-00-00-101	CASH - CHECKING	22,202.63	8,730,192.32	8,712,340.40	40,054.55
10-00-00-111	CASH - CREDIT CARD ACCOUNT	1,817,350.52	230,370.62	5,676.26	2,042,044.88
10-00-00-121	CASH - SAVINGS	(239,734.41)	3,395,729.73	3,711,472.19	(555,476.87)
10-00-00-126	CASH - BUSEY CC	526.45	0.00	0.00	526.45
10-00-00-131	CASH - FSA ACCOUNT	25,276.62	4,671.96	23,911.18	6,037.40
10-00-00-135	CASH - CIVIC PLUS REC	47.58	45,349.74	4,206.40	41,190.92
10-00-00-141	CASH & CD - POOLED INVESTMENT	939,851.02	4,346,221.60	3,914,703.14	1,371,369.48
10-00-00-142	CASH - IMET RESERVED	0.00	434,000.00	434,000.00	0.00
10-00-00-151	CASH - PAYROLL	13,199.07	2,066,430.84	2,068,872.78	10,757.13
10-00-00-201	CASH - ILLINOIS FUNDS	5,295,358.85	8,011,420.48	6,860,034.50	6,446,744.83
10-00-00-299	PETTY CASH	350.00	0.00	0.00	350.00
10-00-00-330	INTERFUND	0.00	0.00	0.00	0.00
10-00-00-401	A/R - SALES TAX	770,344.38	0.00	0.00	770,344.38
10-00-00-402	A/R - INCOME TAX	768,021.03	0.00	0.00	768,021.03
10-00-00-404	A/R - LOCAL USE TAX	28,026.35	0.00	0.00	28,026.35
10-00-00-406	A/R - GAMING TAX	112,984.83	0.00	0.00	112,984.83
10-00-00-408	A/R - CANNABIS TAX	3,024.46	0.00	0.00	3,024.46
10-00-00-410	A/R - FRANCHISE FEES	24,156.41	0.00	0.00	24,156.41
10-00-00-412	A/R - REFUSE FEES	4,975.67	0.00	0.00	4,975.67
10-00-00-414	A/R - PROPERTY REGISTRATION	0.00	0.00	0.00	0.00
10-00-00-420	A/R - INTEREST	0.00	0.00	0.00	0.00
10-00-00-422	A/R - LIQUOR & TOBACCO LICENSE	0.00	0.00	0.00	0.00
10-00-00-425	A/R - PROFESSIONAL FEES BILLED	0.00	0.00	0.00	0.00
10-00-00-427	A/R - CODE ENFORCEMENT	225.00	0.00	0.00	225.00
10-00-00-430	A/R - OTHER	10,500.00	6,979.49	6,979.49	10,500.00
10-00-00-435	A/R - INTER GOV'T	1,463.00	0.00	0.00	1,463.00
10-00-00-440	A/R - EMERGENCY BUSINESS LOAN	0.00	0.00	0.00	0.00
10-00-00-450	A/R - PROPERTY TAXES	1,873,029.00	0.00	0.00	1,873,029.00
10-00-00-510	SECURITY DEPOSIT	0.00	0.00	0.00	0.00
10-00-00-530	PREPAID EXPENSES	9,999.00	20,000.00	29,999.00	0.00
TOTAL		11,481,177.46	27,291,366.78	25,772,195.34	13,000,348.90
TOTAL ASSETS		11,481,177.46	27,291,366.78	25,772,195.34	13,000,348.90
LIABILITIES AND FUND EQUITY					
LIABILITIES					
10-00-00-610	ACCOUNTS PAYABLE	1,318,919.02	400,000.00	0.00	918,919.02
10-00-00-615	ACCRUED VACATIONS	0.00	0.00	0.00	0.00
10-00-00-620	FEDERAL WITHHOLDING TAXES	0.00	486,130.30	486,130.30	0.00

FUND: GENERAL FUND
FOR 6 PERIODS ENDING OCTOBER 31, 2025

ACCOUNT #	DESCRIPTION	BALANCE 05/01/25	NET DEBITS	NET CREDITS	BALANCE 10/31/25
LIABILITIES					
10-00-00-625	STATE WITHHOLDING TAXES	0.00	88,717.08	88,717.08	0.00
10-00-00-630	ACCRUED IMRF	38,746.03	253,925.92	253,772.49	38,592.60
10-00-00-635	ACCRUED SALARIES AND PYR TAXES	113,540.06	0.00	0.00	113,540.06
10-00-00-636	ACCRUED SALARIES RERTO	0.00	0.00	0.00	0.00
10-00-00-640	ACCRUED DEFERRED BENEFIT PYBLE	0.00	28,477.54	28,477.54	0.00
10-00-00-645	DEFERRED PROPERTY TAXES	1,873,029.00	0.00	0.00	1,873,029.00
10-00-00-646	DEFERRED PERMIT REVENUE	0.00	0.00	0.00	0.00
10-00-00-650	ACCRUED FSA BENEFIT	0.00	23,620.38	23,448.41	(171.97)
10-00-00-655	ACCRUED UNION DUES	0.00	13,036.84	13,036.84	0.00
TOTAL		3,344,234.11	1,293,908.06	893,582.66	2,943,908.71
TOTAL LIABILITIES		3,344,234.11	1,293,908.06	893,582.66	2,943,908.71
FUND EQUITY					
10-00-00-910	FUND BALANCE	8,136,943.35	0.00	0.00	8,136,943.35
10-00-00-911	FUND BALANCE-RESERVED	0.00	0.00	0.00	0.00
TOTAL		8,136,943.35	0.00	0.00	8,136,943.35
	FUND SURPLUS (DEFICIT)	0.00	0.00	1,919,496.84	1,919,496.84
TOTAL FUND EQUITY		8,136,943.35	0.00	1,919,496.84	10,056,440.19
TOTAL LIABILITIES AND FUND EQUITY		11,481,177.46	1,293,908.06	2,813,079.50	13,000,348.90

FUND: HOMER FEST FUND
FOR 6 PERIODS ENDING OCTOBER 31, 2025

ACCOUNT #	DESCRIPTION	BALANCE 05/01/25	NET DEBITS	NET CREDITS	BALANCE 10/31/25
ASSETS					
12-00-00-101	CASH - CHECKING	0.00	317,640.40	317,640.40	0.00
12-00-00-111	CASH - EPAY ACCT	0.00	59,408.00	59,408.00	0.00
12-00-00-121	CASH - SAVINGS	178,032.75	429,172.55	495,660.54	111,544.76
12-00-00-135	CASH - CIVIC PLUS REC	27,350.00	70,694.00	33,301.00	64,743.00
12-00-00-141	CASH & CD'S-POOLED INVESTMENT	0.00	0.00	0.00	0.00
12-00-00-299	PETTY CASH	0.00	46,200.00	46,200.00	0.00
12-00-00-430	A/R - OTHER	0.00	0.00	0.00	0.00
12-00-00-530	PREPAID FESTIVAL EXPENSES	48,573.44	73,195.45	28,649.45	93,119.44
TOTAL		253,956.19	996,310.40	980,859.39	269,407.20
TOTAL ASSETS		253,956.19	996,310.40	980,859.39	269,407.20
LIABILITIES AND FUND EQUITY					
LIABILITIES					
12-00-00-610	ACCOUNTS PAYABLE	0.00	0.00	0.00	0.00
12-00-00-645	DEFERRED FESTIVAL REVENUES	31,800.00	0.00	0.00	31,800.00
TOTAL		31,800.00	0.00	0.00	31,800.00
TOTAL LIABILITIES		31,800.00	0.00	0.00	31,800.00
FUND EQUITY					
12-00-00-910	FUND BALANCE	222,156.19	0.00	0.00	222,156.19
TOTAL		222,156.19	0.00	0.00	222,156.19
	FUND SURPLUS (DEFICIT)	0.00	0.00	15,451.01	15,451.01
TOTAL FUND EQUITY		222,156.19	0.00	15,451.01	237,607.20
TOTAL LIABILITIES AND FUND EQUITY		253,956.19	0.00	15,451.01	269,407.20

FUND: ENVIRONMENT FUND
FOR 6 PERIODS ENDING OCTOBER 31, 2025

ACCOUNT #	DESCRIPTION	BALANCE 05/01/25	NET DEBITS	NET CREDITS	BALANCE 10/31/25
ASSETS					
14-00-00-101	CASH - CHECKING	0.00	3,725.73	3,725.73	0.00
14-00-00-111	CASH - CREDIT CARD	0.00	500.00	500.00	0.00
14-00-00-121	CASH - SAVINGS	142,763.30	25,950.00	13,940.75	154,772.55
14-00-00-141	CASH - POOLED INVESTMENTS	0.00	0.00	0.00	0.00
14-00-00-412	AR - ENVIRONMENTAL SURCHARGE	4,060.33	0.00	0.00	4,060.33
14-00-00-430	ACCOUNTS RECEIVABLE	0.00	0.00	0.00	0.00
14-00-00-530	PREPAID EVENT EXPENSES	0.00	0.00	0.00	0.00
TOTAL		146,823.63	30,175.73	18,166.48	158,832.88
TOTAL ASSETS		146,823.63	30,175.73	18,166.48	158,832.88
LIABILITIES AND FUND EQUITY					
LIABILITIES					
14-00-00-610	ACCOUNTS PAYABLE	0.00	0.00	0.00	0.00
14-00-00-645	DEFERRED EVENTS REVENUE	0.00	0.00	0.00	0.00
TOTAL		0.00	0.00	0.00	0.00
TOTAL LIABILITIES		0.00	0.00	0.00	0.00
FUND EQUITY					
14-00-00-910	FUND BALANCE	146,823.63	0.00	0.00	146,823.63
TOTAL		146,823.63	0.00	0.00	146,823.63
	FUND SURPLUS (DEFICIT)	0.00	0.00	12,009.25	12,009.25
TOTAL FUND EQUITY		146,823.63	0.00	12,009.25	158,832.88
TOTAL LIABILITIES AND FUND EQUITY		146,823.63	0.00	12,009.25	158,832.88

FUND: WATER MANAGEMENT FUND
FOR 6 PERIODS ENDING OCTOBER 31, 2025

ACCOUNT #	DESCRIPTION	BALANCE 05/01/25	NET DEBITS	NET CREDITS	BALANCE 10/31/25
ASSETS					
16-00-00-101	POOLED CASH	0.00	48,149.87	48,149.87	0.00
16-00-00-121	SAVINGS	34,776.96	47,648.70	49,896.50	32,529.16
16-00-00-141	POOLED INVESTMENTS	172,054.76	49,896.50	40,916.73	181,034.53
16-00-00-430	A/R - OTHER	11,176.34	0.00	0.00	11,176.34
TOTAL		218,008.06	145,695.07	138,963.10	224,740.03
TOTAL ASSETS		218,008.06	145,695.07	138,963.10	224,740.03
LIABILITIES AND FUND EQUITY					
LIABILITIES					
16-00-00-610	ACCOUNTS PAYABLE	3,943.20	0.00	0.00	3,943.20
TOTAL		3,943.20	0.00	0.00	3,943.20
TOTAL LIABILITIES		3,943.20	0.00	0.00	3,943.20
FUND EQUITY					
16-00-00-910	FUND BALANCE	214,064.86	0.00	0.00	214,064.86
TOTAL		214,064.86	0.00	0.00	214,064.86
	FUND SURPLUS (DEFICIT)	0.00	0.00	6,731.97	6,731.97
TOTAL FUND EQUITY		214,064.86	0.00	6,731.97	220,796.83
TOTAL LIABILITIES AND FUND EQUITY		218,008.06	0.00	6,731.97	224,740.03

FUND: MOTOR FUEL TAX FUND
FOR 6 PERIODS ENDING OCTOBER 31, 2025

ACCOUNT #	DESCRIPTION	BALANCE 05/01/25	NET DEBITS	NET CREDITS	BALANCE 10/31/25
ASSETS					
20-00-00-101	CASH - CHECKING	0.00	1,199,229.67	1,199,229.67	0.00
20-00-00-121	CASH - SAVING	0.00	1,163,330.60	1,163,330.60	0.00
20-00-00-141	CASH & CD - POOLED INVESTMENT	(59,310.60)	163,330.60	1,134,773.04	(1,030,753.04)
20-00-00-201	CASH - ILLINOIS FUNDS	0.00	2,011,049.79	1,000,000.00	1,011,049.79
20-00-00-202	CASH - ILLINOIS FUNDS - MFT	3,635,666.07	650,402.10	1,011,707.39	3,274,360.78
20-00-00-401	A/R - MOTOR FUEL TAX	42,287.09	0.00	0.00	42,287.09
20-00-00-402	A/R - MFT RENEWAL FUND	46,419.44	0.00	0.00	46,419.44
20-00-00-403	A/R - MFT HI-GROWTH	0.00	0.00	0.00	0.00
20-00-00-410	A/R - OTHER	0.00	0.00	0.00	0.00
20-00-00-420	A/R - INTEREST	0.00	0.00	0.00	0.00
20-00-00-430	AR -OTHER	163,330.60	0.00	0.00	163,330.60
20-00-00-530	PREPAID EXPENSES	0.00	0.00	0.00	0.00
TOTAL		3,828,392.60	5,187,342.76	5,509,040.70	3,506,694.66
TOTAL ASSETS		3,828,392.60	5,187,342.76	5,509,040.70	3,506,694.66
LIABILITIES AND FUND EQUITY					
LIABILITIES					
20-00-00-610	ACCOUNTS PAYBALE	49,679.74	0.00	0.00	49,679.74
20-00-00-645	DEFERRED REVENUE	0.00	0.00	0.00	0.00
TOTAL		49,679.74	0.00	0.00	49,679.74
TOTAL LIABILITIES		49,679.74	0.00	0.00	49,679.74
FUND EQUITY					
20-00-00-910	FUND BALANCE	3,778,712.86	0.00	0.00	3,778,712.86
TOTAL		3,778,712.86	0.00	0.00	3,778,712.86
	FUND SURPLUS (DEFICIT)	0.00	321,697.94	0.00	(321,697.94)
TOTAL FUND EQUITY		3,778,712.86	321,697.94	0.00	3,457,014.92
TOTAL LIABILITIES AND FUND EQUITY		3,828,392.60	321,697.94	0.00	3,506,694.66

FUND: HOME RULE SALES TAX FUND
FOR 6 PERIODS ENDING OCTOBER 31, 2025

ACCOUNT #	DESCRIPTION	BALANCE 05/01/25	NET DEBITS	NET CREDITS	BALANCE 10/31/25
ASSETS					
30-00-00-101	CASH - CHECKING	0.00	0.00	0.00	0.00
30-00-00-121	CASH - SAVING	0.00	326,042.48	326,042.48	0.00
30-00-00-141	CASH & CD - POOLED INVESTMENT	602,251.33	2,145,907.88	0.00	2,748,159.21
30-00-00-201	SAVINGS IL FUNDS	755,645.20	17,020.81	0.00	772,666.01
30-00-00-405	A/R - HOME RULE SALES TAX	596,013.84	0.00	0.00	596,013.84
TOTAL		1,953,910.37	2,488,971.17	326,042.48	4,116,839.06
TOTAL ASSETS		1,953,910.37	2,488,971.17	326,042.48	4,116,839.06
LIABILITIES AND FUND EQUITY					
LIABILITIES					
30-00-00-330	INTERFUND	0.00	0.00	0.00	0.00
TOTAL		0.00	0.00	0.00	0.00
TOTAL LIABILITIES		0.00	0.00	0.00	0.00
FUND EQUITY					
30-00-00-910	FUND BALANCE	1,953,910.37	0.00	0.00	1,953,910.37
TOTAL		1,953,910.37	0.00	0.00	1,953,910.37
	FUND SURPLUS (DEFICIT)	0.00	0.00	2,162,928.69	2,162,928.69
TOTAL FUND EQUITY		1,953,910.37	0.00	2,162,928.69	4,116,839.06
TOTAL LIABILITIES AND FUND EQUITY		1,953,910.37	0.00	2,162,928.69	4,116,839.06

FUND: PARK AND RECREATION FUND
FOR 6 PERIODS ENDING OCTOBER 31, 2025

ACCOUNT #	DESCRIPTION	BALANCE 05/01/25	NET DEBITS	NET CREDITS	BALANCE 10/31/25
ASSETS					
50-00-00-101	CASH - CHECKING	0.00	464,906.96	464,906.96	0.00
50-00-00-102	CASH - MMA - FMB	0.00	0.00	0.00	0.00
50-00-00-121	CASH - SAVINGS	119,810.23	452,325.52	525,103.68	47,032.07
50-00-00-141	CASH & CD-POOLED INVESTMENT	1,263,905.23	600,572.12	389,143.43	1,475,333.92
50-00-00-151	CASH - PAYROLL	0.00	4,618.20	4,618.20	0.00
50-00-00-201	CASH - ILLINOIS FUNDS	5,230,964.65	210,263.46	497,685.33	4,943,542.78
50-00-00-301	INTERFUND - GENERAL FUND	0.00	0.00	0.00	0.00
50-00-00-401	A/R - LOCAL MFT	59,979.16	0.00	0.00	59,979.16
50-00-00-410	ACCOUNTS RECEIVABLE	0.00	0.00	0.00	0.00
50-00-00-420	A/R - INTEREST	0.00	0.00	0.00	0.00
50-00-00-430	ACCOUNTS RECEIVABLE-OTHER	880.00	0.00	0.00	880.00
50-00-00-530	PREPAID EXPENSES	0.00	0.00	0.00	0.00
TOTAL		6,675,539.27	1,732,686.26	1,881,457.60	6,526,767.93
TOTAL ASSETS		6,675,539.27	1,732,686.26	1,881,457.60	6,526,767.93
LIABILITIES AND FUND EQUITY					
LIABILITIES					
50-00-00-610	ACCOUNTS PAYABLE	965.71	0.00	0.00	965.71
50-00-00-635	ACCRUED SALARIES AND PYR TAXES	3,704.75	0.00	0.00	3,704.75
TOTAL		4,670.46	0.00	0.00	4,670.46
TOTAL LIABILITIES		4,670.46	0.00	0.00	4,670.46
FUND EQUITY					
50-00-00-910	FUND BALANCE	6,670,868.81	0.00	0.00	6,670,868.81
TOTAL		6,670,868.81	0.00	0.00	6,670,868.81
	FUND SURPLUS (DEFICIT)	0.00	148,771.34	0.00	(148,771.34)
TOTAL FUND EQUITY		6,670,868.81	148,771.34	0.00	6,522,097.47
TOTAL LIABILITIES AND FUND EQUITY		6,675,539.27	148,771.34	0.00	6,526,767.93

FUND: CAPITAL PROJECT FUND
FOR 6 PERIODS ENDING OCTOBER 31, 2025

ACCOUNT #	DESCRIPTION	BALANCE 05/01/25	NET DEBITS	NET CREDITS	BALANCE 10/31/25
ASSETS					
70-00-00-101	CASH - CHECKING	0.00	596,527.05	596,527.05	0.00
70-00-00-121	CASH - SAVINGS	(8,026.27)	457,526.27	0.00	449,500.00
70-00-00-141	CASH & CD-POOLED INVESTMENT	1,791,066.24	280,557.33	647,625.04	1,423,998.53
70-00-00-201	CASH - ILLINOIS FUNDS	21,987,302.35	547,483.91	51,475.22	22,483,311.04
70-00-00-410	ACCOUNTS RECEIVABLE	0.00	0.00	0.00	0.00
70-00-00-420	ACCRUED INTEREST RECEIVABLE	0.00	0.00	0.00	0.00
70-00-00-430	AR -OTHER	4,310.00	0.00	0.00	4,310.00
TOTAL		23,774,652.32	1,882,094.56	1,295,627.31	24,361,119.57
TOTAL ASSETS		23,774,652.32	1,882,094.56	1,295,627.31	24,361,119.57
LIABILITIES AND FUND EQUITY					
LIABILITIES					
70-00-00-610	ACCOUNTS PAYABLE	203,691.21	0.00	0.00	203,691.21
70-00-00-612	ACCRUED REAL ESTATE TAXS	3,280.54	183.22	0.00	3,097.32
70-00-00-710	DEFERRED GRANT REVENUE	0.00	0.00	0.00	0.00
TOTAL		206,971.75	183.22	0.00	206,788.53
TOTAL LIABILITIES		206,971.75	183.22	0.00	206,788.53
FUND EQUITY					
70-00-00-910	FUND BALANCE	23,567,680.57	0.00	0.00	23,567,680.57
TOTAL		23,567,680.57	0.00	0.00	23,567,680.57
	FUND SURPLUS (DEFICIT)	0.00	0.00	586,650.47	586,650.47
TOTAL FUND EQUITY		23,567,680.57	0.00	586,650.47	24,154,331.04
TOTAL LIABILITIES AND FUND EQUITY		23,774,652.32	183.22	586,650.47	24,361,119.57

FUND: TREE REPLACEMENT FUND
FOR 6 PERIODS ENDING OCTOBER 31, 2025

ACCOUNT #	DESCRIPTION	BALANCE 05/01/25	NET DEBITS	NET CREDITS	BALANCE 10/31/25
ASSETS					
71-00-00-101	POOLED CHECKING	0.00	30,465.17	30,465.17	0.00
71-00-00-111	CASH - CREDIT CARD ACCOUNT	0.00	0.00	0.00	0.00
71-00-00-121	POOLED SAVINGS	0.00	0.00	0.00	0.00
71-00-00-141	POOLED INVESTMENT	78,516.21	1,763.15	30,465.17	49,814.19
TOTAL		78,516.21	32,228.32	60,930.34	49,814.19
TOTAL ASSETS		78,516.21	32,228.32	60,930.34	49,814.19
LIABILITIES AND FUND EQUITY					
LIABILITIES					
71-00-00-610	ACCOUNTS PAYABLE	0.00	0.00	0.00	0.00
TOTAL		0.00	0.00	0.00	0.00
TOTAL LIABILITIES		0.00	0.00	0.00	0.00
FUND EQUITY					
71-00-00-910	FUND BALANCE	78,516.21	0.00	0.00	78,516.21
TOTAL		78,516.21	0.00	0.00	78,516.21
	FUND SURPLUS (DEFICIT)	0.00	28,702.02	0.00	(28,702.02)
TOTAL FUND EQUITY		78,516.21	28,702.02	0.00	49,814.19
TOTAL LIABILITIES AND FUND EQUITY		78,516.21	28,702.02	0.00	49,814.19

FUND: CIP BOND FUND
FOR 6 PERIODS ENDING OCTOBER 31, 2025

ACCOUNT #	DESCRIPTION	BALANCE 05/01/25	NET DEBITS	NET CREDITS	BALANCE 10/31/25
ASSETS					
72-00-00-101	CASH - CHECKING	0.00	92,419.58	92,419.58	0.00
72-00-00-121	CASH - SAVINGS	0.00	0.00	0.00	0.00
72-00-00-141	CASH - POOLED INVESTMENTS	234,301.68	6,084.65	89,322.26	151,064.07
72-00-00-201	CASH - ILLINOIS FUNDS	4,394,217.63	98,977.17	0.00	4,493,194.80
72-00-00-330	INTERFUND	0.00	0.00	0.00	0.00
72-00-00-430	ACCONTS RECEIVABLE	0.00	0.00	0.00	0.00
72-00-00-510	WORK IN PROGRESS	0.00	0.00	0.00	0.00
TOTAL		4,628,519.31	197,481.40	181,741.84	4,644,258.87
TOTAL ASSETS		4,628,519.31	197,481.40	181,741.84	4,644,258.87
LIABILITIES AND FUND EQUITY					
LIABILITIES					
72-00-00-610	ACCOUNTS PAYABLE	23,914.20	3,097.32	3,097.32	23,914.20
72-00-00-612	ACCRUED REAL ESTATE TAXES	0.00	3,097.32	0.00	(3,097.32)
TOTAL		23,914.20	6,194.64	3,097.32	20,816.88
TOTAL LIABILITIES		23,914.20	6,194.64	3,097.32	20,816.88
FUND EQUITY					
72-00-00-910	FUND BALANCE	4,604,605.11	0.00	0.00	4,604,605.11
TOTAL		4,604,605.11	0.00	0.00	4,604,605.11
	FUND SURPLUS (DEFICIT)	0.00	0.00	18,836.88	18,836.88
TOTAL FUND EQUITY		4,604,605.11	0.00	18,836.88	4,623,441.99
TOTAL LIABILITIES AND FUND EQUITY		4,628,519.31	6,194.64	21,934.20	4,644,258.87

FUND: ARPA GRANT FUND
FOR 6 PERIODS ENDING OCTOBER 31, 2025

ACCOUNT #	DESCRIPTION	BALANCE 05/01/25	NET DEBITS	NET CREDITS	BALANCE 10/31/25
ASSETS					
74-00-00-101	CASH - CHECKING	0.00	6,714.66	6,714.66	0.00
74-00-00-121	POOLED SAVINGS	10,026.27	3,357.33	13,694.15	(310.55)
74-00-00-141	POOLED INVESTMENT	0.00	0.00	0.00	0.00
TOTAL		10,026.27	10,071.99	20,408.81	(310.55)
TOTAL ASSETS		10,026.27	10,071.99	20,408.81	(310.55)
LIABILITIES AND FUND EQUITY					
LIABILITIES					
74-00-00-610	ACCOUNTS PAYABLE	0.00	0.00	0.00	0.00
74-00-00-612	ACCRUED RE TAXES	10,026.27	10,336.82	0.00	(310.55)
74-00-00-645	DEFERRED GRANT REVENUE	0.00	0.00	0.00	0.00
TOTAL		10,026.27	10,336.82	0.00	(310.55)
TOTAL LIABILITIES		10,026.27	10,336.82	0.00	(310.55)
FUND EQUITY					
74-00-00-910	FUND BALANCE	0.00	0.00	0.00	0.00
TOTAL		0.00	0.00	0.00	0.00
TOTAL FUND EQUITY		0.00	0.00	0.00	0.00
TOTAL LIABILITIES AND FUND EQUITY		10,026.27	10,336.82	0.00	(310.55)

FUND: AGENCY FUND - PROF. FEE ESCROW
FOR 6 PERIODS ENDING OCTOBER 31, 2025

ACCOUNT #	DESCRIPTION	BALANCE 05/01/25	NET DEBITS	NET CREDITS	BALANCE 10/31/25
ASSETS					
80-00-00-101	CASH -CHECKING	0.00	36,000.00	36,000.00	0.00
80-00-00-121	CASH - SAVINGS	28,000.00	46,000.00	60,000.00	14,000.00
80-00-00-141	CASH & CD - POOLED INVESTMENT	148,721.54	62,000.00	34,000.00	176,721.54
TOTAL		176,721.54	144,000.00	130,000.00	190,721.54
TOTAL ASSETS		176,721.54	144,000.00	130,000.00	190,721.54
LIABILITIES AND FUND EQUITY					
LIABILITIES					
80-00-00-601	REFUNDABLE DEPOSIT	136,231.54	0.00	20,000.00	156,231.54
80-00-00-611	TCO BUILDING DEPT. DEPOSIT	40,490.00	34,000.00	28,000.00	34,490.00
TOTAL		176,721.54	34,000.00	48,000.00	190,721.54
TOTAL LIABILITIES		176,721.54	34,000.00	48,000.00	190,721.54
FUND EQUITY					
80-00-00-910	FUND BALANCE	0.00	0.00	0.00	0.00
TOTAL		0.00	0.00	0.00	0.00
TOTAL FUND EQUITY		0.00	0.00	0.00	0.00
TOTAL LIABILITIES AND FUND EQUITY		176,721.54	34,000.00	48,000.00	190,721.54

HOMER GLEN

AGENDA SUPPLEMENT SHEET

Agenda Item Number: L.1

Village Board Meeting Date: February 25, 2026

Committee Meeting Date: None

Item Title: **Consider for approval a reimbursement grant award under the Commercial Building Improvement Grant Program to Bell Road Plaza Inc. (property owner) for eligible improvements at 14201-14215 S Bell Road in the amount of $7,500.00.**

Motion for Consideration: Is there a motion to approve a reimbursement grant award under the Commercial Building Improvement Grant Program to Bell Road Plaza Inc. (property owner) for eligible improvements at 14201-14215 S Bell Road in the amount of $7,500.00?

Staff Contact: Economic Development Director Janie Patch

Background Information: The property owner of Bell Road Plaza located at 14201-14215 S Bell Road is preparing to upgrade the fire detection and suppression system for its commercial plaza with eight (8) tenants. An addressable Fire Alarm Control Panel (FACP) will be installed as required by the Building Code. This project addresses the requirement for commercial spaces to have a fire district connected alarm by January 1, 2030. The owner has submitted a complete application requesting a Commercial Building Improvement Grant for the eligible life-safety improvements. A maximum grant request in the amount of $7,500.00 applies based on the quotes obtained from two contractors. The owner may select the contractor of choice.

Grant requests of $5,000.00 up to the maximum grant award limit of $7,500.00 require signatures of the Village Manager and Mayor with consent of the Village Board of Trustees under the grant program description.

Budget Implications: The $7,500.00 grant award would be funded from budget Account # 10-66-80-598 – Building Improvement Incentive. The FY26 budget is $60,000.

Attachment

1. Application

Homer Glen Commercial Building Improvement Grant Program

HOMER GLEN

Application Submittal Cover Sheet

Date Complete Application Received: 2/11/2026

Applicant: Bell Road Plaza Inc. (property owner 14201-14215 S Bell)

Property Address: 14201-14215 S Bell Road

Checklist Completed

_X_ Meet with the Economic Development Director to review proposed project.

_X_ Completely fill out the following application form and include relevant signatures.

_X_ Complete the Disclosure of Beneficiaries with notarized signature.

_X_ Attach proof of ownership (copy of Warranty Deed or Title Insurance) or proof of a signed lease.

_X_ Attach detailed work proposals from at least 2 different contractors including itemized cost estimates for the same scope of work and materials for each individual proposed improvement. The owner/business tenant may select the contractor of their choice, but the Village will determine the award amount based on the least expensive quote.

_X_ Attach a completed W-9 form for Taxpayer Identification Number: W9.pdf

_X_ Email digital photos showing current conditions where proposed improvements will be made.

Quotes

1 $26,107.00
2 $37,723.00

Grant Request

Maximum grant request of $7,500.00 applies.

Homer Glen Commercial Building Improvement Grant Program

Application Form

Please completely fill out this application, including required documentation and signatures. Incomplete or missing information will delay the review process.

Property owner or business tenant making this application verifies gross annual revenues do not exceed $2 million.

Circle One (*required*): (True) **False**

If circling "false," your property/business has gross revenues exceeding $2 million and is not eligible for this grant assistance.

Applicant Information

Anastasios Kladison [redacted]
Name — Street Address

behalf of Bell Road Plaza, Inc.

[redacted]
City — State — Zip Code

[redacted]
Mobile Phone Number — E-mail Address

Applicant is: ☒ Property Owner ☐ Business Tenant

Property Information

BELL ROAD PLAZA, INC. 14201 – 14215 S. Bell Road
Business Name — Business Street Address

Homer Glen IL 60491
City — State — Zip Code

708-717-5225 [redacted]
Business Phone Number — Business E-mail Address

Same Same
Property Owner Name — Owner Phone Number

Same
Owner E-Mail Address

Homer Glen Commercial Building Improvement Grant Program

Proposed Improvements

Check all that apply (**contractors need to match this checklist with itemized cost estimates for each individual improvement type**):

- ☐ Façade improvements
- ☐ Signs
- ☐ Awnings and/or canopies
- ☐ Windows and/or doors
- ☒ Life-safety improvements
- ☐ Accessibility (ADA) upgrades
- ☐ Parking lot improvements
- ☐ Sidewalk repair/replacement
- ☐ Heating/air conditioning/electrical/plumbing
- ☐ Outdoor dining (new or expanding)
- ☐ Screening of service areas
- ☐ Energy conservation enhancements
- ☐ Exterior lighting upgrades
- ☐ Improvements to sewer or water main hookups
- ☐ Stormwater management upgrades
- ☐ Permanent landscaping visible from right-of-way

Narrative description of proposed improvements (**required**):
Fire detection and suppression install and upgrades.

Total Anticipated Budget: $ 37,723.00 #26,107.00

Total Grant Request: $ 7,500.00

Homer Glen Commercial Building Improvement Grant Program

HOMER GLEN

Disclosure of Beneficiaries

1. Nature of Applicant (check one):

   ☐ Individual ☐ Trust/Trustee ☒ Corporation/Limited Liability Co.

   ☐ Partnership ☐ Land Trust/Trustee ☐ Joint Venture

2. If applicant is an entity other than described in Section 1, briefly state nature and characteristics of applicant:

   N/A

3. If in your answer to Section 1, you checked anything other than *individual*, identify by name and address each person or entity which is a 5% or more shareholder in the case of a corporation, a beneficiary in the case of a trust or land trust, a joint venture in the case of a joint venture, or who otherwise has a proprietary interest, interest in profits and losses, or right to control such entity:

   Anastasios Kladis
   [redacted]

4. Name, address, and capacity of person making this disclosure on behalf of the applicant:

   Same.

Verification

As the undersigned, I hereby state the that I am the person making this disclosure on behalf of the applicant, that I am duly authorized to make this disclosure, that I have read the above and foregoing Disclosure of Beneficiaries, and that the statements contained therein are true in both substance and fact.

Signature X [redacted] President

Subscribed and sworn to before me this 11 day of Feb., 2026

Penny Ann Richards

Signature & Seal of Notary Public

OFFICIAL SEAL
PENNY ANN RICHARDS
Notary Public, State of Illinois
Commission No. 1019194
My Commission Expires
October 15, 2029

Homer Glen Commercial Building Improvement Grant Program

Grant Application Agreement

All information submitted with this application is true and accurate to the best of my knowledge. I have read and agree to comply with the guidelines and procedures of the Commercial Building Improvement Grant Program. I understand that the Village has the right and discretion to approve or deny any project or portions thereof. I understand that approved projects in this application must receive all required permit approvals from the Village of Homer Glen prior to construction.

The Owner invites Village representatives to make all reasonable inspections and take photographs of the subject property during the processing period of this application.

The Owner and Applicant agree to hold harmless the Village of Homer Glen and its representatives from all cost, injury and damage to any person or property whatsoever, any of which is caused by an activity, condition or event arising out of the performance, preparation for performance or nonperformance of any project improvement included in the award application. The above cost, injury, damage or other injury or damage incurred by or to any of the above shall include, in the event of an action, court cost, expenses of litigation and reasonable attorneys' fees.

I understand that failure to submit required project documentation or to complete improvements in accordance with the approved plans will deem the applicant's grant approval null and void and release the Village from its obligation to distribute the grant award.

X [redacted] Anastasios Kladis 2/3/26

Applicant Signature | Printed Name | Date

X [redacted] Anastasios Kladis 2/3/26

Property Owner Signature | Printed Name | Date

****

Approval for Grant Award under $5,000:

Village Manager | Date

Approval for Grant Award of $5,000:

Village Manager | Date

Mayor with consent of Village Board of Trustees | Date


Location for FACP installation
FIRE EXTINGUISHER

QUOTE 1

Estimate

Quality Integrated Solutions, Inc.
5169 183rd St
Country Club Hills, IL 60478
+18154644772
lidia@qisinc.net
http://qisinc.net

ADDRESS
Quality Integrated Solutions
5169 W 183rd
Country Club Hils, IL 60478

SHIP TO
Quality Integrated Solutions
5169 W 183rd
Country Club Hils, IL 60478

ESTIMATE #	DATE
9284	02/09/2026

JOB LOCATION
14201 - 14215 Bell Rd

DATE	ACTIVITY	QTY	RATE	AMOUNT
	Scope of Work" Furnish and Install Addressable FACP Qty 1 Furnish and Install 12 Volt 18 AH Battery Qty 2 Furnish and Install Addressable Smoke Detector Qty 44 Furnish and Install Addressable Pull Station Qty 14 Furnish and Install Monitor Module (Ansul) Qty 6 Furnish and Install Audio/Visual Qty 8 Furnish and Install Visual ONLY Qty 23 Furnish and Install Document Box Qty 1	1	24,907.00	24,907.00
	Fire Alarm Drawings	1	1,200.00	1,200.00

Quality Integrated Solutions, Inc. shall have the right, at sole discretion, to stop performing any Services and/or withhold further deliveries of materials, until the account is current. In the event payment is not received when due, QIS may, at its discretion, .assess late fees at the rate of 1.5% per month or the maximum rate allowed by law,Customer agrees to pay all costs of collection, including without limitation costs, fees, and attorneys fees. Customers failure to make payment when due is a material breach of this Agreement until the account is current.All work to be performed in a professional workman like manner.All work will be performed during normal business hours.All material must be paid in full prior to installation. A payment of 40 percent for labor is required before any rough installation begins; another payment of 40 percent is due upon completion of rough installation. Final reminder 20% do with trimming along with any add-ons.

SUBTOTAL	26,107.00
TAX	0.00
TOTAL	**$26,107.00**

Accepted By

Accepted Date

QUOTE 2

Cross Points Sales Inc.,
3158 S State Street, Lockport, IL 60441
Phone: 815-727-6585

- FIRE ALARM SYSTEMS
- MUNICIPAL ALARM MONITORING
- BURGLAR ALARMS
- SECURITY CAMERA SYSTEMS
- ACCESS CONTROL SYSTEMS
- INSTALLATION, TESTING & MAINTENANCE

Alarm Services Agreement

This Agreement made as of this 8th day of September, 2025 by and between

Cross Points Sales, Inc. (herein "Company") and Bell Road Plaza, Inc. (herein Subscriber'"). Subscriber agrees to purchase and the Company agrees to sell and to provide monitoring, repair, inspection and/or services, and/or to, install or to cause to be installed, the security system (hereinafter sometimes referred to as the "System") described in the Recurring Services, referred to and defined below, to be Provided and/or Schedule of equipment Sections set forth below (or in a separately attached Schedule of Equipment) at the premises of the Subscriber located at:

14201-15 S. Bell Road, Homer Glen, IL ("herein the "Premises").

Type of System:

____ Burglar Alarm ____ CCTV

__✓__ Fire Alarm ____ Access Control ____ Other

---

1 Install addressable Fire Alarm Control Panel (FACP)
1 Provide proper battery stand-by power
44 Install addressable smoke detectors with bases
14 Install addressable heat detectors with bases
16 Install manual pull stations
5 Install addressable input modules for kitchen suppression systems
8 Install audio/visual notification devices
23 Install visual notification devices
1 Install fire alarm documents box
Lot wire and hardware
Plan submittal package for permit application
Perform final inspection with AHJ

Note: CPSI will install FPLR fire rated cable secured to the structure of the building per National code.
Note: FACP to be located in vestibule of 14207 to replace existing panel.
Note: Patching and painting of drywall at old panel location by others.
Note: Some surface mount unpainted conduit may be required in certain areas.
Note: Price does not include monitoring. Separate agreement with WESCOM 9-1-1 required.
Note: Price is void 30 days from date of agreement unless signed copy is returned.

The following items are excluded:

- Plan review, permit, licensing or inspection fees, Engineering stamps or performance bonds
- Zone maps, as built plans or electronic media files
- Paint and patch of existing walls and ceiling

Subscriber agrees to pay the Company the sale and/or installation charges indicated below, by paying an amount equal to the deposit indicated below at the time of signing this Agreement and by paying the amount of the BALANCE DUE upon completion of the installation. Further, the Subscriber agrees to pay Company the total of the TOTAL QUARTERLY RECURRING SERVICE CHARGE indicated below quarterly in advance during the term of this Agreement and any automatic renewals thereof and agrees to be bound by the terms and conditions contained in this 4 page document..

Purchase amount: $37,723.00

Deposit: $11,317.00

Balance: $26,406.00

Monthly fee: n/a

CROSS POINTS SALES, INC.

BY: Jeffrey G. Lehr
Security Representative

Bell Road Plaza, Inc.
Client / Subscriber Name

ACCEPTANCE: _____
Authorized Representative

_____
Address

PRINT NAME AND TITLE: _____

P.O. # _____

CONTACT PHONE: _____

BILLING ADDRESS (If different than service location): _____

It is understood and agreed by and between the parties hereto that the Company is not an insurer, and that this Agreement is not intended to be an insurance policy or a substitute for an insurance policy. General Liability Insurance, with a minimum of One Million Dollars ($1,000,000.00) per occurrence will be obtained by the Subscriber, naming the Company as a loss payee, Subscriber does hereby waive subrogation as to the Company and covenants and agrees to defend, indemnify and hold harmless the Company and its, officers, directors, shareholders, employees, agents and representatives, and their respective heirs, successors and assigns, from and against any and all costs, expenses, attorney's fees, losses, regulatory fines, damages and liabilities incurred or suffered directly from or attributable to third party claims relating to bodily injury or death of any person occasioned by Subscriber or damage to real and/or tangible personal property occasioned by Subscriber.

Charges are based solely upon the value of the System and/or the services provided and are unrelated to the value of the Subscriber's property or the property of others located in the Premises.

The amounts payable by the Subscriber are not sufficient to warrant Company assuming any risk of consequential, collateral, incidental or any other damages to the Subscriber due to the System, its installation or the use thereof, or any deficiency, defect or inadequacy of the System or services or due to the Company's negligence or failure to perform, except as specifically provided for in this Agreement. Subscriber specifically does not desire this Agreement to provide for the liability of Company and Subscriber and, for good and valuable consideration in hand paid, the receipt and sufficiency thereof being specifically acknowledged by Subscriber, agrees that the Company shall not be liable for loss

or damage due directly or indirectly to any occurrences or consequences therefrom which the System or service is designed to detect or avert and Subscriber hereby waives any rights, or claims of rights, therein and therefore. From the nature of the System provided hereunder or the services to be performed, it is impractical and extremely difficult to fix the actual damages, if any, which may proximately result from the active or passive negligence of, or a failure on the part of Company to perform any of its obligations hereunder or the failure of the System to properly operate. If the Company should be found liable for loss or damage due to a failure on the part of the Company or the system or services, in any respect, such liability shall be limited, solely with regard to any RECURRING SERVICE transaction, to an amount equal to fifty percent (50%) of one year's RECURRING SERVICE charge or the amount of $1,000.00, whichever is less, or, with respect to a DIRECT SALE transaction, to an amount equal to the purchase price of the equipment with respect to which the claim is made. Regardless of the type of transaction, this liability shall be the sole and exclusive liability of the Company and Subscriber specifically waives, relinquishes and forgives any and all other claims, actions or demands of any kind or nature. The provisions of this paragraph shall apply in the event of any loss or damage, irrespective of cause or origin, that results directly or indirectly to person or property from the performance or non-performance of the obligations set forth by the terms of this Agreement or from the active or passive negligence of the Company, its agents, contractors or employees. In the event that Subscriber desires the Company to assume greater liability than as set forth under this Agreement Subscriber has the option of obtaining full or limited liability by paying an additional amount in proportion to the amount of liability the Company will assume. If this option is chosen, an additional Rider shall be attached to this Agreement setting forth the additional liability of the Company and the additional charge.

If this Agreement is a RECURRING SERVICE transaction, then this Agreement shall begin on the later of the date of completion of installation or the date of commencement of RECURRING SERVICES, and shall continue for a period of n/a year(s). It is specifically understood and agreed that this term needs to have the option of changing years after the first day of the month next following said date. This Agreement shall renew automatically for successive periods of one year thereafter unless either party gives the other party written notice of termination not later than the 30th day before the last day of the then existing term.

The terms and conditions contained in this Agreement, attached to and made a part of the Alarm Services Agreement, are incorporated herein, and, by reference made a part hereof. Subscriber acknowledges receiving a copy of this Agreement and having read and understood all of such terms and conditions, including, without limitation, sections which limit the warranties, liabilities and obligations of the Company. And specifically intends to be bound hereby.

This Agreement shall not be binding upon the Company unless approved in writing by an authorized representative of Company. In the event such approval is not obtained, the sole liability of Company shall be to refund to subscriber any amount that has been paid to Company by subscriber upon signing this Agreement.

In addition, in the event of termination by the subscriber prior to the end of the term of the Agreement the agreed upon damage is the payments that would be due and owing had Subscriber not terminated this Agreement prior to the term hereof. Subscriber acknowledges that the damages for early termination may be substantial and that will become immediately due and payable upon the date of an early termination. In the event subscriber fails to make any payments when due, upon five (5) days' notice from the Company, all services will be terminated unless payment is made in full and Subscriber will be responsible for payment for all fees and costs incurred by the Company, including reasonable attorneys' fees and costs. Any payments made by subscriber more than five (5) days after the due date shall incur a late fee of 18% of the amount of said payment.

Any Proceeding arising out of or relating to this Agreement may be brought in the courts of the State of Illinois, County of Will; and each of the parties irrevocably submits to the exclusive jurisdiction of each such court in any such Proceeding, waives any objection it may now or hereafter have to venue or to convenience of forum, agrees that all claims in respect of the Proceeding shall be heard and determined only in any such court and agrees not to bring any Proceeding arising out of or relating to this Agreement in any other court. The parties agree that any of them may file a copy of this paragraph with any court as written evidence of the knowing, voluntary and bargained agreement between the parties irrevocably to waive any objections to venue or to convenience of forum. Process in any Proceeding referred to in the first sentence of this section may be served on any party anywhere in the world. THE PARTIES HEREBY WAIVE ANY RIGHT TO TRIAL BY JURY IN ANY PROCEEDING ARISING OUT OF OR RELATING TO THIS AGREEMENT, WHETHER NOW EXISTING OR HEREAFTER ARISING, AND WHETHER SOUNDING IN CONTRACT, TORT OR OTHERWISE. THE PARTIES AGREE THAT ANY OF THEM MAY FILE A COPY OF THIS PARAGRAPH WITH ANY COURT AS

WRITTEN EVIDENCE OF THE KNOWING, VOLUNTARY AND BARGAINED-FOR AGREEMENT AMONG THE PARTIES IRREVOCABLY TO WAIVE TRIAL BY JURY AND THAT ANY PROCEEDING WHATSOEVER BETWEEN THEM RELATING TO THIS AGREEMENT SHALL INSTEAD BE TRIED IN A COURT OF COMPETENT JURISDICTION BY A JUDGE SITTING WITHOUT A JURY

If Repair or Inspection Services are to be furnished, the Subscriber empowers Company to repair, inspect, test and service the System between the hours of 7:00a.m. and 3:30 p.m., Central time, on Monday through Friday excluding National and State Holidays. Service requested by the Subscriber outside the above hours may be performed at Company's discretion, and at its then prevailing cost. Inspection services are described as follows:

INSPECTION SERVICE: The Company will arrange with Subscriber to inspect test and make necessary minor adjustments to all control equipment and component parts. All control stations, detectors and contacts will be tested and/or visually inspected. Rechargeable batteries are not included and will be charged for separately when testing shall show their replacement to be necessary. The cost of parts and the labor to install said parts is not included.

Company agrees to honor equipment manufacturers' warranty of 1 year(s) from the date of installation. Service shall include repair or replacement of defective equipment and such adjustments as are required to keep the system in satisfactory working condition, but does not include changes or additions or repairs or replacement of equipment damaged through accident, misuse, abuse, acts of God or other reasons beyond the control of Company.

All other warranties, express or implied, including, but not limited to, any implied warranties of merchantability of fitness for a particular purpose are hereby excluded.

In the event Company incurs any expenses, attorney's fees or court costs as a result of Subscriber's failure to comply with any of the terms or conditions of this Agreement, including, by way of example only and not as a limitation, payment, Subscriber shall be solely and exclusively responsible for, and shall pay and defray, in its entirety, all of Company's expenses, attorney's fees and costs.

All material in this Agreement is to be specified as above and the entire job to be done in a neat, workmanlike manner during regular business hours. Any variations from the plan or alterations requiring extra labor will be performed only upon written approval and billed in addition to the above sum covered in this Agreement. No agreements made with our workman are recognized or enforceable. No additional work can be performed without a written change order.

CENTRAL STATION MONITORING: Upon receipt of a signal from the communication software, company or its designee, the communication center shall make every reasonable effort to notify Subscriber and the appropriate municipal police or fire department. Subscriber acknowledges that signals transmitted from Subscriber's premises directly to municipal police or fire departments are not monitored by personnel of Company or Company's designee communication center and Company does not assume any responsibility for the manner in which such signals are monitored or the response, if any, to such signals. Subscriber acknowledges that signals which are transmitted over telephone lines, wire, air waves or other modes of communication pass through communication networks wholly beyond the control of Company and are not maintained by Company and, therefore, Company shall not be responsible for any failure which prevents transmission signals from reaching the central office monitoring center or damages arising there from. Subscriber agrees to furnish Company with a written list of names and telephone numbers of those persons Subscriber wishes to receive notification of alarm signals. All changes and revisions shall be supplied to Company in writing. Subscriber authorizes Company to access the control panel to input or delete data and programming. If the equipment contains listening devices intermitting central office to monitor sound, then upon receipt of an alarm signal, central office shall monitor sound for so long as central office in its sole discretion deems appropriate to confirm an alarm condition. If Subscriber requests Company to remotely activate or deactivate the system, change combinations, openings or closings, or re-program system functions, Subscriber shall pay Company $50.00 for each such service. Company may, without prior notice, suspend or terminate its services, in central station's sole discretion, in event of Subscriber's default in performance of this Agreement or in event central station facility or communication network is non-operational or subscriber's alarm system is sending excessive false alarms. Central station is authorized to record and maintain audio and video transmissions, data and communications, and shall be the exclusive owner of such property.

AGENDA SUPPLEMENT SHEET

Agenda Item Number: L.2

Village Board Meeting Date: February 11, 2026
February 25, 2026

Plan Commission Meeting Date: December 18, 2025
January 15, 2026

Item Title: Consider for Approval an Ordinance, with conditions, granting [1] a special use for a major change to a PUD with exceptions, [2] a special use for a car wash (classified as an automobile repair, service and body shop use), [3] a special use for a drive-through establishment, [4] a special use for an automobile service station (gas station), [5] a special use for a 24-hour operation (Lot 2 only); and [6] site improvement plans for a unified development for certain real property located in the C-2 Local Business zone district at 13812 S. Bell Road and 13830 S. Bell Road, Homer Glen, Illinois [HG-2530-PUD].

Motion for Consideration: Is there a motion to Approve an Ordinance conditionally approving [1] a special use for a major change to a PUD with exceptions, [2] a special use for a car wash (classified as an automobile repair, service and body shop use), [3] a special use for a drive-through establishment, [4] a special use for an automobile service station (gas station), [5] a special use for a 24-hour operation (Lot 2 only); and [6] site improvement plans for a unified development for certain real property located in the C-2 Local Business zone district at 13812 S. Bell Road and 13830 S. Bell Road, Homer Glen, Illinois, subject to the following conditions [HG-2530-PUD]?

1. Meet all applicable building code requirements and apply for all building permits;
2. Meet all applicable engineering codes and requirements for Final Engineering;
3. The car wash special use is approved on the condition that the operator will take precautions necessary during the peak season to avoid hazards in the access road or blocking of the access road, including one of more or the following: additional staff will be used to help direct and manage the traffic flow through the site; a staff person will be placed at the internal intersection west of Bell Road to help direct traffic; electing the most efficient time for vacuuming (i.e. before or after a car wash; and/or traffic exiting the car wash will be prohibited from making a left turn to (1) exit the car wash site via the right-turn in/right-turn out access drive or (2) enter the vacuum stations. The operator shall also report to staff upon inquiry concerning the peak season operations and any of the precautions noted above;
4. To provide masonry veneer on the gas pump canopy columns. Masonry veneer shall consist of brick or stone of the variety used on the primary building;
5. Signage on the building on Lot 2 shall comply with current Village sign regulations;
6. Replace 4 Armstrong Maple trees with 4 Chicagoland Hackberry trees per the Landscape Plan;
7. All wall signs on the car wash building shall be turned off at closing time each day;
8. The color of the canopies for the car wash vacuums stations and the car wash pay station shall match the car wash building and shall not include any gas brand dress.

Staff Contact: Christopher Gruba, Planning & Zoning Director

General Note:

The proposed plans are nearly identical to the former project that was approved in 2023 but eventually expired due to not obtaining building permits and starting construction. The substance of the plans has not changed and this request again pertains to a gas station with convenience store, restaurant with drive-through use and a car wash. The differences between the old plans and the new plans are negligible, but the latest plans do offer more detail than the original plans, since the final engineering was refined after the last approval. Since the old plans expired on April 11, 2025, the applicant is seeking "re-approval" of this project (see Project History attachment). The applicant has expressed to staff that they would like to begin construction in March of this year. Lots 1, 2 and the remnant part of Lot 4 were previously subdivided during the previous approval and the Plat of Subdivision was recorded with the county. Plats of Subdivision do not expire once recorded.

Plan Commission Recommendation

At the public hearing on January 15, 2026, the Plan Commission reviewed the proposed development for the gas station/c-store/restaurant/car wash and recommended approval of the five (5) special use permit requests and the site improvement plans by a vote of 4-1 (Lyons no). The Plan Commission meeting minutes from January 15, 2026, has been attached to this supplement sheet.

Public Testimony

Public testimony at the public hearing was provided by attorney Mark Daniel, with Daniel Law Office, P.C. Mr. Daniel was also accompanied by Hemal Purohit, the project architect with Purohit Architects, Inc., and Jeff Miller, the project engineer with Watermark Engineering Resources, Ltd. This public testimony is contained within the meeting minutes from January 15, 2026.

Public Comment

Several residents spoke regarding this project during the public hearing on January 15, 2026. The Plan Commission minutes are more thorough, but the concerns can be summarized as follows:

1. The proposed development would increase the likelihood of flooding on the property to the north (the horse farm).
2. Some residents had concerns about being in such close proximity to a gas station that emits toxic fumes (benzine and petrol).
3. The lights on from the development, including signage, would be very bright at night and negatively impact the night sky.
4. The proposed driveway connection between the gas station and Menards has a steep slope that could cause vehicles to slide in the snow and cause accidents.
5. The proposed development would increase noise, which also spooks horses.
6. Concerns about video gaming at this location.
7. Concerns about loitering.
8. Concerns about the drive-through intercoms being very loud.

Code Enforcement

There are no outstanding code enforcement issues.

Background Information

The applicant, NSS Group, Inc, is proposing a Major Change to the Menards Planned Development to develop Lot 1, Lot 2 and a remnant portion of Lot 4. Lot 1 would be developed for a 4,865 square foot drive-through car wash with outdoor vacuum stations, and an 11' tall monument sign. Lot 2 would be developed for a 7,710 square foot automobile service station (gas station) divided into a 4,929 square foot convenience store (Breezy's) and a 2,781 square foot restaurant (Scali's Beef). The remnant part of Lot 4 would be developed for a vehicle connection driveway, a 13' tall monument sign and 2 light poles.

List of Proposed Businesses, description and hours of operation:

Business Name	Proposed Hours of Operation	Description	Permitted or Special Use (§220 Table 2A)
Platinum Car Wash	7 am – 10 pm	Car wash building with overhead vacuum canopy	Special Use in C-2
Gas Service Station: Mobil	24 hours	Gas station with 8 gas pumps	Special Use in C-2 and Special Use for 24-hours
Breezy's Convenience Store	24 hours	Convenience store for gas station connected to restaurant	Permitted in C-2 but needs Special Use for 24-hour operation
Scali's Beef	11:30 am – 11 pm, possibly midnight on weekends eventually	Restaurant with indoor seating and drive-through	Special Use for Drive-Through with permitted use of a Restaurant in C-2 and Special Use for 24-hours

Conformance with Zoning Regulations Site Plan Bulk Regulations (§220 Table 1B):

Setbacks

The building setbacks meet code, with the exception of the side yard setbacks, as measured from both buildings from the interior shared lot line. The applicant is requesting a reduction to the required side setback for the north side of the restaurant/convenience store from 20' to 12.5' and for the south side of the car wash from 20' to 17.2' feet from the central lot line between the proposed Lots 1 and 2 (see PUD Exceptions).

Parking areas and drive aisles must be set back at least 5' from property lines. By the nature of the planned development, the parking lot straddles Lots 1 and 2 and therefore creates the need for an exception to allow the pavement to come right up to the property line. The applicant is requesting a parking/drive aisle setback reduction from 5' feet to 0' (see PUD Exceptions).

Nonresidential uses are required to provide a 30' landscaped setback (no parking/buildings) from the front property line. Although the exact dimension varies of the landscape setback in front of the Menards parking lot, Arby's, Firestone, etc., generally, there is a reduction of this front landscape area along the entire Menards PUD to between 18' and 20'. The applicant is requesting a reduction to the required landscape setback from 30' to 20', allowing the parking lot to follow the same layout/setback as the remainder of the Menards PUD (see PUD Exception). The applicant has provided a landscape plan that provides landscaping above and beyond code requirements within this area of the site plan to help offset the reduction.

Impervious/ Lot Coverage
The maximum lot coverage permitted for the C-2 Zoning District is 65%. The proposed impervious surface coverage for Lot 1 (Car Wash) is 63.9% and complies. The proposed impervious surface coverage for Lot 2 (Gas Station/C-Store/Restaurant) is 69.7%, exceeding the permitted 65% maximum. The applicant is requesting an exception to allow for an increase in impervious surface from the required 65% to 69.7% (see PUD Exception). Preliminary engineering review on the stormwater has indicated that the pond will not need to be enlarged as the lots were originally designed to generally handle more than 75% impervious coverage.

Accessory Structure Height
The applicant is requesting an exception for the height of the accessory structures. The applicant is requesting the height of the "pay canopy" for the car wash to be 19.2', above the permitted 15'. Also, the applicant is requesting the height of the gas pump canopy to be 17', above the permitted 15' (see PUD Exception).

Landscaping Standards: Code required landscaping has been met. Additionally, significant landscaping has been provided throughout the site and at the foundations of the two principal buildings, which is not required by code.

Zoning regulations require parking lot island landscaping. The project proposes all parking lot islands to be landscaped at the ends of the rows, and the perimeter parking aisles have continuous buffer of landscaping provided. The combination of these efforts meets the regulations of the code.

Landscape buffering has been provided between the subject property and the active horse farm approximately 14' to the north in the form of canopy trees and large evergreens. During the initial review process in 2023, staff received comments requesting additional landscape buffering along that north side to protect the existing horse farm.

Signage Standards (§220-1005):

The proposed signage is illustrated and contained within the Sign Plan and the building elevation drawings. The two monument sign illustrations were prepared by Purohit Architects. The wall signage for the car wash building was prepared by Signs & Graphics Inc. The wall signage for the convenience store/restaurant building is illustrated on the building elevation drawings prepared by Purohit Architects. The signage for the gas station canopy is illustrated on the elevation drawings prepared by Purohit Architects.

Per a conversation with the applicant on January 9, 2026, all of the above signage as illustrated shall be used for building permit applications, with the exception of the wall signage on the convenience store/restaurant building. For the convenience store/restaurant building, the applicant has elected to install wall signs in accordance with the Village's current sign regulations.

In general, any signs not illustrated or referenced in the above plans, such as the menu sign for the restaurant, shall be installed in accordance with the Village's current sign regulations.

Monument Signs
Double-sided multi-tenant monument signs are proposed at the southeast corner of the remnant of Lot 4 and also at the Bell Road entrance on Lot 1. As Lot 4 is an unimproved lot, typically an accessory sign would not be allowed by code. PUD's often will allow a master signage plan to cover overall signage for the development. The applicant is requesting to allow for a multi-tenant monument sign on remnant of Lot 4 (see PUD Exception) and also to reduce the setback for that monument sign from five (5) feet to one (1) foot which, according to the applicant, may be needed

for utility configuration (see PUD Exception). Other than those exceptions, both monument signs meet all other sign code regulations.

Note that only Mobil Gas, Platinum Car Wash, and Scali's Beef are included as tenant panels on both monument signs. Breezy's Convenience Store is not on either of the monument signs, but it does have a wall sign.

Wall Signs

The applicant is requesting an exception to allow an additional wall sign on both the north and south elevations of the car wash (see PUD Exception). The aggregate copy area of the two signs complies with the maximum allowable copy area for each elevation.

The applicant is also requesting an exception to increase the wall sign copy area for east elevation of the car wash: from forty-three (43) square feet to seventy-six (76) square feet. This elevation is narrow which has a direct impact on allowable copy area (see PUD Exception). The wall signs have good proportions with the architecture proposed and do not appear excessive. Other than the exceptions listed above, all wall signs proposed meet all other sign code regulations.

Business Operations & Hours of Operation:

§220-711(A)(11) of the Zoning Ordinance states that "*Non-residential uses may be open for business between the hours of 6 am – 11 pm. Establishments seeking twenty-four-hour operation must be approved as a special use…".* The gas station pumps and the convenience store would be open a full 24-hours per day, requiring a special use permit. Scali's Beef restaurant is currently proposed to be open from 11:30 am – 11 pm, but could potentially be open until midnight. Scali's Beef could be added to the same special use permit for operating *outside* of the 6 am – 11 pm window. All of these uses are located on Lot 2.

On Lot 1, the car wash is proposed to be open from 7 am – 10 pm, within regular business hours.

As such, only Lot 2 requires a special use permit for 24-hour operation and this has been reflected in the motion.

Drive-Through Use: A drive-through is proposed for Scali's Beef (which requires a Special Use Permit) along the west and south sides of the convenience store building. The stacking spaces for queuing of cars is sufficient as proposed. There is a bypass lane provided along the outside of the drive-through. The drive-through lane is sited in a way to reduce the visibility from Bell Road.

Parking Standards (§220-1002): The proposed development meets all off-street parking minimum space requirements including ADA spaces (see more details on ADA below). The parking table below shows the parking counts for Lots 1 and 2 detailing each use area. Note that staff counted gaming seats in the restaurant and gas pump parking spaces. The applicant plans to store 2-3 food catering trucks for Scali's Beef on-site in the parking lot and the Building Department does not have any code concerns about that.

Car Wash on Lot 1						
USE AREA	**# OF VEHICLES IN STALL**	**EMPLOYEES**	**SQUARE FOOTAGE**	**RATIO**	**REQUIRED**	**PROVIDED**
Car Wash	3	2	n/a	2 per vehicle in wash; plus 1 per average # of employees	8	
Reservior Stalls				10 per wash stall	10	MORE THAN 10
TOTAL REQUIRED (not less than 15)					**18**	
Vacuum stalls (includes 1 ADA vacuum space)						22
Standard Spaces						3
ADA Space						1
TOTAL PROVIDED						**26**

NOTE: SOME PARKING IS LOCATED BETWEEN LOT 1 AND 2; not included in this count
see: § 220-X-1002C

RESTAURANT/CONVENIENT STORE/GAS STATION LOT 2						
FROM "033 PROPOSED CARWASH MEZZ & FLOOR PLAN A-3"						
USE AREA	**SEATS**	**EMPLOYEES**	**SQUARE FOOTAGE**	**RATIO**	**REQUIRED**	**PROVIDED**
Retail North (convenient store)	n/a	n/a	5,000	4 per 1,000sf	20	
Restaurant South	30	2	n/a	1 per 3 seats plus 1 per employees at largest shift	12	
Drive-Through for restaurant					3 spaces for queue	
Gaming*	6			determined by zoning officer		
TOTAL REQUIRED					**32**	
Standard Spaces					43	
ADA					3	
Drive-Through for restaurant					3 spaces for queue	
Pump*					16	
TOTAL PROVIDED					**46**	

NOTE: SOME PARKING IS LOCATED BETWEEN LOT 1 AND 2; has been included in this count

Parking Stall Size

Per §220-1002(F), off-street parking spaces shall be at least 9' in width and at least 19' in length with a vertical clearance of 7.5'. The applicant is requesting that the parking stall depth be reduced from 19' to 18.5', which is consistent with parking lot stalls throughout the Menards PUD (see PUD Exception).

ADA Parking Stall Requirements

According to the ADA Standards for Accessible Design, the required number of accessible parking spaces shall be calculated separately for each parking facility. As such, Lot 1 with the car wash has 25 traditional parking spaces which requires a minimum of 1 ADA compliant parking space accessible for a car and van. For Lot 2, the total number of spaces is 43 which means that they need 2 ADA Parking Spaces, one of which is van accessible.

The proposed Site Plan provides all required ADA spaces. The applicant has opted for ADA spaces and access aisles that are 8' wide each which complies with ADA standards for van and car-accessible spaces that share an access aisle. Note that accessible parking must be placed on level pavement.

Loading Zone

One loading berth/zone as required by code, has been provided as a striped area in the lane just north of the gas station. The loading zone is proposed to be at least 12' x 30', which meets code.

Electric Vehicle (EV) Charging Stations

The applicant mentions wanting to include electric vehicle (EV) charging stations on site at some point in the future. Sheet C-2 of the Geometric Plan calls out a row of 10 parking spaces for "Future EV Authorized Spaces", but does not illustrate the charging stations themselves. It's unclear whether the chargers would be located in the parking space, on the sidewalk or in the landscaped area next to the row of parking. If they were located in a parking space, it would create a deficient space depth. If they were placed on the sidewalk, it could obstruct the required 3' wide path for wheelchair travel. If they were placed in the landscape area, some of the shrubs or trees would need to be removed. The Board may choose to discuss the specifics of the EV chargers if desired.

Chargers would require a permit from the Building Department as is the case for personal EV charging stations on residential properties. The current Zoning Code does not address EV stations, although staff would like to develop such specific regulations in the near future.

List of Requested Exceptions

The applicant has requested the following exceptions as part of the Major Change to the PUD:

1. Reduce the required landscape setback along S. Bell Road from the required 30' to 20'. (Zoning Ordinance, Table 2B, Site and Structure Bulk Requirements);
2. Reduce the south side yard setback for the car wash from 20' to 17.2' for Lot 1. (Zoning Ordinance, Table 2B, Site and Structure Bulk Requirements);
3. Reduce the north side yard setback for the restaurant/convenient store from 20' to 12.6' feet for Lot 2. (Zoning Ordinance, Table 2B, Site and Structure Bulk Requirements);
4. Reduce the parking lot/drive aisle setback from 5' to 0' along the property line between Lots 1 and 2. (§220-1002(C)(3));
5. Increase the accessory structure height from 15' to 19.2' for the pay station canopy for the car wash and from 15' to 17' for the gas pump canopy. (Zoning Ordinance, Table 2B, Site and Structure Bulk Requirements);
6. Increase the lot coverage/impervious coverage for Lot 2 from 65% to 69.7%. (Zoning Ordinance, Table 2B, Site and Structure Bulk Requirements);
7. Reduce the parking lot stall depth from 19' to 18.5'. (§220-1002(F));
8. Allow 2 wall signs on both the north and south walls of the car wash, whereas only 1 is permitted on each wall. (§220-1005);
9. Increase wall sign copy area for east Elevation of Car Wash from 43 square feet to 76 square feet. (§220-1005);
10. Allow an off-site sign, the multi-tenant monument sign, on the remnant of Lot 4. (§220-1005);
11. Reduce the setback for the monument sign on the remnant of Lot 4 from 5' to 1'. (§220-1005);
12. Allow 2 wall signs on the east side of the gas station pump canopy, whereas only 1 wall sign permitted. (§220-1005);

Conformance with other Village Regulations

Exterior Construction Standards (Chapter 75, Article II): (Chapter 75, Article II): The Exterior Construction Standards apply to this request as this is a new commercial building. The applicant is proposing all masonry construction on the car wash and the restaurant/convenient store building which complies with the Village's code.

Lighting (Chapter 75, Article II): (Chapter 75, Article II): The Outdoor Lighting regulations apply to this request. A Photometric Plan and lighting details have been submitted and were found to be in compliance by the Village's lighting consultant.

Conservation Subdivision (Chapter 107, Article IV): (Chapter 107, Article IV): The Conservation Design regulations do not apply to this request because the applicant has not proposed the development of a residential subdivision.

Tree Preservation (Chapter 107, Article III): (Chapter 107, Article III): The Tree Preservation regulations do not apply to this request as the applicant has not requested the approval of a Preliminary Plat of Subdivision or proposed the division of the subject property, and the subject property is less than five (5) acres in size. This site is predominantly grassed and was mass-graded as part of the original PUD.

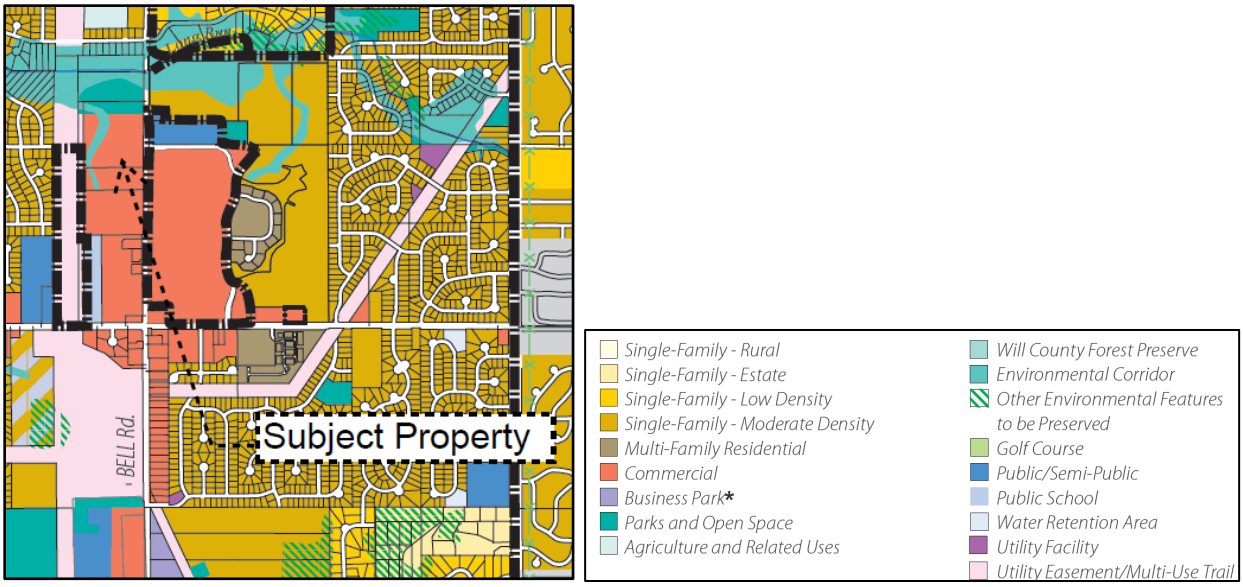
Subdivision & Stormwater (Chapter 138, Article I): (Chapter 138, Article I): The Subdivision regulations do not apply to this request as the property was formerly subdivided and the Final Plat was recorded in January 2025. The Stormwater regulations apply to this request. Final engineering was reviewed after the original approval in 2023. If there are any minor changes to the Final Engineering Plans in the future, they should be easily addressed by the Village Engineer.

Park Donation (Chapter 138, Article II): (Chapter 138, Article II): The Park Donation regulations do not apply to this request as these regulations only apply when the final Plat for a residential subdivision or development has been approved.

Fire District: The Fire District reviewed the plans in 2023 and had no comments on the proposed plans. Applicant provided a Firetruck Circulation Plan.

Conformance with Adopted Plans

Comprehensive Land Use Plan: The Comprehensive Plan designates the subject property as *Commercial.* The gas station, car wash, convenience store, and restaurant uses are consistent with the land use designation in the Comprehensive Plan from 2005.



Traffic/Transportation Plan: The applicant's proposal and requested Special Use Permits conform to the regulations and recommendations set forth within the Village of Homer Glen Transportation Plan. The proposed site plan features two driveway connections, one from the private access road to the south of Lot 4 within the Menards PUD and one from an established ingress/egress onto Bell Road.

Village staff and consulting engineers have reviewed the auto-turn circulation documents and determined they are sufficient. The applicant has provided several auto-turn exhibits for delivery trucks, fire trucks and fueling trucks. One of the auto-turn exhibits illustrate that a semi-truck *cannot* circumnavigate the site, nor is this a requirement per code.

The traffic consultant recommended a number on onsite signage recommendations to help with internal circulation. Based on the traffic consultant review, there is a recommendation for a condition on the PUD for the operator to take precautions with regard to car wash traffic during peak season. The condition includes but is not limited to having additional staff manage traffic, controlling hours of operation, controlling car movements with signage (see PUD Condition).

Findings of Fact

Section 220-1209(D) of the Code of the Village of Homer Glen states the required Findings of Fact for special use permits. The Code requires that the Plan Commission consider these standards in making its finding and determining a recommendation to send to the Village Board.

The 10 Findings of Fact for special use permits are:

1. The establishment, maintenance or operation of the special use will not be detrimental to, or endanger, the public health, safety, morals, comfort or general welfare.

2. The proposed use at the proposed location will not have an undue or substantial adverse effect, above and beyond that inherently associated with such use, irrespective of the location in the particular zoning district, upon adjacent property, or the character of the neighborhood.

3. The special use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish and impair property values within the neighborhood.

4. The proposed use at the particular location is deemed necessary for the public convenience and the gain to the public and all or a part of the community exceeds the hardship imposed upon the property owner.

5. The proposed use is generally suitable for the particular zoning district and will not adversely affect development of adjacent properties in accord with the applicable district regulations.

6. The establishment of the special use will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the district.

7. The adequate utilities, access roads, drainage and/or necessary facilities have been or are being provided.

8. Adequate measures have been or will be taken to provide ingress and egress so designed as to minimize traffic congestion in the public streets.

9. The proposed use has been considered in relation to the location, goals and objectives of the Village's Comprehensive Plan and is in general accord with the guidelines of the plan.

10. The special use shall, in all other respects, conform to the applicable regulations of the district in which it is located, including planned developments, except as such regulations may, in each instance, be modified by the Village Board, pursuant to the recommendations of the Plan Commission.

Budget Implications: None

Attachments

1. Project Description, received 1.7.26
2. Market & Operations Analysis, received 12.11.25
3. Project History, prepared by staff
4. Zoning Map with Aerial Image, prepared by staff
5. Recorded Plat of Subdivision, illustrating the former and current lot layout, prepared by staff
6. Plan Commission meeting minutes excerpt, September 21, 2023
7. Village Board meeting minutes excerpt, October 11, 2023
8. Plan Commission meeting minutes excerpt, January 15, 2026
9. Environmental Impact Statement, received 12.11.25
10. Traffic Study prepared by KLOA, received 8.30.23
11. Proposed menu for Scali's Beef
12. 3D Renderings of buildings, prepared by applicant (inaccurate, refer to scaled building elevation drawings for accuracy)
13. Final Engineering Plans, received 11.25.25
14. Landscape Plan, received 1.23.26
15. Autoturn Exhibits for Fire Department, Delivery Vehicles and Fueling Trucks, received 9.13.23
16. Floorplans for Convenience Store and Car Wash buildings, received 7.26.23
17. Building Elevations for Convenience Store and Car Wash, received 7.26.23
18. Elevations for Gas Station Pump Canopy, received 1.9.26
19. Sign Plan, received 11.25.25
20. Photometric Plan, received 1.7.26

THE VILLAGE OF HOMER GLEN
WILL COUNTY, ILLINOIS

ORDINANCE
NUMBER 26-XXX

AN ORDINANCE CONDITIONALLY APPROVING [1] A SPECIAL USE FOR A MAJOR CHANGE TO A PUD WITH EXCEPTIONS, [2] A SPECIAL USE FOR A CAR WASH, [3] A SPECIAL USE FOR A DRIVE-THROUGH ESTABLISHMENT, [4] A SPECIAL USE FOR AN AUTOMOBILE SERVICE STATION (GAS STATION), [5] A SPECIAL USE FOR 24-HOUR OPERATION; AND [6] SITE IMPROVEMENT PLANS FOR A UNIFIED DEVELOPMENT FOR CERTAIN REAL PROPERTY LOCATED IN THE C-2 LOCAL BUSINESS ZONE DISTRICT AT 13812 S. BELL ROAD AND 13830 S. BELL ROAD, HOMER GLEN, ILLINOIS [HG-2530-PUD]

DRAFT

CHRISTINA NEITZKE-TROIKE, Village President
CANDICE BIELSKI, Village Clerk

Village Trustees
BART HOLZHAUSER
MIKE LEPORE
CURT MASON
NICHOLAS MULLER
ROSE REYNDERS
ROBERT SCHALLER

Published in pamphlet form by authority of the President and Board of Trustees of the Village of Homer Glen
Michael Pasquinelli - Village Attorney

AN ORDINANCE CONDITIONALLY APPROVING [1] A SPECIAL USE FOR A MAJOR CHANGE TO A PUD WITH EXCEPTIONS, [2] A SPECIAL USE FOR A CAR WASH, [3] A SPECIAL USE FOR A DRIVE-THROUGH ESTABLISHMENT, [4] A SPECIAL USE FOR AN AUTOMOBILE SERVICE STATION (GAS STATION), [5] A SPECIAL USE FOR 24-HOUR OPERATION; AND [6] SITE IMPROVEMENT PLANS FOR A UNIFIED DEVELOPMENT FOR CERTAIN REAL PROPERTY LOCATED IN THE C-2 LOCAL BUSINESS ZONE DISTRICT AT 13812 S. BELL ROAD AND 13830 S. BELL ROAD, HOMER GLEN, ILLINOIS [HG-2530-PUD]

WHEREAS, the Village of Homer Glen, Will County, Illinois (the "Village") is a home rule municipality pursuant to Section 6(a), Article VII of the 1970 Constitution of the State of Illinois, and as such may exercise any power and perform any function pertaining to its government and affairs (the "Home Rule Powers"); and,

WHEREAS, an application has been filed by NSS Group, Inc. ("Applicant") for [1] a special use for a Major Change to a PUD with conditions and exceptions, [2] a special use for a car wash (classified as an automobile repair, service and body shop use), [3] a special use for a drive-through establishment, [4] a special use for an automobile service station (gas station), [5] a special use for a 24-hour operation (applicable only to Lot 2); and [6] site improvement plans for a unified development for certain real property located in the C-2 Local Business zone district at 13812 S. Bell Road and 13830 S. Bell Road, Homer Glen, Illinois; and,

WHEREAS, the real property to which the application and this Ordinance relate ("Subject Property"), is commonly known as 13812 S. Bell Road and 13830 S. Bell Road, Homer Glen, Illinois (PINs 16-05-02-213-002-0000, 16-05-02-213-005-0000, & 16-05-02-213-004-0000) and is legally described in Exhibit A, attached hereto; and,

WHEREAS, pursuant to a public notice published in a newspaper of general circulation within the Village as required by the Code of the Village of Homer Glen, the Plan Commission of the Village held a public hearing with regard to said application on January 15, 2026, and rendered its findings and recommendations to the Board of Trustees of the Village; and,

WHEREAS, the Plan Commission, after due consideration of the staff report, issues, exhibits, and testimony, adopted a document entitled "Findings of Fact-Exhibit B", which was prepared by the Applicant, ("Applicant's Submission"), which included Applicant's arguments in support of the requisite findings for special uses, pursuant to Chapter 220-1209(D) of the Village Code. A copy of Applicants Submission is attached hereto as Exhibit B. In addition, the Plan Commission, after due consideration of the staff report, issues, exhibits, and testimony, recommended approval of [1] a special use for a major change to a PUD with conditions and exceptions, [2] a special use for a car wash, [3] a special use for a drive-through establishment, [4] a special use for an automobile service station (gas station), [5] a special use for a 24-hour operation (Lot 2 only); and [6] site improvement plans for a unified development for certain real property located in the C-2 Local Business zone district at 13812 S. Bell Road and 13830 S. Bell Road, Homer Glen, Illinois; and,

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WHEREAS, the Village President and Board of Trustees carefully considered public commentary, the Applicant's Submission, the Village's staff report, other submittals by the Applicant, the exhibits and testimony provided at the public hearing, all of which are incorporated into the record of its proceedings, which forms the basis for the Plan Commission's Recommendations for approval; and,

WHEREAS, the Village President and Board of Trustees agree with the Plan Commissions ultimate findings, that Chapter 220-1209(D)(1-10) were sufficiently established, but note that Applicant's Submission, attached hereto as Exhibit B, contains argumentative and other conclusory information that is unnecessary to establish the findings, and therefore will not be adopted by the Village Board; and

WHEREAS, the Village President and Board of Trustees, will therefore amend the Recommendation and record upon which it is based, and hereby adopts the Village Findings of Fact set forth in Exhibit D; and

WHEREAS, the Village President and Board of Trustees after due consideration have determined that conditionally approving [1] a special use for a major change to a PUD with exceptions, [2] a special use for a car wash, [3] a special use for a drive-through establishment, [4] a special use for an automobile service station (gas station), [5] a special use for a 24-hour operation (Lot 2 only); and [6] site improvement plans for a unified development for certain real property located in the C-2 Local Business zone district at 13812 S. Bell Road and 13830 S. Bell Road, Homer Glen, Illinois, is in conformance with the Village's Comprehensive Plan and in the best interests of the public health, safety and welfare of the Village's residents.

NOW, THEREFORE, BE IT ORDAINED by the Village President and Village Board of Trustees of the Village of Homer Glen, Will County, Illinois, by and through its Home Rule Powers, as follows:

Section 1. **Incorporation of Recitals**. That the recitals and findings set forth above, are incorporated by reference as if fully set forth herein.

Section 2. **Adoption of Recommendation.** The Village hereby adopts the Plan Commission's Recommendation, attached hereto as Exhibit C, and the Village's Findings of Fact in support thereof, attached hereto as Exhibit D, which are expressly adopted as the factual findings of the Village Board; and

Section 3. Special Use Permits. The Village hereby conditionally approves [1] a special use for a major change to a PUD with exceptions, [2] a special use for a car wash, [3] a special use for a drive-through establishment and, [4] a special use for an automobile service station (gas station), [5] a special use for a 24-hour operation (Lot 2 only); and [6] site improvement plans for a unified development for certain real property located in the C-2 Local Business zone district at 13812 S. Bell Road and 13830 S. Bell Road, Homer Glen, Illinois (PINs 16-05-02-213-002-0000, 16-05-02-213-005-0000, & 16-05-02-213-004-0000), with certain exceptions:

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1. Reduce the required landscape setback along S. Bell Road from the required 30' to 20'. (Zoning Ordinance, Table 2B, Site and Structure Bulk Requirements);
2. Reduce the south side yard setback for the car wash from 20' to 17.2' for Lot 1. (Zoning Ordinance, Table 2B, Site and Structure Bulk Requirements);
3. Reduce the north side yard setback for the restaurant/convenient store from 20' to 12.6' feet for Lot 2. (Zoning Ordinance, Table 2B, Site and Structure Bulk Requirements);
4. Reduce the parking lot/drive aisle setback from 5' to 0' along the property line between Lots 1 and 2. (§220-1002(C)(3));
5. Increase the accessory structure height from 15' to 19.2' for the pay station canopy for the car wash and from 15' to 17' for the gas pump canopy. (Zoning Ordinance, Table 2B, Site and Structure Bulk Requirements);
6. Increase the lot coverage/impervious coverage for Lot 2 from 65% to 69.7%. (Zoning Ordinance, Table 2B, Site and Structure Bulk Requirements);
7. Reduce the parking lot stall depth from 19' to 18.5'. (§220-1002(F));
8. Allow 2 wall signs on both the north and south walls of the car wash, whereas only 1 is permitted on each wall. (§220-1005);
9. Increase wall sign copy area for east Elevation of Car Wash from 43 square feet to 76 square feet. (§220-1005);
10. Allow an off-site sign, the multi-tenant monument sign, on the remnant of Lot 4. (§220-1005);
11. Reduce the setback for the monument sign on the remnant of Lot 4 from 5' to 1'. (§220-1005);
12. Allow 2 wall signs on the east side of the gas station pump canopy, whereas only 1 wall signs permitted. (§220-1005);

Section 4. Site Improvement Plan Approval. The Village hereby conditionally approves the Site Improvement Plan for the subject property.

Section 5. Conditions. The conditional approvals in Sections 3 and 4 above, are subject to the following express conditions:

1. Meet all applicable building code requirements and apply for all applicable building permits;
2. Meet all applicable engineering codes and requirements for Final Engineering;
3. The car wash special use is approved on the condition that the operator will take precautions necessary during the peak season to avoid hazards in the access road or blocking of the access road, including one of more or the following: additional staff will be used to help direct and manage the traffic flow through the site; a staff person will be placed at the internal intersection west of Bell Road to help direct traffic; electing the most efficient time for vacuuming (i.e. before or after a car wash; and/or traffic exiting the car wash will be prohibited from making a left turn to (1) exit the car wash site via the right-turn in/right-turn out access drive or (2) enter the vacuum stations. The operator shall also report to staff upon inquiry concerning the peak season operations and any of the precautions noted above;

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4. To provide masonry veneer on the gas pump canopy columns. Masonry veneer shall consist of brick or stone of the variety used on the primary building;
5. Signage on the building on Lot 2 shall comply with current Village sign regulations;
6. Replace 4 Armstrong Maple trees with 4 Chicagoland Hackberry trees per the Landscape Plan;
7. All wall signs on the car wash building shall be turned off at closing time each day;
8. The color of the canopies for the car wash vacuums stations and the car wash pay station shall match the car wash building and shall not include any gas brand dress.

Section 6. Severability. The various portions of this Ordinance are hereby expressly declared to be severable, and the invalidity of any such portion of this Ordinance shall not affect the validity of any other portions of this Ordinance, which shall be enforced to the fullest extent possible.

Section 7. Repealer. All Ordinances or portions of Ordinances previously passed or adopted by the Village of Homer Glen that conflict with or are inconsistent with the provisions of this Ordinance are hereby repealed to the extent of such conflict or inconsistency.

Section 8. Effective Date. This Ordinance shall be in full force and effect from and after its passage and approval.

Section 9. Notice to Applicant. That the Village Clerk is further directed to forward a copy of this Ordinance to the applicant as notification of the passage and approval of this Ordinance.

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Adopted this 25th of February, 2026 pursuant to a roll call vote as follows:

	YES	**NO**	**ABSENT**	**PRESENT**
Holzhauser				
Lepore				
Mason				
Muller				
Reynders				
Schaller				
Neitzke-Troike (Village President)				
TOTAL				

DRAFT

APPROVED by the Village President on February 25, 2026

_____
Christina Neitzke-Troike
Village President

ATTEST:

_____
Candice Bielski
Village Clerk

Legal Description – "Exhibit A"

COMMON ADDRESS: 13812 S. Bell Road and 13830 S. Bell Road, Homer Glen, Illinois
PINs: 16-05-02-213-002-0000, 16-05-02-213-005-0000, & 16-05-02-213-004-0000

16-05-02-213-002-0000 (LOT 1 IN THE RESUBDIVISION OF LOT 5 IN MENARDS SUB, R2025004595, BEING A SUB PRT OF THE NE1/4 AND THE SE1/4 OF SEC. 2, T36N-R11E), 16-05-02-213-005-0000 (LOT 2 IN THE RESUBDIVISION OF LOT 5 IN MENARDS SUB, BEING A SUB PRT OF THE NE1/4 AND THE SE1/4 OF SEC. 2, T36N-R11E), 16-05-02-213-004-0000 (LOT 4 IN MENARDS SUB, (Ex the N 100 ft of the E 297.29 ft thof) in Menards Sub, being a sub of prt of the NE1/4 & the SE1/4 of Sec 2, T36N-R11E per R2024-003211.)

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Findings of Fact-"Exhibit B"

Findings of Fact for Special Use Permits

Chapter 220-1209(D) of the Code of the Village of Homer Glen lists the standards by which the Plan Commission shall make the findings of fact. The following are the categories with applicant's recommended findings in *italics.* Findings were provided for each of the 5 requested special uses:

1. **The establishment, maintenance or operation of the special use will not be detrimental to, or endanger, the public health, safety, morals, comfort or general welfare.**

   Special use for a Major Change to PUD:
   Menards is a 20-year-old development. At the time of its approval the Village found that the project met local PUD standards. Over the years, the Village saw vast development of lots opposing Menards and land to the south along Bell Road. As designed, planned and constructed, the Menards planned development poses no risk to the public health, safety, morals and welfare. Over the years, outlots with major retailers anchoring sites were also developed, and the development of these outlots (simultaneously or later) has not impacted the public. Within the Menards planned development, the Village authorized the division of the southerly Lot 2 in a fashion that nearly mirrors the 2025 division of Lot 5 at the north end. The common detention and open space is west of Lot 5 (now Lots 1-2) and more development area is available at the south end of the Menards PUD. The planned development will comply with the Zoning Ordinance except as the regulations are modified. The 88 parking spaces (including 22 vacuum spaces and 16 pump stations within the development) will afford ample parking areas. The development preserves and enhances the access road and provides for uniform signage. Public right of way design and internal road planning is supportive of the proposed planned development amendment and collaborative land uses on each lot. Applicant provides a large landscape island along the access road. The landscape plan and the photometric plan are contained in the civil drawings set.

   Special use for a car wash (classified as an automobile repair, service and body shop use):
   The overall site plan underwent several revisions through staff meetings, hearings and Village Board meetings. The plan features sufficient traffic flow and has been supported by KLOA throughout. The current plan is optimal and involves what can be characterized as ordinary car wash operator precautions that are focused on employee observation and various controls that occur during peak usage times. The car wash is remote from residential use (800' -plus to the north beyond a farm and a Nicor utility line, 1,000'-plus to the southeast and 1,000'-plus to the west). The nearest land zoned but not used for residential use is across Bell Road (a religious land use zoned E-1 Estate Residential that is 800 feet away on Glengary Drive and vacant land platted for open space (Goodings Grove Unit 5) zoned R-4 or R-5 roughly 350 feet away). The +/-17 acre tract one strip of land removed from the car wash (Rivera's Andalusian Farm, 13700-13728 Bell Road) is zoned A-1 Agricultural and hosts a boarding and stable operation with multiple buildings (over 600 feet away). The location of the car wash tunnel, the tunnel's west-to-east alignment, and the counterclockwise flow from pay stations, with no outdoor public address, consider noise to lot lines near zoning transitions. The outdoor vacuums (closed system) will not generate noise at the lot lines. The car wash will draw traffic into three pay stations near the northwest corner of Lot 1 that offer more than sufficient pre-pay stacking capacity and sufficient stacking between the pay stations and the car wash entrance in the event that there is a pause near the exit of the car wash. The planning for the car wash respects the shared driveway serving lots within Menards Subdivision. Noise from the car wash will meet applicable state laws and regulations for daytime

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and evening noise. Lastly, following confirmation of the C-2 zoning on the buffer parcel (as noted above), Applicant adjusted its lighting plan to reduce commercial to commercial lighting spillover so that it met standards desired by staff which are well within the commercial lighting standards.

Special use for an automobile service station (gas station):
Applicant converts the retail building to a service station with a 7,715 square foot restaurant and retail building divided from the access road by a landscape island for better traffic flow. The service station is remote from residential use (800' -plus to the north beyond a farm and a Nicor utility line, 1,000'-plus to the southeast and 1,000'-plus to the west). The nearest land zoned but not used for residential use is across Bell Road (a religious land use zoned E-1 Estate Residential that is 800 feet away on Glengary Drive and vacant land platted for open space (Goodings Grove Unit 5) zoned R-4 or R-5 roughly 350 feet away). The tract one strip of land removed from the car wash (Rivera's Andalusian Farm, 13700-13728 Bell Road) is zoned A-1 Agricultural and hosts a farm (agribusiness) with multiple buildings. The location of the service station considers proper buffering, parking, traffic movement and landscaping.

Another issue raised by staff, but since addresses, was that it prefers to have the shared freestanding sign approved for the northwest corner of the main entrance subject not only to a plan for planned unit development that applies to the Menards planned unit development but also subject to a plan for development approved by ordinance for Lots 1 and 2 in this instance. Staff saw inconsistency in handling the easement for the shared shopping center sign through a recorded easement and plat, but Menard, Inc. should control development in this area subject to compliance with the easement benefiting Lot 1 and Lot 2 that are the subject of this application. Staff has also asked that Applicant pinpoint the location of the freestanding sign with more detail than lying within the approved easement area when the Village was previously comfortable with the location even if Menards and Applicant, subject to permitting, moved the sign slightly within the easement area due to utilities or lines of sight. Applicant hopes that the Village will approve the same approach as it has previously, which would allow for this movement within the easement area so that neither a minor change under Section 220-903(C)(2) nor a major change under Section 220-903(C)(1)(A)(9, 11) requires more meeting review. In all events, the Village will still have permit review for the freestanding sign.

Another staff request involves the canopy sign, and this request is similar to the last hearing process comments. Applicant has sufficiently described the nature of signage on the canopy in this application and did so in the prior approved application. Then, and now, Applicant does not provide a final rendering of signage on the canopy because the national brand is yet to be determined. Then, and now, the likely brand is Mobil. The Village can expect a canopy wrapped with blue (cornices will be white, and the wrap will not be illuminated). At the eastern ends of the north and south faces, there will be a Mobil sign. Applicant is still reviewing lines of sight with branding, and it is possible the sign on the north face may be eliminated after zoning. The east face of the canopy will feature a Mobil sign at its north and south ends. There will be a disconnection between the illuminated Mobil signs and the blue decal on the canopy so that it will not appear to be part of the sign. Additionally, the blue on the canopy is not repeated as trade dress on the building, freestanding signs or the car wash on Lot 1. Applicant cannot confirm the identification of the brand prior to entitlements and permit application for the canopy because this business decision may not occur until after construction starts. Selection of brand and the jobber involved arises in a constantly changing gas market, so the Village should be aware, as it was before, that Applicant intends to allow a Mobil or a BP. Speedway, Shell and other brands already exist in the area. Again, the matter boils down to whether something is a major or minor change and Section

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220-903(C)(1)(A)(9) identifies a change that "significantly alters the appearance of structures or signs" while Section 220-903(C)(1)(A)(11) contains a catch-all referring to changes in underlying documents. Respectfully, Applicant asks that the Village approve the project with two signs on the east face of the canopy provided that the Mobil signs on any face will not be illuminated or exceed 20% of the area of the face of the canopy. This will avoid a delay in site development and an unnecessary series of meetings for a matter that is avoidable.

Special use for a drive-through establishment:

The restaurant is a permitted use. The drive-through for the restaurant will stack from the northwest corner of the building to preview and menu boards on the southwest comer with a service window in the eastern half of the south façade. The drive-through will no longer exit directly onto the access road across Lots 1, 2, and 4. It will exit to Lot 2's interior drive aisles then onto the access road. The main driveway into Menards Subdivision and a distance over 500 feet separate the proposed drive through from the Arby's drive through. Proposed stacking exceeds that which is required by code. Within the Menards Subdivision, there will be no detriment or endangerment. Drive-through operations at this location offer ingress and egress that are both efficient and practical. The relocation of the drive-through also minimizes possible conflict west of the building.

Special use for a 24-hour operation (Lot 2 only):

The 24-hour operations will be situated primarily on the south side of the car wash on Lot 1 (not a 24-hour operation). Upon learning of staff's interpretation, Applicant evaluated hours of operation for a number of businesses in the Village, several of which are much closer to and, sometimes, adjacent to residential land uses. In discussing these with staff, one response was that several 24-hour operations were grandfathered. The grandfathering of these businesses is a legislative determination that 24-hour operations are not inherently problematic. Further, the classification of the uses as special uses is another legislative determination that unless there is a particular issue arising with 24-hour operations at a property that does not prevail at other non-residential lots in the Village, 24-hours operations are appropriate.

Using the January 2026 Google Earth aerial images of the vicinity and existing land use, Lot 1 and Lot 2 comprise just over three (3) acres of a contiguous 180-acre plus "nonresidential use" territory extending north, east and west. To the south lies another contiguous territory with nonresidential use that far exceeds 500 acres. Relatively recently, the Village permitted townhome development to extend into the area, but not to the extent of interrupting contiguity of 680-700 acres of nonresidential use that includes Lot 1 and Lot 2.

The following nonresidential uses are true 24-hour nonresidential operations:

- *Anytime Fitness 12513 W 159th Street (Adj. to res., rear to rear)*
- *Circle K/Convenience 14310 S Will Cook Road (Adj. to res. R-R, side-R)*
- *Citgo Gas 12108 W 159th Street (Adj. to res. Common area)*
- *Gas N Wash 15930 W 159th Street (Adj. to ag use, fut. Dunkin)*
- *Shell 12819 W 143rd Street (Adj. to commercial)*
- *Shell 15861 S. Bell Road (opposes residential, south)*
- *Speedway 12007 W. 159th Street (adjacent to commercial)*
- *Speedway 15551 W. 143rd Street (opposes residential)*
- *Speedway 15060 S. Bell Road (adj. to ag opposes commercial)*
  (Dunkin Donuts opens at 4:30 AM at this address)

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- *Speedway 12502 W 143rd Street (Adj. to res., rear to rear)*
- *Silver Cross Emergency Care 12701 W 143rd Street (Adj. to res., rear to rear)*

The following businesses are technical 24-hour nonresidential operations:

- *Dotty's Casino 14041 S Bell Road 1:00/2:00 AM*
- *Dunkin Donuts (listed above) 15060 S Speedway (above) 4:30 AM*
- *Dunkin Donuts 14135 S. Bell Road 4:00 AM*
- *Davidson's Bar & Grill 14136 S Bell Road 11:30 PM/1AM/2AM*
- *Front Row Restaurant 14903 Founders Crossing Fri/Sat until 12:00AM*
- *Homer Glen Smoke & Vape 14201 S. Bell Street Midnight (not Sun)*
- *Jewel/Osco 14200 S. Bell Street 6 AM-Midnight*
- *McDonald's 14298 S. Bell Road 5:30 AM 5 days*
- *MegaPlex Sports Center 15301 S. Bell Road 7 days 2:00 AM*
- *Meijer Supermarket 14169 S. Bell Road 6 AM-Midnight*
- *Mugshots Sports Bar 13031 W 143rd Street Fri/Sat until 2:00 AM*
- *Pelican Harry's Sports Grill 14807 Founders Crossing 12 AM/1 AM/2 AM*
- *Rivera's Andalusian Farm 20 feet north Often pre-6:00 AM*
- *Starbucks 11359 W. 159th 5:00 AM*
- *Taco Bell 14358 S. Bell Road 2:00 or 3:00 AM*
- *Tavern in the Glen 15761 S. Bell Road M-F 12AM/S-S 2AM*
- *Wendy's 14115 S Bell Road 1:00 AM Fri – Wed*
- *Wing Stop 14346 S Bell Road 10:00 AM – 1:00 AM*

2. **The proposed use at the proposed location will not have an undue or substantial adverse effect, above and beyond that inherently associated with such use, irrespective of the location in the particular zoning district, upon adjacent property, or the character of the neighborhood.**

Special use for a Major Change to PUD:
The uses in the amended planned development territory will draw from area traffic much of the time. Trip generation for the service station is to be expected as noted in the KLOA report which supports the car wash, retail, drive-through and restaurant operations. Like the car wash, the service station will bring vehicles into the site that add to existing site traffic but will not add to Bell Road traffic since most of the drivers will be in the C-2 district for other purposes or making a trip through the district that they would likely have made anyway.

Special use for a car wash (classified as an automobile repair, service and body shop use):
The car wash is situated so as to present the least impact to the access road, to Rivera's, and to any nearby current or future residential uses. In this particular C-2 district, the car wash benefits from the depth of the overall commercial planning along each side of Bell Road, including the distance between the stacking and car wash entry from residential uses west of the ComEd utility lines on the west side of the Menards Subdivision. The utility right-of-way offers a recreational and open space buffer planned along with and subsequent to annexation of the Menards Subdivision years ago. Bell Road features 20 acres of parking lots, two gasoline service stations and numerous trip generating uses. The car wash is a use that draws from the traffic already in the area. It provides residents and visitors a reason to stay in the C-2 district longer and will offer a benefit

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that aligns with the vehicular-intensive nature of the corridor. The car wash will not interrupt the planning in the C-2 corridor because it is situated at a location that is presently the northernmost usable commercial lot.

Special use for an automobile service station (gas station):
The service station is situated so as to present the least impact to use of the access road, to Rivera's Andalusian Farm, and to any nearby current or future residential uses. In this particular C-2 district, the overall Lot 2 use and design benefits from the depth of the overall commercial planning along each side of Bell Road, including the distance between the rear of the building from residential uses west of the ComEd utility lines on the west side of the Menards Subdivision. The utility right-of-way offers a recreational and open space buffer planned along with and subsequent to annexation of the Menards Subdivision years ago. Bell Road features 20 acres of parking lots, but it has only a few gasoline service stations despite the number of trip generating uses. The service station will draw from the traffic already feeding into the area. With the car wash as an additional draw, the Lot 2 service station will provide residents and visitors a reason to stay in the C-2 district longer and will offer a benefit that aligns with the vehicular-intensive nature of the corridor. The service station will not interrupt the planning in the C-2 corridor because it is situated at a location that is adjacent to the northernmost usable commercial lot.

Special use for a drive-through establishment:
The drive-through will have peak hours that lead to busier drive aisles within the development, just as does the Arby' s drive-through on Lot 3. Plans depict the drive-through on Lot 2 with sufficient spacing and curb radii to allow parking on the area that was formerly the north 100 feet of Lot 4 and now part of Lot 2. Vision triangles are respected.

Special use for a 24-hour operation (Lot 2 only):
There is no abutting residential use. Rivera's is an agribusiness with its nearest buildings on the opposite side of the car wash on Lot 1 and more than 700 feet to the north. Homes to the west are over 600 feet away across a much larger stormwater management area than those abutting any other 24-hour use. Applicant will comply with applicable licensing regulations at the state and local level.

3. **The special use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish and impair property values within the neighborhood.**

Special use for a Major Change to PUD:
Service stations, drive-throughs and car washes in the area have long co-existed with nearby commercial uses (as well as residential uses). The retail building for the service station contains a tenant space for a restaurant as well as a large convenience store. The uses will complement the corridor by offering goods and services necessary to residents, visitors and employees in the Village. Competition may be a consideration for some owners, but it is not a factor that can really control the decision. Regardless, the restaurant space should not affect the new Arby's and the impacts of the planned development amendment on Lots 1-2 will not extend to Lot 3 other than the beneficial impact of having more traffic on the interior of the Menards Subdivision for purposes that include quick stops for lunch or dinner at Arby's. The relationship of the activity on site does not pose a risk to nearby planning and land use. The planned development is further from residential use than other similar uses in the Village.

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Special use for a car wash (classified as an automobile repair, service and body shop use):
Rivera's is a large stable operation, with an indoor training arena and other amenities. Rivera's entrance driveway is situated nearly 500 feet north of the shared driveway that has been planned since 2004. Interference with the operation of this driveway should not arise due to the signalized intersection at Glengary Drive. Existing and planned residential areas were designed in contemplation of Bell Road planning and the business uses along Bell Road. There is no interconnection other than a pedestrian way or recreation path between Menards Subdivision and the adjacent residential area to the west. The potential for vehicular interconnection is slim. The determination since 2004 not to create a vehicular route from these residential areas to the intersection at Glengary Road indicates that such a connection is not desirable. There is no reason for car wash traffic to utilize roads east of Bell Road unless the trip originates or ends in these areas.

Special use for an automobile service station (gas station):
Rivera's Andalusian Farm is a large stable operation, with an indoor training arena and other amenities. Rivera's entrance driveway is situated nearly 500 feet north of the shared driveway that has been planned since 2004. Interference with the operation of this driveway should not arise due to the signalized intersection at Glengary Drive. Existing and planned residential areas were designed in contemplation of Bell Road planning and the business uses along Bell Road. There is no interconnection other than a pedestrian way or recreation path between Menards Subdivision and the adjacent residential area to the west. The potential for vehicular interconnection is slim. The determination since 2004 not to create a vehicular route from these residential areas to the intersection at Glengary Road indicates that such a connection is not desirable. There is no reason for service station traffic to utilize roads east of Bell Road unless part of a trip originates or ends in these areas.

Special use for a drive-through establishment:
Compliance with the Zoning Ordinance is a measure of whether the drive-through will cause injury or a diminution or impairment of property values. The drive-through substantially conforms to the Zoning Ordinance. Reasonable relief is necessary in some respects to allow for proper circulation with landscaping requested by staff. The Menards Subdivision is essentially its own neighborhood as a result of the absence of any interconnectivity to the north or west and the sole connections otherwise involving Bell Road. Beyond the Menards Subdivision, there will be no noise, visual or other impact whatsoever that could impact land values or the use of land.

Special use for a 24-hour operation (Lot 2 only):
There is no private street connectivity except within the Menards Subdivision. No public streets offer access to an immediately adjacent residential use. Other 24-hour operations exist along and nearby Bell Road, and the uses near these operations have not suffered.

4. **The proposed use at the particular location is deemed necessary for the public convenience and the gain to the public and all or a part of the community exceeds the hardship imposed upon the property owners.**

Special use for a Major Change to PUD:
While many may not notice, the addition of a service station with a modern car wash at I-355 and 159th Street has led to positive reviews and gratitude. Additionally, residents appreciate the availability of additional services which the data collected for the most recent paused effort to

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update the 2005 Plan supports. Finally, modern trends relating to service stations reflect positively on efforts to include a good restaurant and large convenience store in gas station planning.

Special use for a car wash (classified as an automobile repair, service and body shop use):
An automated car wash will provide a necessary and desirable use and it is in the interest of public convenience to have this use along Bell Road. In fact, most heavily travelled corridors have car wash uses where they can be a benefit. There is no similar use in the corridor and the Village notes related leakage in relation to gasoline service stations. The car wash near these stations is an amenity that will secondarily benefit the stations. In general, modern car washes use far less water than do older car washes, and today's car washes save even more water at a time when trends toward automated washing have reduced the number of people washing their car at home to well below half of private vehicle owners.

Special use for an automobile service station (gas station):
The service station will provide a necessary and desirable use and it is in the interest of public convenience to have this use along Bell Road. In fact, most heavily travelled corridors have many of these uses where they can be a benefit. There is no similarly aligned service station and car wash in the corridor and the Village has noted related revenue leakage in relation to gasoline service stations and restaurants. The service station is an amenity to the public and to the Village.

Special use for a drive-through establishment:
Applicant could provide a restaurant without a drive-through at this location, but the burdens for carryout coupled with the loss of a broad range of possible customers ultimately would fall on consumers and the Village. Additionally, drive-through or drive-up operations have been encouraged in the Menards Subdivision on Lot 1 (Menards), on Lot 3 (bank and Arby 's), and on Lot 2 (Firestone) as well as in the C-2 district in general. Some of these drive-through operations have been approved on lots with no contiguity to Bell Road. Lastly, though not directly relevant, the convenience of a drive-through allows a reasonable expectation of greater sales and resulting local sales or food and beverage revenues.

Special use for a 24-hour operation (Lot 2 only):
Please see above discussion of the service station special use. 24-hour operations are common in Homer Glen. At this location, near other 24-hour operations that involve a commute, a service station with an attractive convenience store is a valuable option for those working shifts between 11 PM and 6 AM.

5. **The proposed use is generally suitable for the particular zoning district and will not adversely affect development of adjacent properties in accord with the applicable district regulations.**

Special use for a Major Change to PUD:
The amended planned development will authorize uses deemed legislatively appropriate within the zoning district. All uses exist in the Bell Road corridor, though a service station with a modern car wash is not available to residents in this part of town or, for that matter, readily available to folks east of the site and extending into Orland Park. Numerous commuters from Will County and Cook County use Bell Road, and the pause for gas or a car wash lead to a longer stay in the Village's key commercial corridor. While there will be some discussion of signage, the overall development substantially meets the zoning ordinance The development will include construction of the access road and uniform ground signs across Lot 1, Lot 2 and Lot 4.

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Special use for a car wash (classified as an automobile repair, service and body shop use):
As noted elsewhere, the surrounding zoning, actual land use and continuity of the corridor will not be affected. Menards itself is a heavy generator of traffic. The Firestone use to the south should benefit. Additionally, the new Arby's should benefit from having multiple potential customers use the car wash and make additional purchases in the area. Trip generation for the car wash is actually fairly nominal, but the car wash is an additional draw into Menards Subdivision for people making these trips. The car wash circulation will neither obstruct the views to Lot 2 or the remainder of Lot 4 nor impede the use of the access road to reach Lot 4 or other lots in Menards Subdivision.

Special use for an automobile service station (gas station):
As noted elsewhere, the surrounding zoning, actual land use and continuity of the corridor will not be affected. Menards itself is a heavy generator of traffic. The Firestone use to the south should benefit. The new Arby's should also benefit from having multiple potential customers use the service station and make additional purchases in the area. Trip generation for the use is actually fairly nominal, but the service station is an additional draw into Menards Subdivision for people already making these trips. The service station design improves functionality of the access road intended to serve Menards Subdivision. The Bell Road corridor and Menards Subdivision were planned for uses with this type of traffic.

Special use for a drive-through establishment:
There has been and will be no interconnection with the stables to the north. The drive-through will have no impact on development along the east side of Bell Road. The stormwater management area west of the drive-through prevents pedestrian and vehicular access between the drive-through and the residential area to the west. Menards' operations screen the drive-through from view and any noise impact such as a honking horn. (The menu board speaker will not be audible far beyond the lot line which is adjacent to a large storm facility).

Special use for a 24-hour operation (Lot 2 only):
Please see above discussion. 24-hour operations (actual and as defined by code) are common in the C-2 district and other commercial or non-residential districts.

6. **The establishment of the special use will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the district.**

Special use for a Major Change to PUD:
The planned development special use already exists. This amendment is intended to continue the development intent of a multi-lot, mixed-use development with the addition of a use across two lots that will offer synergy while also providing improved access to the remainder of Menards Subdivision and operating in an envelope desired by the Zoning Ordinance (landscaping, lighting, etc.). The amendment is necessary to develop a use that draws traffic into the Menard's Subdivision that will prove beneficial to owners, occupants and visitors alike. The development contemplates compliance with all standards in the Village Code with a relatively small number of exceptions. The development complies with the Village's Dark Skies regulations. The amendment should have no impact on the stables or on nearby religious and assembly use, open space and commercial uses. Residential land use and zoning is well-removed from Lot 1 and Lot 2. The businesses on Lot 1 and Lot 2 will provide convenience to residents in the Village and in the immediate area.

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Special use for a car wash (classified as an automobile repair, service and body shop use):
The car wash will be situated on land at the north end of the C-2 corridor and rely on shared access that has been planned since 2002 and pursued in 2004.

Special use for an automobile service station (gas station):
The service station will be situated on land at the north end of the C-2 corridor and rely on shared access that has been planned since 2002 and pursued in 2004. The inclusion of the north 100 feet of Lot 4 renders the remainder of Lot 4 available to Menards or another user working in cooperation with Menards.

Special use for a drive-through establishment:
Drive-through uses have historically developed along the corridor and along streets connecting to Bell Road. In light of the design of the drive-through and its excess stacking (and reserve stacking area), there is sufficient protection of the access route across Lots 1, 2 and 4.

Special use for a 24-hour operation (Lot 2 only):
The 24-hour operation is on the interior of the Menards Subdivision and will not affect use or development of Rivera's.

7. **The adequate utilities, access roads, drainage and/or necessary facilities have been or are being provided.**

Special use for a Major Change to PUD:
All buildings share visual and design similarities. Additionally, The style of construction will be similar to others in the Bell Road corridor. The Redeveloped Arby's building also carries similarities with the buildings planned for Lot 1 and Lot 2. The signage, including freestanding or ground signs is also consistent with expectations along Bell Road. Lastly, the service station canopy will be designed in a fashion that respects the Village's preferences for similar canopy signs while will also allowing proper use of the gasoline brand's trade dress. The color of the canopy face is placed thereon using a decal application and it is not joined with the sign or illuminated. Only the signs will be illuminated. The use of two signs on the east canopy face intends to serve each of two entrances from Bell Road, alerting drivers to the location of the pump islands. Signs on the canopy will be confined to sides of the northeast and southeast corners of the canopy.

Special use for a car wash (classified as an automobile repair, service and body shop use):
The car wash offers architectural and landscape relief. Although the car wash comes along well after Menards, it will rely on the same design planned for functional access to Menards. Even though other lots in the development do not have similarity of style or appearance, the car wash will have visual connectivity with the retail building.

Special use for an automobile service station (gas station):
The service station offers architectural and landscape relief. Although the use comes along well after Menards, it will rely on the same design planned for functional access to Menards. Even though other lots in the development do not have similarity of style or appearance, the service station will have visual connectivity with the car wash building. It also incorporates horizontal and vertical elements similar to those approved before.

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Special use for a drive-through establishment:
The drive-through design is standard with stacking along the rear of the building in the service area and the forward-of-center window. The window is extended from the primary south façade and this operates to articulate the wall. The drive-through itself is not out of keeping with the character of the other similar uses in the area.

Special use for a 24-hour operation (Lot 2 only):
This factor does not apply to the request.

8. **Adequate measures have been or will be taken to provide ingress and egress so designed as to minimize traffic congestion in the public streets.**

Special use for a Major Change to PUD:
Minimal work to connect to utilities is required because the site has been engineered since 2004. All utilities, public streets, and interior access roads are sufficient for the uses within the planned unit development. Lot 1 and Lot 2 will serve the same intended purpose with a similar intended intensity of use of these utilities and facilities as reflected in planning for the original Lots 1-2. The inclusion of a portion of Lot 4 in Menards Subdivision was intended to allow better landscaping while removing parking from one side of the access road and adjusting parking for the convenience of customers. The detention facility is adequate to serve Lot 1 and Lot 2, and it will still operate as a physical separation for homes well West of the development.

Special use for a car wash (classified as an automobile repair, service and body shop use):
There are sufficient utility, street, drainage and other facilities, some of which were partially constructed or fully constructed for the development of former Lot 5 which is now most of Lot 1-2 in the resubdivision. There is no longer a need for the once-planned interim lighting along the shared access road as well as a surface and cross-section deemed adequate by staff for the purpose of relying on the access road for access at a time when Lot 4 remains to be developed. Lot 1 and Lot 2 will be developed at the same time, with Menards and the Village participating in permitting for the work on the remainder of Lot 4.

Special use for an automobile service station (gas station):
There are sufficient utility, street, drainage and other facilities, some of which are partially constructed or fully constructed for the development of former Lot 5, which is the largest part of current Lots 1-2 in the resubdivision. Applicant has the option of planning for interim lighting along the shared access road as well as a surface and cross-section deemed adequate by staff for the purposes of relying on the access road for access at a time when Lot 4 remains to be developed. To be clear, however, Applicant will pursue development of the access road as reflected in the civil engineering drawings.

Special use for a drive-through establishment:
The access road planning in the development has always contemplated ingress and egress along a shared access road with parking or lot development amenities relying on the access road. The drive-through properly stacks and disperses inasmuch as volume and safety are concerned. The current plan improves on the earliest approval of two-car depth formerly proposed between the drive-through and the access road.

Special use for a 24-hour operation (Lot 2 only):
Please see above discussion.

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9. **The proposed use has been considered in relation to the location, goals and objectives of the Village's Comprehensive Plan and is in general accord with the guidelines of the plan.**

Special use for a Major Change to PUD:
The traffic study and related consultation and design afforded applicant the opportunity to evaluate and plan for proper site access without overburdening the access drive. The access drive will continue the free flow of traffic from the north Bell Road entrance, as has been intended since the original development of the Planned Unit Development. The amendment maintains the intent and design capacity for proper management of traffic using public streets and the access road to access Lot 1 and Lot 2 whether utilizing the stoplight or the restricted northerly Bell Road access.

Special use for a car wash (classified as an automobile repair, service and body shop use):
The KLOA traffic memorandum indicates that the car wash will primarily draw from existing traffic, but that new traffic may also arise. (This is so for every development on vacant land and even for redevelopment such as the Arby's re-utilization of a former bank building.) Adequate Bell Road ingress and egress is available directly using the right-in/right-out and from northbound lanes using the signalized main entrance. KLOA mentions precautions that occur during the peak annual usage days of a car wash, and Applicant will take them as it does at other locations. KLOA also mentions stop bars and signage that will be added to plans during staff review.

Special use for an automobile service station (gas station):
KLOA provided a traffic memorandum and design consulting. It indicated that the car wash and service station will draw largely from existing traffic, but that new traffic may also arise. (This is so for 8 every development on vacant land and even for redevelopment such as the Arby's re-utilization of a former bank building.) Adequate Bell Road ingress and egress is available directly from southbound lanes using the Lot 1 right-in/right-out and from northbound lanes using the signalized main entrance. KLOA previously recommended precautions during the peak annual usage days of the car wash, and Applicant will take them as it does at other locations. KLOA has mentioned precautions to be taken in the operation of the service station. Applicant and KLOA believe the service station works well with the car wash even though it will generate more internal traffic. Applicant will plan according to the traffic memorandum by KLOA to the extent it is relevant to the new plan.

Special use for a drive-through establishment:
During prior engineering review on the earliest application, Applicant and the Village discussed traffic conflict west of the building as well as signage and pavement markings to avoid wrong-way movements. Applicant has now eliminated the parking west of the building that caused these concerns. Applicant provides plenty of stacking and seeks approval of a preview board and a menu board (customary for quick service restaurants and more popular for fast food uses). The southerly bypass south of the drive-through lane avoids congestion at the drive-through when needed. Sufficient parking is available for the use on Lot 2 in the event that holding spaces are necessary.

Special use for a 24-hour operation (Lot 2 only):
Please see above discussion. Traffic is greatly diminished for those hours of operation under the proposed special use.

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10. **The special use shall, in all other respects, conform to the applicable regulations of the district in which it is located, including planned developments, except as such regulations may, in each instance, be modified by the Village Board, pursuant to the recommendations of the Plan Commission.**

Special use for a Major Change to PUD:
The modification to the planned unit development meets the objectives of the 2005 Comprehensive Plan and data collected not only in relation to the 2005 Plan but also when considering a more recent update to the plan. The village determined it was not necessary to amend the comprehensive plan. The amendment still offers the synergy intended by the 2005 Plan for developments along Bell Road. The synergy exists within the particular shopping center. The development will also respect surrounding developments by maintaining adequate lighting, building spacing and orientation, and landscaping. The plan relies on long-planned access from public streets and is consistent with County and Village planning. Although signage for gas stations always requires relief, the signage in this instance is oriented reasonably towards streets, private access drives, and interior use areas. The signage is reasonable in light of the size of the building, distance from Bell Road, and nature of the signage (including pump signage and trade dress appearing above and around gasoline pumps). Applicant's canopy signage will be similar to that previously approved by the Village even though some sign relief is required to meet the practical intent of allowing canopy signs to serve Bell Road drivers as well as drivers on the access road.

Special use for a car wash (classified as an automobile repair, service and body shop use):
The Village's 2005 Comprehensive Plan supports commercial use of Lot 1. A car wash is one of the special uses deemed legislatively proper within the C-2 district. The 2020 draft future land use plan continued the designation but this plan was not advanced to approval. Notably, the property one lot removed to the north from Lot 1 is designated as agribusiness and the land across Bell Road remains designated for public/institutional use. Bell Road is one of the Village's three retail corridors and also its most heavily developed. The plan recognizes mixed use is the next opportunity for diversification of the Village's economic climate along Bell Road. The car wash will contribute an amenity supportive of gasoline service stations in the area inasmuch as Meijer has no car wash and the Citgo car wash is not as modem. The draft 2020 Plan identifies retail leakage in the service station category. Having a car wash of this type along Bell Road will encourage use of the corridor for other automotive uses. The new use will also add another reason to return to and shop in the Bell Road corridor.

Special use for an automobile service station (gas station):
The Village's 2005 Comprehensive Plan supports commercial use of Lot 5. A service station is one of the special uses deemed legislatively proper within the C-2 district. The draft 2020 future land use plan continued the designation of Lot 5 as commercial, but this is only an indication that the area has not changed and not an official plan. Notably, the property one lot removed to the north from Lot 1 is designated as agribusiness and the land across Bell Road remains designated for public/institutional use. Bell Road is one of the Village's three retail corridors and also its most heavily developed. The service station will help resolve retail sales tax leakage in the service station category (considered in the 2005 plan and identified in the draft 2020 plan). The service station at this location along Bell Road will improve the corridor. Notably, the service station and retail and restaurant use will operate with a level of synergy that is not currently in place along Bell Road.

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Special use for a drive-through establishment:
Under the 2005 Plan, Bell Road is designated as a vehicle centric corridor with large and small commercial uses, most of which require a vehicle and several of which require convenience to drivers such as drive-through facilities in banks and restaurants. While not approved, the 2020 Plan contained data that indicates some level of sales tax leakage to other communities. Both the 2005 Plan and the data behind the draft 2020 Plan indicate that diversification of the tax base and avoidance of sales tax leakage should be pursued. Setting aside that this project comes along well after the annexation agreement, and nearly two decades after planning for the area, the project-including a drive-through for the restaurant-will diversify the restaurant component by adding a restaurant type that does not exist in the area. The design of the drive-through avoids congestion in the public and private streets by providing excess stacking and allowing a reserve area for additional stacking if needed. The 2005 Plan has always supported highway commercial uses such as those along Bell Road and proposed with this project. The 2005 Plan continues to support development in Menards Subdivision as a unified commercial area. The project does not qualify as a strip commercial development discouraged under the 2005 Plan.

Special use for a 24-hour operation (Lot 2 only):
Please see above discussion.

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"Exhibit C"

Plan Commission Recommendation

Commissioner Foley made a motion to recommend approval, seconded by Commissioner McGary, of special use for a Major Change to a PUD with exceptions and conditions [listed below] for certain real property located at 13812 and 13830 S. Bell Road. The motion passed, 4-1. Commissioner Lyons listed Standard #3 as not being met.

PUD Exceptions:

1. *Reduce the required landscape setback along S. Bell Road from the required 30' to 20'. (Zoning Ordinance, Table 2B, Site and Structure Bulk Requirements);*
2. *Reduce the south side yard setback for the car wash from 20' to 17.2' for Lot 1. (Zoning Ordinance, Table 2B, Site and Structure Bulk Requirements);*
3. *Reduce the north side yard setback for the restaurant/convenient store from 20' to 12.6' feet for Lot 2. (Zoning Ordinance, Table 2B, Site and Structure Bulk Requirements);*
4. *Reduce the parking lot/drive aisle setback from 5' to 0' along the property line between Lots 1 and 2. (§220-1002(C)(3));*
5. *Increase the accessory structure height from 15' to 19.2' for the pay station canopy for the car wash and from 15' to 17' for the gas pump canopy. (Zoning Ordinance, Table 2B, Site and Structure Bulk Requirements);*
6. *Increase the lot coverage/impervious coverage for Lot 2 from 65% to 69.7%. (Zoning Ordinance, Table 2B, Site and Structure Bulk Requirements);*
7. *Reduce the parking lot stall depth from 19' to 18.5'. (§220-1002(F));*
8. *Allow 2 wall signs on both the north and south walls of the car wash, whereas only 1 is permitted on each wall. (§220-1005);*
9. *Increase wall sign copy area for east Elevation of Car Wash from 43 square feet to 76 square feet. (§220-1005);*
10. *Allow an off-site sign, the multi-tenant monument sign, on the remnant of Lot 4. (§220-1005);*
11. *Reduce the setback for the monument sign on the remnant of Lot 4 from 5' to 1'. (§220-1005);*
12. *Allow 2 wall signs on the east side of the gas station pump canopy, whereas only 1 wall signs permitted. (§220-1005);*

PUD Conditions:

1. *Meet all applicable building code requirements and apply for all applicable building permits;*
2. *Meet all applicable engineering codes and requirements for Final Engineering;*
3. *The car wash special use is approved on the condition that the operator will take precautions necessary during the peak season to avoid hazards in the access road or blocking of the access road, including one of more or the following: additional staff will be used to help direct and manage the traffic flow through the site; a staff person will be placed at the internal intersection west of Bell Road to help direct traffic; electing the most efficient time for vacuuming (i.e. before or after a car wash; and/or traffic exiting the car wash will be prohibited from making a left turn to (1) exit the car wash site via the right-turn in/right-turn out access drive or (2) enter the vacuum stations. The operator shall also report to staff upon inquiry concerning the peak season operations and any of the precautions noted above;*
4. *To provide masonry veneer on the gas pump canopy columns. Masonry veneer shall consist of brick or stone of the variety used on the primary building;*
5. *Signage on the building on Lot 2 shall comply with current Village sign regulations;*

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6. *Replace 4 Armstrong Maple trees with 4 Chicagoland Hackberry trees per the Landscape Plan;*
7. *All wall signs on the car wash building shall be turned off at closing time each day;*
8. *The color of the canopies for the car wash vacuums stations and the car wash pay station shall match the car wash building and shall not include any gas brand dress.*

Commissioner Foley made a motion to recommend approval, seconded by Commissioner McGary, of a special use permit for a car wash (classified as an automobile repair, service and body shop use), for certain real property located at 13812 and 13830 S. Bell Road. The motion passed, 4-1. Commissioner Lyons listed Standard #3 as not being met.

Commissioner Stanley made a motion to recommend approval, seconded by Commissioner McGary, of a special use permit for a drive-through establishment for certain real property located at 13812 and 13830 S. Bell Road. The motion passed, 4-1. Commissioner Lyons listed Standard #3 as not being met..

Commissioner Stanley made a motion to recommend approval, seconded by Commissioner McGary, of a special use permit for an automobile service station (gas station) for certain real property located at 13812 and 13830 S. Bell Road. The motion passed, 4-1. Commissioner Lyons listed Standard #3 as not being met.

Commissioner Stanley made a motion to recommend approval, seconded by Commissioner McGary, of a special use permit for a 24-hour operation for certain real property located at 13812 and 13830 S. Bell Road. The motion passed, 4-1. Commissioner Lyons listed Standard #1 as not being met.

Commissioner Stanley made a motion to recommend approval, seconded by Commissioner McGary, of a special use permit for site improvement plans for a unified development for certain real property located at 13812 and 13830 S. Bell Road. The motion passed, 4-1. Commissioner Lyons listed Standard #1 as not being met.

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NSS GROUP REAUTHORIZATION OF SPECIAL USES, INCLUDING
MAJOR AMENDMENT TO MENARDS PLANNED UNIT DEVELOPMENT
13812/13830 S. BELL ROAD (PINS 16-05-02-213-002, -005)
LOTS 1-2, RESUBDIVISION OF LOT 5 IN MENARDS

PROJECT DESCRIPTION (JANUARY 7, 2026 REVISION)

Applicant NSS GROUP submits this further revised narrative in support of its application for special use permits, including an amended planned unit development following multiple communications with staff.[1] First, Applicant submitted its *final* engineering with its current zoning application along with plans relating to the last approval since work towards permits led to substantial civil review and all that essentially remained was building permitting. Second, there has always been approved off-site signage reflected in the still-recorded Plat of Resubdivision of Lot 5 in Menards Subdivision, but staff perceived it to be safer to apply a belt-and-suspenders approach and add a further planned unit development approval for the shared off-site signage and to an extent treat area outside of the proposed planned unit development as governed by the Applicant's plan for planned unit development. Third, with periodic discussion of whether Applicant intended 24-hour operations, Applicant learned that staff's interpretation of the "24-hour" regulation amounted to any business open before 6 AM and after 11 PM (17 hours maximum), so Applicant has now added a request for a special use permit to operate 24 hours (it has also decided to avoid any ambiguity and pursue operations 24 hours each day under the more common understanding of the term. Fourth, Applicant does not pursue variations from the Village's lighting standards, but a disagreement having no impact on the zoning hearing was eventually resolved with staff concluding that the narrow strip of land north of the Menards Subdivision has been zoning C-2 since annexation on June 25, 2002.

None of these issues were ignored in any prior application, and all were discussed and considered previously. With staff changes came different viewpoints, none of which remain the subject of further investigation. Staff still desires precise placement of the shared sign on the remainder of Lot 4 even though the location approved is depicted in the plat of subdivision that created Lots 1 and 2 in the Resubdivision of Lot 5 in Menards Resubdivision. Applicant counsels against this due to utilities, sidewalk planning, and planning for the best sight triangles at the main entrance—and doing so in a fashion that Menards approves. Applicant also notes that it is not advisable to have a planned unit development governing Lot 1, Lot 2, and part of the remainder of Lot 4 because, however Menard, Inc. decides to utilize the remainder of Lot 4, it is best not to have overlapping planned unit development plans and the sign easement can best be managed as a recorded easement—as it has been and as it remains.

As Applicant informed staff and the Village Board, the uncertainties from moratoria and the direction of licensing regulation in the areas of gaming, liquor, and tobacco led to a suspension of a project that was intended to the open coming out of the pandemic. This current

[1] The Commission and Village Board will recall the timing and events related to the two prior approved entitlements. Not only did staff vet the project with Village consultants and counsel each time, but Applicant also worked closely with Menard, Inc. which has had its real estate and legal divisions involved in the matter. The new staff reviews and satisfactory prior reviews by staff, the Village and its consultants again confirm a solid project and offer confidence in the depth of review on this occasion as well.

application seeks to re-entitle the same project approved previously under circumstances where the delay tied only to technical regulatory issues. Notably, Applicant relied on details provided by the Village in its initial development pre-application meetings when it pursued a car wash and multi-tenant retail and restaurant center. The predictions of success in marketing the site bore no fruit, even to the point of (a) attempting to design commercial use at two elevations on part of Lot 4 and (b) attempting an A&W restaurant (with a drive through) smaller than normally approved by the franchisor. Still, Applicant remains committed to the Property and to engaging in business in Homer Glen. It is hoped that comments such as those made at the opening of the hearing in December 2025 and positions that, presumably, prior staff and counsel must have missed legal components of the development, submitted flawed plans or ignored the Dark Skies regulations will end and this matter will proceed to hearing and a favorable outcome so that the Village can see development of the Property beginning in early Spring 2026.

The above background was necessary so that no one loses sight of the context of this hearing and the depth of review of plans on four occasions—the latter review occurring with at least two new staff members who dove quite deeply into the project to apply their expertise. Although the direction of some of the recent communications about the project caused concern, the ultimate outcome is that Village staff and its consulting engineer should have no concerns about the development, building design and on-site or off-site impacts. Applicant and Menard, Inc. appreciate the time spent by staff and staff's willingness to gain the same intimate knowledge of the project as their predecessors and Applicant looks forward to dealing with the Village going forward.

The project will benefit the Village, its residents, and the uses in the northern stretch of Bell Road. The further amended planned development will allow a 24-hour automobile service station and convenience store, a restaurant, and a modem car wash on Lot 5, situated slightly northeast of the primary east wall of the Menards store. Menard Inc. supports the project, and the parties have recorded an easement agreement concerning various matters that will apply going forward. The most recent two-lot subdivision (filed 2025) intended this development, including the shared freestanding signs.

The Village annexed Menards Subdivision pursuant to agreement in 2002. As noted above, Menard Subdivision is one roughly 20-foot wide strip of land (on its north end) smaller than the annexed territory that was to be zoned C-2. Development of the Menards soon followed. All lots in Menards Subdivision are zoned C-2. The narrow strip to the north is zoned C-2. The subdivision currently hosts Menards, Arby's on Lot 3 (replacing a bank with drive-through operations) and a Firestone tire and service center on part of the original Lot 2. Areas remaining for development include the remaining portion of Lot 2 south of the Firestone and Lot 4. Lot 4 had limited potential for development due to access needs and severe changes in elevation.

Applicant, as the owner of Lot 5 and what was previously the north 100 feet of Lot 4, resubdivided to create Lots 1-2 in the resubdivision of Lot 5. A copy of this plat is provided with the application. The car wash will be on northerly Lot 1 and the gas station and convenience store building with the drive-through restaurant will be on southerly Lot 2. The Village approved the resubdivision following some discussion related to the use of former Lot 4 for a small-format A&W franchise, but it was determined that the reasonably developable portion of Lot 4 was best

suited for use by occupants of neighboring parcels due to the two tiers of developable space, the cost involved, and design impediments to use of Lot 4 by a single user. A&W would not fit on Lot 4 even with a reduction in footprint. There is still a sign easement on Lot 4 (southeast corner), and Applicant and Menards will use this area for one of the freestanding signs. (Menards still approves all signs.)

Applicant relies on existing storm water planning adjusted only for its work. Ingress and egress exists at the existing Bell Road restricted access abutting the subject property and full access at the signalized Bell Road intersection that is the main entrance. There is no vehicular interconnection between Menards Subdivision and land to the west. No such interconnection is possible between Applicant's tract and land to the west due to the detention facility west of the Property. Applicant will rely on existing, long-planned cross access through the interior of Menards Subdivision. It will construct the access route from the restricted north driveway across Lot 1 and Lot 2 (as well as part of the remainder of Lot 4) that connects with the signalized intersection with Glengary Drive. The access will be constructed to Village specifications as depicted in the full engineering set provided with the application.

Applicant will also construct a ground sign near the northwest corner of the intersection of Glengary Drive and Bell Road. There will be a ground sign on Lot 1 as well. The two ground signs will offer tenant panels for Applicant's uses (panels are planned for the gas station and restaurant as well as the car wash). The convenience store will rely on wall signage, but could have access to unutilized or underutilized ground sign panels in the future (this is dependent on Lot 4 use). The ground signs will be similar in design to one another, adequately spaced (well over the 300-foot minimum spacing required) and served by electric conduit appropriate for the sign plan. The signs are substantially the same as previously approved.

Applicant continues a plan similar to, but slightly larger than, its approved development of Lot 5 that excluded the north 100 feet of Lot 4. The north parcel (Lot 1) will host a modern tunnel car wash and related amenities. The south parcel (Lot 2) will host the service station, restaurant with a drive-through operation and convenience store. The service station with convenience store (likely) or the restaurant will offer video gaming. A shared central driveway will allow for vehicular traffic between the access road and the drive-through in the rear of the building. Stacking exceeds what is required by the Zoning Ordinance.

On Lot 1, the car wash will be situated on the south portion of the Property, have its entrance on the west elevation and discharge vehicles on the east elevation. Drivers will enter Lot 1 and, on most occasions, have a choice to vacuum before or after the car wash. On busier days, the owner may make this choice for customers based on traffic flows into and out of the car wash. An employee stationed on the north side of the intersection can determine whether this choice should be made for the customer at any given time.

Applicant will consider animal grooming (dog wash area) as a convenience to Homer Glen residents. This is a local amenity that could occur inside the northeast corner of the building. Typically, self-service animal grooming is an option at car washes only during non-peak times and most pet owners do not wash their dogs outside of the house (other than at a pet groomer) during winter months. The amenity involves a simple wash basin and hose, and there is

no staff. The area is simply available to customers in non-peak times if they want to wash their dog. The floor plan for the car wash does not reflect this use area, but if Applicant offers this amenity in Homer Glen, it would need to obtain appropriate building permits to do so, and it would be inconvenient to amend the PUD on a further occasion simply to add a component to the current storage room that would allow an individual to wash their dog. Due to the importance of vehicular movement on site, Applicant will not allow use of the basin to wash pets during busy periods or between November 15 and March 31.

There are 22 planned vacuum stations (one is accessible). Vacuums are suspended from above the vehicle space under a sunshade that is slightly less than half the length of the stall. The sunshade allows more than 7.5 feet of clearance. Vacuums are part of a unified, closed system and the hand device is reinserted into a holder that eliminates the whistle from the vacuum that can be heard within a few feet of the car when vacuuming. Lighting under the sunshades is less intense than any property lighting and is essentially absorbed into the photometrics for the other site lighting.

The car wash will offer three pay stations with stacking for over 27 vehicles. Metered entry into the car wash is available via credit card, pass code or membership. Cars enter the stacking between the pay station and the car wash in a single-file line. A bypass lane from the stacking after the pay station is available for egress. The car wash itself can be controlled to slow or accelerate the conveyor. The car wash has an automated default detector that will slow or stop operations. An employee may also slow or stop operations. At the exit for the car wash there is another detection device that slows or stops the car wash if there is an obstruction at the exit. A ground heater prevents icing at the exit. Cars leaving the car wash may turn north or south.

With respect to interior traffic movements, Applicant plans for uncontrolled entry into Lot 1 (north) from Bell Road at a partially stop-controlled intersection. Parking was once approved north and south of the Bell Road restricted access point, but Applicant now plans to landscape this area, place the car wash parking at the southeast corner of Lot 1, and maintain accessible parking near the building. Parking on the east side of the access drive is planned where it was originally contemplated. The landscape setback is similar to landscaping east of parking in the southern portion of Menards Subdivision. Applicant has eliminated parking on the west line of the access road and replaced this with a landscape island and two access driveways.

The car wash has on-site management and employees while being part of a network of affiliated operations. While the typical employees on site will include a manager and one other employee, there will be times when only one employee is necessary. Similarly, there are occasional times when three employees would be engaged in car wash operations. During a brief period with thawing weather mixed with snowfall that occurs during a few weeks spanning February and March, car washes are in highest demand and will temporarily use more employees. The site will be developed in a fashion that will not require employees for traffic direction or for the collection of funds from consumers. The primary responsibility of employees on site will be consumer interaction and satisfaction, site cleanliness and site security. Typically, employees are stationed between the pay stations and the exit to the car wash to observe patrons. An employee will greet customers in the vacuum area, observe the pace of the conveyor and assist customers using pay machines.

Tasks will eventually be divided as the hours of operation progress and the number of employees will fall later in the day. The car wash may be open as early as 7:00 AM and close as late as 10:00 PM (demand may call for operation until 11:00 PM as allowed by code, but this would not be in the immediate future). Hours may vary seasonally and expand or contract in compliance with Village regulations. The ordinance approving the major change should not regulate car wash hours of operation.

On Lot 2 (the south lot, as expanded by the north 100 feet formerly part of Menards Lot 4), the building will have one or two tenants that manage their own tenant space. The 7,715 square foot building will operate in a unified fashion. The convenience store and gas station will operate 24-hours a day. Scali's Beef could be open from 11:00 AM until 11:00 PM. Scali Beef's operational hours will depend on catering, activity in the Bell Road corridor, and periodic assessments of demand. Many similar businesses are open until 11:30 PM or midnight. The special use for 24 hour operations will apply to Lot 2.

Applicant hopes to avoid an unnecessary full demising wall between Scali' s Beef and the convenience store. The drive-through will stack in a standard fashion and there are plans for preview and full menu boards. Loading for the retail center is provided at the rear of the building, but the nature, size and timing of deliveries often allows loading in front of the building. In general, loading is a controlled function in this environment. Most deliveries will be scheduled for intake during non-peak hours and usually well before opening. Gas deliveries will occur east of the canopy. The fuel tanks will be situated in the east-central portion of Lot 2. Fuel deliveries can be restricted to hours that do not obstruct the drive through.

The loading zone has adequate accessibility and will not interfere with site traffic or parking. Several loading operations or deliveries for the use will occur from a parking space. The turn template provided with the application shows that gas and delivery trucks can readily enter and depart the site with no difficulty using the Glengary Drive intersection with Bell Road. However, Applicant has also provided a turn template that shows that the site is not designed for semi-trailers. This design was preferred during the prior hearing. If the Village's prerogative in this regard has changed, Applicant is willing to consider adjusting the site plan accordingly, but it does not intend to provide services to trucks with semi-trailers.

Lot 2 will benefit from an easement for parking on Lot 1. As a result of early, pre-application discussions (with economic development staff), the original proposed lot line carried through into the plat based on considerations of re-use of both properties if they were not always hosting these uses. Applicant plans for distinct waste enclosures, with one on each lot, but the original plan called for a shared enclosure at the west end of the shared lot line. Applicant proposes ample landscaping that meets the requirements of the Zoning Ordinance. Applicant seeks a collection of exceptions from the current regulations, but all exceptions relate to practical and efficient design efforts that present a better project following an approval of the major change. The new plan allows better efficiency along the access road and adds a landscape island on the west line of the access road. Although lot coverage ratios exceed Village standards, Applicant notes that Menard Subdivision was designed in this fashion and that the proposed excess lot coverage does not approach the lot coverage previously approved by the Village.

In every community where Applicant has affiliated operations (Applicant's owners have numerous sites in the Chicago area and in Florida), parking spaces shorter than 19 feet deep are allowed. Applicant meets the required 9-foot width. Applicant's attempt to meet the 19-foot depth requirement prior to application were difficult and came at the sacrifice of landscaping desired by staff and a loss of building area. Lastly, the Menards Subdivision contemplates an access road that is similar at the north and south ends of the overall development. With efforts to locate final plans with dimensioned parking stalls proving unsuccessful, Applicant was left to scale old drawings and believes spaces along the access road to the south are shorter than 19 feet. Menards produced what it believes are its initial civil drawings and these reflect parking spaces with a depth of 18 feet. The drive aisles are 24 feet wide or wider, and this width is sufficient for parking spaces with a depth of 18 feet. (Webster, McGrath, Ahlberg, revised March 12, 2004) Applicant provides for parking spaces with a depth of 18.5 feet.

It appears that the Village may have amended its maximum lot coverage after the Menards Subdivision approval (perhaps in 2009 and on one earlier occasion). It has been difficult to determine the scope of the prior lot coverage determinations in light of the limited availability of records and exhibits. Large developments often contemplate an evaluation of lot coverage throughout the overall development. In this instance, the Lot 1 lot coverage will be between 63.9% and 64.8% and the Lot 2 lot coverage is 68.9% and 69.7%. The overall lot coverage for Lot 1 and Lot 2 will be roughly 67.1 %. These figures do not include the 20-foot strip north of Lot 5 that extends the full depth of Menards Subdivision or the 6.2 acre Outlot A open space and detention area that obviously figure into the overall lot coverage in Menards Subdivision. The overall development area within Menards Subdivision is 40.97 acres. As a result, 15% of the overall open land is situated on Outlot A. The "uncovered" portion of the subdivision expands to more than 21.5% if open space in the Glengary Drive entrance features, around the Arby's and along the west and south sides of Menards are included. The southerly roughly eight acres remaining to be developed will provide open space as well. Excluding most of the eventual open space in the southern eight acres and on the remainder of the original Lot 4, Menards Subdivision has at least 23% open space. None of the developments along Bell Road north of 143rd Street offer visually apparent lot coverage of less than 80%. With this in mind, another analysis could exclude the southern eight acres from the denominator to evaluate lot coverage-meaning that the 6.2-acre Outlot A would be more than 17% of the open space and overall open space in the development would be roughly 27%. A highly visible portion of the remainder of Lot 4 will remain open due to the access road and grades. More open space surrounds the development than on other commercial tracts.

Applicant still needs additional wall signage and sign area. The sign area for the car wash was previously approved, and none of the circumstances related to the original approval have changed (Applicant provides this analysis elsewhere in the application). With respect to the service station signs, Applicant acknowledges that the request is substantial. However, awareness of the location of the pumps will benefit drivers attempting to reach them. Applicant believes it has met staff's preference to have reduced canopy signage, but the canopy signage is one that the gasoline brand determines. Staff has asked for a rendering with canopy signage in a departure from what was a prior understanding with the Village. Since the brand has not been determined, providing signage for zoning is premature. Monument signs were approved twice for this project

and there is an additional prior approval for a freestanding sign on Lot 4 where planned as part of this application. Since 2002, the Village has authorized the location of the south ground sign situated at the northwest corner of the intersection of Bell Road at Glengary Drive. Menards still has control over signs under the plat and under the covenants, and it has approved the signs and panels. A gas station also requires a larger number of signs for pumps, directions, instructions, and trade dress.

Dated: January 7, 2026

Respectfully submitted,

DANIEL LAW OFFICE, P.C.

By: _____
Mark W. Daniel
Applicant's Attorney

NSS GROUP REAUTHORIZATION OF SPECIAL USES, INCLUDING
MAJOR AMENDMENT TO MENARDS PLANNED UNIT DEVELOPMENT
13812/13830 S. BELL ROAD (PINS 16-05-02-213-002, -005)
LOTS 1-2, RESUBDIVISION OF LOT 5 IN MENARDS

MARKET AND OPERATIONS ANALYSIS (DECEMBER 11, 2025 REVISION)

The planned development will allow a gasoline service station, convenience store and restaurant on Lot 2 with a modern car wash on Lot 1, situated slightly northeast of the primary northeast corner of Menards. Following application for an earlier revision in December 2022, Applicant contracted to acquire the north 100 feet of Lot 4 in order to provide more proximate parking, including commercial vehicle parking. Applicant provides for some excess parking since demand for EV charging stations is increasing, but the demand is not yet to the point where the charging stations are economically feasible in this market without local participation. State and federal EV programs exclude the Homer Glen market area. Applicant has resubdivided to pursue the project approved under Ordinance No. 23-062. Market and operations have not changed for planning purposes since 2022 and 2023.

To the extent that Applicant refers to its sales or sales tax and other benefits, it has provided these figures to Village staff and it will address or re-visit them as needed. The reauthorization relies on these same figures. Menards continues to support the project. The majority of Menards' customers are destination shoppers who have choices in the area. Menards is one of two large retailers of home and construction goods on Bell Road. Bell Road is just outside Cook County and situated well to allow easy shopping opportunity to those in Cook County who avoid Cook County taxes on significant purchases and, more often, smaller purchases. Menards offers plenty of products that are convenience items as well. There are several gasoline stations, convenience stores and car washes near home, hardware and lumber centers (two of Applicant's affiliated car washes and one gas station and convenience store are adjacent to Home Depot stores) and their customers benefit from the co-location of these uses. Notably, there is countless anecdotal evidence (bags in cars, staff questions) that car wash customers are also drawn to the larger adjacent retailers.

As has occurred on the east side of Bell Road and south of the subject property along the west side of Bell Road, commercial uses and restaurants typically share a retail and service synergy with large retailers. One of the secondary reasons for drawing in large retailers is to encourage landowners to invest in the creation of space for new businesses of all types, for new employment and for new offerings in the Village. In light of the Firestone location, it is a bit unclear what will eventually develop on the southernmost parcel in the subdivision, but even this lot would benefit from a visibility standpoint with an increase in internal access road usage.

The remaining outlots in the Menards Subdivision are some of the last Bell Road corridor lots to develop. They have remained vacant relatively longer than other outlots in comparison to the time of the related or adjacent initial larger retail development. Whether this is a function of access or the direction of traffic at key times of consumer activity, the reality is that adding the car wash, gasoline sales, retail and a restaurant to the development will positively impact the number of vehicles entering the Menards Subdivision and several of the entering vehicles will

use the main entrance to exit-leaving them a more direct opportunity to shop at Menards or to eat at Arby's or another restaurant. Various factors could have affected interest in the outlots near Menards from 2002 until the present, but, since 2015, less demand for large brick and mortar retailers has had a dramatic impact on the secondary benefits available to smaller goods and service retailers. Those developing sites in this environment are contributing greatly in a changed retail environment and they typically are going to rely heavily on tenant rental income more than their own sales (note the turnover observed for secondary retail sites in Downers Grove near Lombard's Yorktown shopping center for an example in a heavily populated area). In this instance, one driving factor in the proposal is the Applicant's investment in the uses on the subject property through affiliated operators. In 2025, the undersigned also entitled a car wash as a redevelopment component of a 120,000 square foot shopping center in Downers Grove (one Applicant did not pursue due, in part, to Homer Glen commitments).

The proposed car wash, gas station with retail, and restaurant at the subject property will more appropriately convert a vacant and historically underutilized property to a modern use. The planned gas and retail operation with a modern car wash is not available in this part of Homer Glen. The only use offering similar services is a truck stop serving much larger vehicles near the intersection of 159th Street and I-355 which has a service area that extends far north, south and west of Homer Glen and would not overlap with the main service area for the proposed use. Additionally, the uses serve different corridors in town. The existing gas station and car wash will continue serving substantial numbers of commuters and areas in west and south Homer Glen as well as surrounding areas. The proposed gas station and car wash will serve commuters as well as persons shopping or seeking services in the Bell Road corridor. The proposed use will also serve north and east Homer Glen and surrounding areas extending into Cook County.

The proposed uses along a significant transportation corridor in Homer Glen benefit residents, employees, and those passing through the Village. The transportation network includes Bell Road as one of the most significant corridors for residents and visitors. The location thrives more on the average daily traffic than it does on the number of residents or rooftops within any radius of the Subject Property. There are hundreds of residences within a one-mile radius and the 1.5-mile radius relied on for retail considerations. The population within ten minutes is substantial.

The area surrounding this part of Bell Road has the highest population density in the Village. Several sources note that Homer Glen has a population of roughly 24,000 people. Located near three interstate highways and having two interchanges on I-355, Homer Glen offers its transportation network to thousands from outside the Village every day. The Homer Glen trade area extends through most of Orland Park and into Lemont, Tinley Park and New Lenox. The level of available discretionary spending in the area is substantial (one of the reasons why EV charging grants remain unavailable for this stretch of Bell Road).

The 2005 Plan repeatedly notes the need for additional areas for a diversity of business along Bell Road. Research relating to the once contemplated update to the 2005 Plan touches on revenue leakages to other communities, and there is noted leakage in the fields of automotive and restaurant uses. The proposed use will reduce leakage. Even though the Village found that it did not need to amend the 2005 Plan, the data evaluated remains valuable.

Applicant will not recite all economic data available, but it is notable that over 200,000 people live within 10 minutes of the site and the daytime population of the area is over 195,000 people. These figures support for an expectation of success at the subject property for all operations. Applicant has studied this location for longer than it wished due to the fluctuating economics and changes in interest rates. It is comfortable with the site as a location for its related businesses. More importantly, Applicant's work flow now allows for construction starting in early Spring 2026.

APPLICANT'S POSITION IN THE MARKET AND AS A PROPERTY OWNER

Applicant's affiliates operate service stations, similar convenience stores, and car washes throughout the Chicago metropolitan area from Evanston south through Skokie and Chicago, west to Oak Brook and the St. Charles area, and south to roughly 95th Street. The members of the original applicant, the operator (Pakitalia comprised of Rick Scali and Mohammad Yaqoob), and the owner of NSS Group, Inc. (Mohammad Yaqoob) have owned and operated several gas stations, car washes, restaurants, and convenience stores. Scali' s Beef bears the name of Rick Scali. Notably, Mohammad and Rick are involved in the development of shopping centers (one ongoing project being a redevelopment larger than 110,000 square feet), so they understand and remain respectful of the needs of owners and businesses in unified developments. Applicant is self-sufficient from a financial perspective. It has considered that the subject property should host automotive uses for a few years and it is now the owner of Lots 1-2. Applicant has regularly secured financing to build projects when the retail portion will have at least one restaurant with alcohol service and video gaming terminals (this was the intent of state legislation on the subject). It is also familiar with truck stop establishments.

Applicant understands that the Village prefers restaurants before allowing gaming, but the project could allow for gaming at all hours under state regulations without having a truck stop like the one near I-355 noted above. Applicant pursues the revision to the planned unit development knowledgeable of comments made during the last hearing process, but it only indicates this flexibility so that the Village is aware that increased local revenues are possible after beer and wine sales stop. Applicant's projected revenues are based on restaurant use and gaming only during hours of operation allowed under applicable liquor licensing.

Applicant intends to construct the retail building at the same time as the car wash. Applicant has sufficient capital to proceed with the project in a fashion that is responsible, profitable and meaningful to the Village. Applicant remains willing to share relevant background with staff and reviewing commissions or committees and the Village Board. Applicant does not include personal or corporate financial data in market statements. Applicant is confident from the operation of multiple car washes, gas stations, restaurants and convenience stores in the area that demand for the uses in the Village remains strong. Similarly, Applicant has experience with gaming and licensed liquor sales at service station convenience stores.

The person behind Scali' s Beef has been a longtime resident of the area and lives in Lemont. Rick has substantial awareness of the successes and failures along Bell Road and has determined that the development will benefit the area. The members have a history of project

management and development together, ranging from rehabilitation and re-use to new development of gas stations, car washes, retail locations and restaurants. The members are in the process of developing other approved projects at multiple locations.

MANAGEMENT AND SITE OPERATION

Applicant will continue the two-lot planned development which will be under unified ownership as currently planned. The lots will be capable of separate ownership but Applicant intends to continue in ownership of both lots. Menards approves of the development and proposed uses and it has not raised any issue of use limitations. The declarations and covenants applicable to Menards Subdivision remain in force and will be adjusted as needed to accommodate the development. Agreements concerning Lots 1, 2 and 4 will govern work and expenses relating to grading, drainage, the access road, access road lighting and signage. An easement will allow reciprocal access, parking and operation of the driveway between Lots 1-2 if these see distinct ownership.

The car wash may be open as early as 7:00 AM and close as late as 9:00 PM. Hours may vary seasonally. The gas station and convenience store will open earlier and close later. If area trends develop and local ordinance allows, some operations could expand to 24 hours. The restaurant area will offer a drive-through, catering and dine-in options as well as gaming in a format that will meet local concerns. Over time, the car wash may allow a wash basin for pets as an amenity to residents when the car wash is not busy during non-winter months.

LOCATION AND ECONOMICS

The Bell Road corridor draws in significant volumes of traffic for commercial, recreation and residential purposes. Its location and connectivity among major employment hubs from Chicago to Joliet and areas in between indicates that commuter numbers are consistently higher than average, and the area population is a strong sign of positive demand in the gasoline service station and convenience store market. The uses proposed for the subject property are meaningfully different from the uses elsewhere in the service area inasmuch as:

1. The car wash is the sole business on one site and the sole purpose of the proprietor is to offer a modem, long-tunnel car wash in the area with more stacking and vacuum opportunity;
2. The development will offer a single stop for consumers with multiple automotive needs;
3. The convenience store and Scali' s Beef will offer consumers items and services that are either not available at all or which are in more demand than met by supply;
4. The benefits of the car wash allow convenience and conservation of resources; and
5. The service station offers a convenient stop for gas and convenience items on a larger lot than currently exists in the corridor, and it does so in an area of substantial traffic.

There is no other similar collection of uses nearby or within the same corridor. The Gas N Wash is over six miles away and it serves semi-tractors and trailers when no trucks with semitrailers are intended to be served at the property. The south side of Homer Glen has

reasonable access to two car washes along 159th Street at Gougar Road and at Wolf Road, the latter of which is in Orland Park.

CAR WASH CONSIDERATIONS

According to the International Car Wash Association, actual use of car washes increased nearly 20% between 1996 and 2014 (19.2%). Since then, trends towards increased use continued despite the pandemic and they continue today. Modern car washes have been valuable commercial uses near auto service stations, retail areas and areas with significant through traffic. For reasons ranging from convenience, yard maintenance, water usage and weather, the volume of consumers who wash their cars at home has dropped from nearly 50% to 28% over a similar period. 72% of Americans use professional car wash services regularly. Industry experts see demand growing 4-5% annually until at least 2028. Over 60% of consumers use automated tunnel-style car washes such as the car wash proposed in this case.

Large stretches of north Homer Glen and territory north of Lot 1 outside of Homer Glen do not have a car wash despite ample demand. Other area car washes are reflected in the following table:

Address	Distance to Subject	Name	Notes
12819 W 143rd St.	0.62 miles	Shell Gas	w/ short car wash
12911 W 143rd St.	0.79 miles	Softway Oil	det w/ car wash
12502 W 143rd St.	0.96 miles	Speedway Gas	w/ short car wash
15060 S Bell Road	1.62 miles	Speedway Gas	w/ short car wash
15861 S Bell Road	2.84 miles	Classic Express Bay	w/ med. tunnel
15551 W 143rd St.	4.05 miles	Speedway Gas	w/ short car wash
15819 Wolf (0. Pk.)	4.68 miles	Tommy's Express	modem tunnel
15930 W 159th St.	6.58 miles	Gas N Wash Gas	modern tunnel

The site's proximity to areas of Cook County such as Orland Park to the east offer a destination for cost-conscious consumers. As it stands, Cook County has at least a 6 cents per-gallon gas tax, the highest in the state, on top of an already high sales tax. Local consumers may feel inclined to make purchases available in this portion of the Village, which has a lower gas tax and a lower sales tax. There is sufficient demand and projected growth to allow a reasonable conclusion that a gas station on Lot 2 will not cannibalize other stations.

The greatest strength of the development is its location. Homer Glen is a well-populated area, home to more than 24,000 people, and tens of thousands of other commuters and visitors who use major area roadways. Additionally, service stations at intersections have faced some pressure with road expansion as Homer Glen grew, and this development will not face the same issues. It would not be appropriate to place this style of development at one of the Bell Road intersections due to the ebb and flow traffic and the related turn restrictions. Many area stations are at intersections, but these stations-though they will continue-will not offer the diversity of goods and services. The proposed development will not have a direct competitor, and the service stations to the south are on the opposite side of Bell Road or at intersections.

The addition of a quality gas station and convenience store with an adjacent car wash will further incentivize consumers to make purchases in Homer Glen. The same motorists will also gain familiarity with Menards, Arby' s and Firestone as well as other businesses in and near this portion of Bell Road. The diversity of nearby offerings will cause the same motorists to return to the area to make purchases when desired.

There is a longstanding trend in the success of gas stations located adjacent to other places of retail, and the success is a two-way street. Costco, for example, often includes gas stations just next to their retail locations connected by a shared parking lot and has seen tremendous success in doing so. Sources indicate that Costco's on-site gas stations account for $20 billion in sales annually, accounting for roughly 10% of the company's net annual sales. Notably, a large volume of these gasoline sales are to shoppers who have shopped or will shop at Costco. The same is true for Applicant's affiliated BP station, car wash and convenience store near Home Depot in Oakbrook Terrace which, although directly adjacent to a Shell and removed the depth of the Shell lot from the corner, is very successful and a strong addition to the City's retail community. A gas station that is located next to a retail establishment with a volume similar to a Menards would likely see similar two-way benefits. Applicant has also observed a tie between its customer flow at an affiliate's Evanston carwash that aligns with adjacent Home Depot activity. It is important to value this application to insert a retail/service mixed use at a time when many communities in the area do not have this same opportunity in or near a key retail corridor.

The gas station market shows no signs of declining any time soon, meaning the proposed gas station will likely be profitable for years to come. According to Globe Newswire, "[t]he global gasoline stations market size is then expected to reach $3,150.1 billion in 2027 at a [Compound Annual Growth Rate] of 5%." Even with EV charging stations expanding, there are limits to EV services. The station could host EV chargers, but the demand and return do not yet justify such significant private investment. Homer Glen is not on any federal or state list of subsidized communities. Applicant will continue to keep an eye on opportunity here, but it is possible that large retailers will have the wherewithal to install EV charging before Homer Glen's service stations do.

The sole weakness at issue is the location of the development at an elevation significantly below the main entrance elevation. Over time, consumers will become familiar with the operations and the site. The grade change may prolong the initial customer growth curve. Opportunities arise in relation to traffic patterns and new homes being developed in the area. Additionally, a new station will benefit the community and allow a breadth of goods and services that consumers demand on a quick purchase timetable, without walking into, for example, the nearby Jewel. The gas station and car wash will offer services that encourage each use (price and membership opportunities). Additionally, the ability to place EV stations in the excess parking area allows an election of internalizing this use when the time is right or placing it in parking spaces on the main access drive in conjunction with the Village if it so desires. With respect to EV stations, Applicant would not want to compete with a large retailer at an inopportune time if its planning involves EV stations since the stations themselves can be a driver for retail sales.

The only threats to gas station operations lie in governmental regulation. Gas N Wash cannot be viewed as a threat since it is over six miles away and has a different market (one that includes trucks with semi-trailers). Regulatory or fiscal legislation could affect gasoline sales, but the public will continue to demand gasoline until such time as EV technology and vehicle production replaces the existing vast number of gas-powered vehicles.

GAS AND RETAIL CENTER

Applicant worked without success to fill the small retail or restaurant units and the large retail or restaurant unit. Interest in the site left building speculative with high interest rates as an unattractive option. Scali's Beef and the related gaming operation will be divided by distance but remain accessible from the convenience store. Several city and suburban locations no longer plan for a demising wall and distinct entrances. In the city and suburbs, it is increasingly more common to avoid divisions that ultimately serve as an impediment to consumers.

While licensing is not the issue under consideration during the zoning process, the Village should understand that Applicant will comply with applicable regulations governing restaurant licensees with video gaming terminals. Applicant's members have a good history not only with local regulatory agencies but also with the Illinois Gaming Board. In addition to the catering and drive-through operations, Scali's Beef will offer dining for a few dozen patrons. The minimum floor plan is intended to reflect that there is nothing in the site planning and zoning review that would indicate inability to comply with local regulations.

Applicant attempted to design a small A&W franchise into the development, but a modem A&W franchisee found the location challenging and the site too small (Lot 4 standing on its own). The plans provided with the application include a more detailed grading and access road plan.

LICENSING

The convenience store will require either a Class D Package Store license or a Class G Beer and Wine Package Sales license. Scali's beef will require either a Class A Restaurant with Service Bar license or a Class F Beer and Wine Retail Sales license, and it would appreciate issuance of a Class I Catering license if it establishes a demand for this type of license in connection with catering services. All employees of each business will be BASSETT trained and respect and comply with the regulations applicable under the Liquor Control Act of 1934 as well as the regulations applicable to premises with relevant licenses identified in Section 83-66 of the Village Code.

The sale of alcohol on premises will primarily relate to package sales. Typically, liquor consumption in the intended environment is relatively low. Not only does Scali's Beef not offer a bar or a place isolated from the remainder of the convenience store, but those engaged in video gaming do not consume a lot of beer or wine. Please note that the itemization of licenses noted above will most likely have Scali's Beef selling only beer and wine.

Operations within the planned development qualify under two defined categories of use where video gaming terminals are allowed. First, Lot 1 and Lot 2 qualify as a licensed truck stop establishment because the facility is three acres, has a convenience store, offers a separate diesel island for commercial vehicle fueling, allows for commercial motor vehicle parking and plans the sale of more than 10,000 gallons of diesel or biodiesel fuel each month. Second, Scali's Beef qualifies as a restaurant deriving 60% of its revenue from food and beverage sales over the term of any video gaming license issued. The Village requires a license to operate video gaming terminals for each type of establishment. Each establishment will comply with the regulations under Section 83-50, but the Village should be aware that the breadth of hours of operation for a licensed truck stop establishment extends to 24 hours. (Applicant does not plan 24-hour operations at this time.) Alcoholic beverages are not required to be sold when video gaming terminals are in use.

The convenience store will require a Class A tobacco license issued pursuant to section 83-16(B)(1) of the code of ordinances. Tobacco sales will occur from behind the main counter in the convenience store. All operations will respect the Villages rules and regulations under Chapter 83, Article III of the Village Code.

Dated: December 11, 2025

Respectfully submitted,

DANIEL LAW OFFICE, P.C.

By: _____

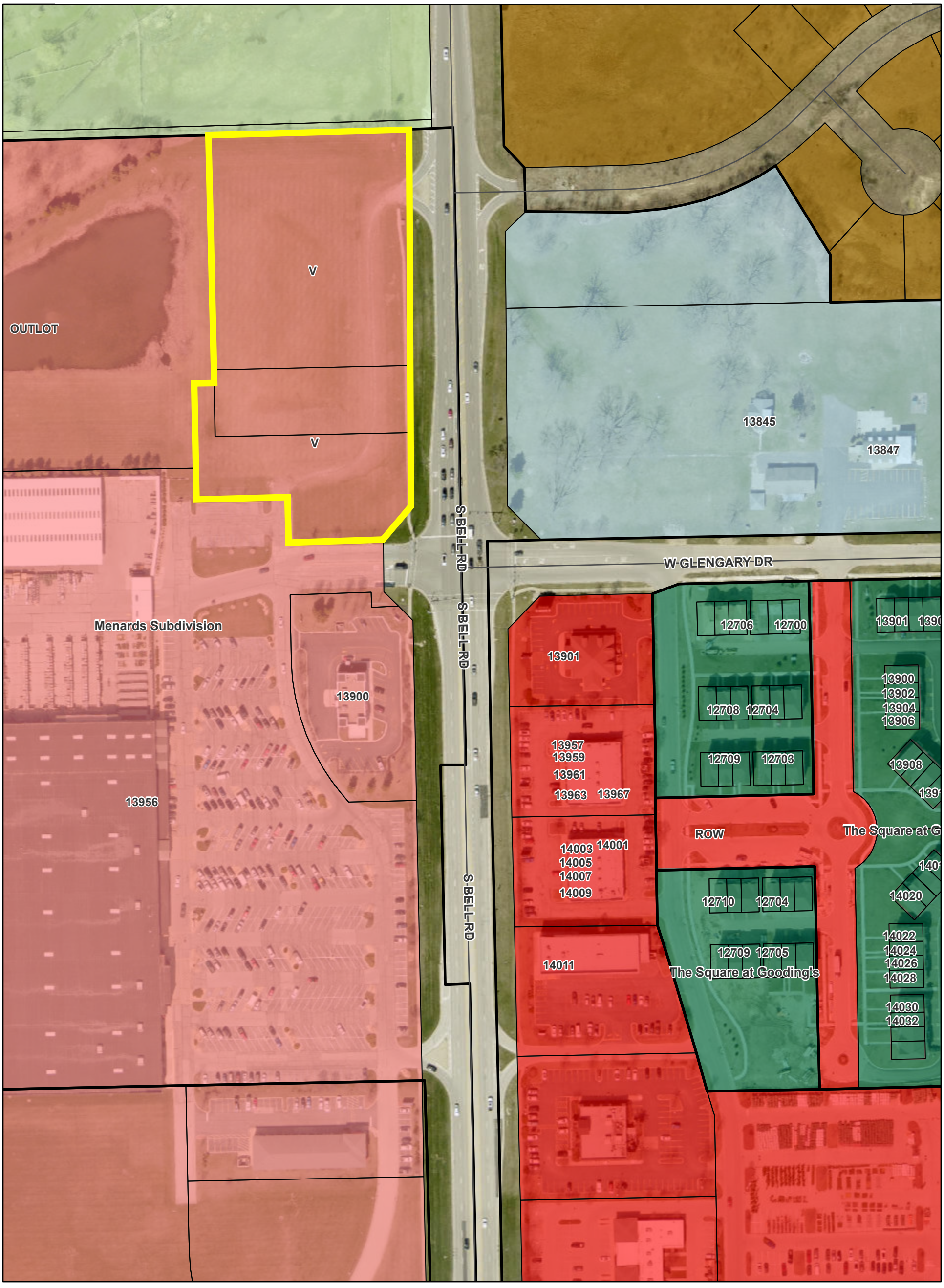
Mark W. Daniel
Applicant's Attorney

Menard's gas station/c-store/car wash – History

- 8.2.22: Plan Commission public hearing [HG-2211-PUD]:
    - Preliminary Plat of Subdivision
    - SUP for Major Change to PUD
    - SUP's for:
        - Car wash (an auto repair, service & body shop use)
        - Drive-thru establishment
    - Site Plan
- 9.14.22: Board [HG-2211-PUD]
    - **Approved Ord 22-038**
        - Preliminary Plat of Subdivision
        - SUP for Major Change to PUD
        - SUP's for:
            - Car wash (an auto repair, service & body shop use)
            - Drive-thru establishment
        - Site Plan
        - A variance from the exterior construction standards
- 9.13.23: Board [HG-2211-PUD]
    - **Approved Ord 23-052** (being an extension of Ord 22-038, one day before approvals expired under Ord 22-038):
        - Preliminary Plat of Subdivision
        - SUP for Major Change to PUD
        - SUP's for:
            - Car wash (an auto repair, service & body shop use)
            - Drive-thru establishment
        - Site Plan
        - A variance from the exterior construction standards
- 9.21.23: Plan Commission public hearing [HG-2301-PUD]
    - Preliminary Plat of Subdivision
    - SUP for Major Change to PUD
    - SUP's for:
        - Car wash (an auto repair, service & body shop use)
        - Drive-thru establishment
        - Gas station (new)
    - Site Plan
- 10.11.23: Board [HG-2301-PUD]
    - **Approved Ord 23-062**:

        - Preliminary Plat of Subdivision
        - SUP for Major Change to PUD
        - SUP's for:
            - Car wash, including auto repair & body shop
            - Drive-thru establishment
            - Gas station
        - Site Plan
- 5.8.24: Board [HG-2301-PUD]
    - **Approved Ord 24-025**
        - Final Plat of Re-Subdivision
- 12.11.24: Board [HG-2301-PUD]
    - **Approved Ord 24-063**:
        - Final Plat of Re-subdivision [HG-2301-PUD]
            - Previous final plat approval expired within 90-days. This re-approved the Final Plat because it was not recorded with the County within 90 days, and had expired.
- The approvals under Ord 23-062 [HG-2301-PUD] expired on October 11, 2024, and the 6-month grace period expired on April 11, 2025.
- 12.18.25: Plan Commission public hearing (because the former approvals expired). The project was tabled to fix errors in the public hearing notice.
    - SUP for Major Change to PUD
    - SUP's for:
        - Car wash (an auto repair, service & body shop use)
        - Drive-thru establishment
        - Gas station
        - 24 hours of operation
    - Site Plan
- 1.15.25: Plan Commission public hearing (kept open from 12.18.25). The Plan Commission recommended approval of all of the special use permits and the site improvement plans by a vote of 4-1.
- February 11, 2026: Village Board meeting

Land Use Viewer of Lots 1 & 2 with a Remnant of Lot 4 of Menards PUD



12/8/2025, 11:22:24 AM

- Homer Glen Boundary
- Street Centerlines
- Subdivisions
- Parcels- Will County

Zoning Districts

- A-1 Agricultural
- C-2 Local Business
- C-3 General Business
- E-1 Single-family Estate Residential
- R-4 Single-family Residential
- R-6A Attached Single-Family Residential District
- Subject Property

1:2,257

0 0.02 0.04 0.07 mi

0 0.03 0.06 0.11 km

County of Will, Microsoft, Vantor

N

Village of Homer Glen

Graphic Scale
20 10 5 0 20 40 60
(In Feet)
1"=20'

FINAL PLAT OF
RESUBDIVISION OF LOT 5 IN MENARD'S SUBDIVISION

BEING PART OF THE NORTHEAST QUARTER AND THE SOUTHEAST QUARTER OF SECTION 2, TOWNSHIP 36 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS.

P.I.N.: 05-02-213-002
-003

R2025004595
KAREN A. STUKEL
WILL COUNTY RECORDER
RECORDED ON
01/28/2025 11:10:48 AM
REC FEE: 90.00
IL RENTAL HSNG: 18.00
PAGES: 3
JAD

FORMER LOT LAYOUT

OLD LOT 5

OLD LOT 4

LOT 1
56,155.85 SQ FT
1.29 ACRES

LOT 2
78,124.69 SQ. FT.
1.79 AC.

FOUND IRON PIPE 0.05' N. & 0.04' W.
SET CONCRETE MONUMENT AT CORNER
REC.=N88°01'15"E MEAS.=N88°01'40"E REC. & MEAS.= 297.40'
REC. & MEAS.= 450.20'
186.76'
SET IRON ROD AT CORNER
OUTLOT A (DETENTION POND PER DOC. NO. R2004230157 P.I.N.: 05-02-213-001
REC.= N01°25'19"W MEAS.= N01°25'19"W
263.44'
SET CONCRETE MONUMENT AT CORNER
SOUTH LINE OF LOT 5
NORTH LINE OF LOT 4
REC.=S88°04'21"W MEAS.=S88°04'48"W REC. & MEAS.= 297.25'
REC.= 31.26'
REC.= 263.44'
700.07'
SET IRON ROD AT CORNER
SOUTH LINE OF THE N. 100.00' OF LOT 4
MEAS.= S89°11'46"W MEAS.= 297.21'
LOT 4 IN MENARD'S SUBDIVISION
P.I.N.: 05-02-213-003
N01°24'16"W 39.33'
ARC=13.31'
RAD.=29.00'
CHD.=13.19'
ARC=15.27'
RAD.=31.00'
CHD.=15.11'
N88°35'44"E 32.44'
N01°24'16"W 10.00'
S88°35'44"W 32.44'
N01°24'16"W 74.50'
N01°35'08"W 190.94'
SIGN EASEMENT PER DOC. NO. R2023005475
5' PRIVATE UTILITY EASEMENT PER DOC. NO. R2023005475
APPROXIMATE LOCATION OF ACCESS DRIVE PER DECLARATION OF RECIPROCAL EASEMENT, DOC. NO. R2005145700 AMENDED BY DOC. NO. R2010021496
N01°27'27"W 257.15'
REC.=S01°24'16"E MEAS.=S01°24'16"E
HERETOFORE DEDICATED FOR ROADWAY PER DOCUMENT NO. R2003-129703
7.17'
FOUND IRON PIPE 0.02' S. & 0.04' E.
262.12'
7.07'
SET IRON ROD AT CORNER
29.63'
DRAINAGE EASEMENT HEREBY GRANTED
101.00'
59.96'
35.00'
40.00'
HERETOFORE DEDICATED FOR ROADWAY PER DOCUMENT NO. 9338361
BELL ROAD
EAST LINE OF THE NORTHEAST 1/4 OF SECTION 2-36-11
MEAS.= 453.08'
N88°04'32"E 36.78'
21.41'
42.20'
63.07'
S43°39'45"W
N01°55'08"W 15.00'
21.51'
S88°04'52"W
21.15'

LEGEND

- COMMONWEALTH EDISON EASEMENT PER DOC. NO. R200326257
- EASEMENT FOR WATER MAIN PER DOCUMENT NO. R2010050936
- EASEMENT FOR SANITARY SEWER MAIN PER DOCUMENT NO. R2010050935
- SIDEWALK EASEMENT PER DOCUMENT NO. R2023005475
- SIDEWALK EASEMENT HEREBY GRANTED

NO.	DATE	DESCRIPTION	BY
7	11/26/2024	REVISED PER EMAIL DATED 11/22/2024	MMG
6	05/24/2024	LEGAL DESCRIPTION & OWNER'S NAME REVISED.	MMG
5	03/15/2023	THE N. 100' OF LOT 4 IS INCLUDED	MMG
4	09/07/2022	EASEMENT PROVISIONS ADDED	MMG
3	09/06/2022	DRAINAGE CERTIFICATE ADDED & PRELIMINARY CHANGED TO FINAL	MMG
2	08/25/2022	5' PRIVATE UTILITY EASEMENT EXTENDED PER EMAIL DATED 08/24/2022	MMG
1	08/19/2022	SIDEWALK & DRAINAGE EASEMENTS ADDED	MMG

GENTILE & ASSOCIATES, INC.
PROFESSIONAL LAND SURVEYORS
550 E. ST. CHARLES PLACE
LOMBARD, ILLINOIS 60148
PHONE (630) 916-6262

PREPARED FOR: DANIEL LAW OFFICE, P.C.
DRAWN BY: MMG
ORDER NO.: 22-22484-RESUB-REV 7
SHEET 1 OF 2
ILLINOIS PROFESSIONAL DESIGN FIRM LICENSE NO. 184.002870

PLAT RETURN ADDRESS

SUBMITTED BY/MAIL TO:
VILLAGE OF HOMER GLEN
14240 W 151ST ST,
HOMER GLEN, IL 60491

FINAL PLAT OF
RESUBDIVISION OF LOT 5 IN MENARD'S SUBDIVISION

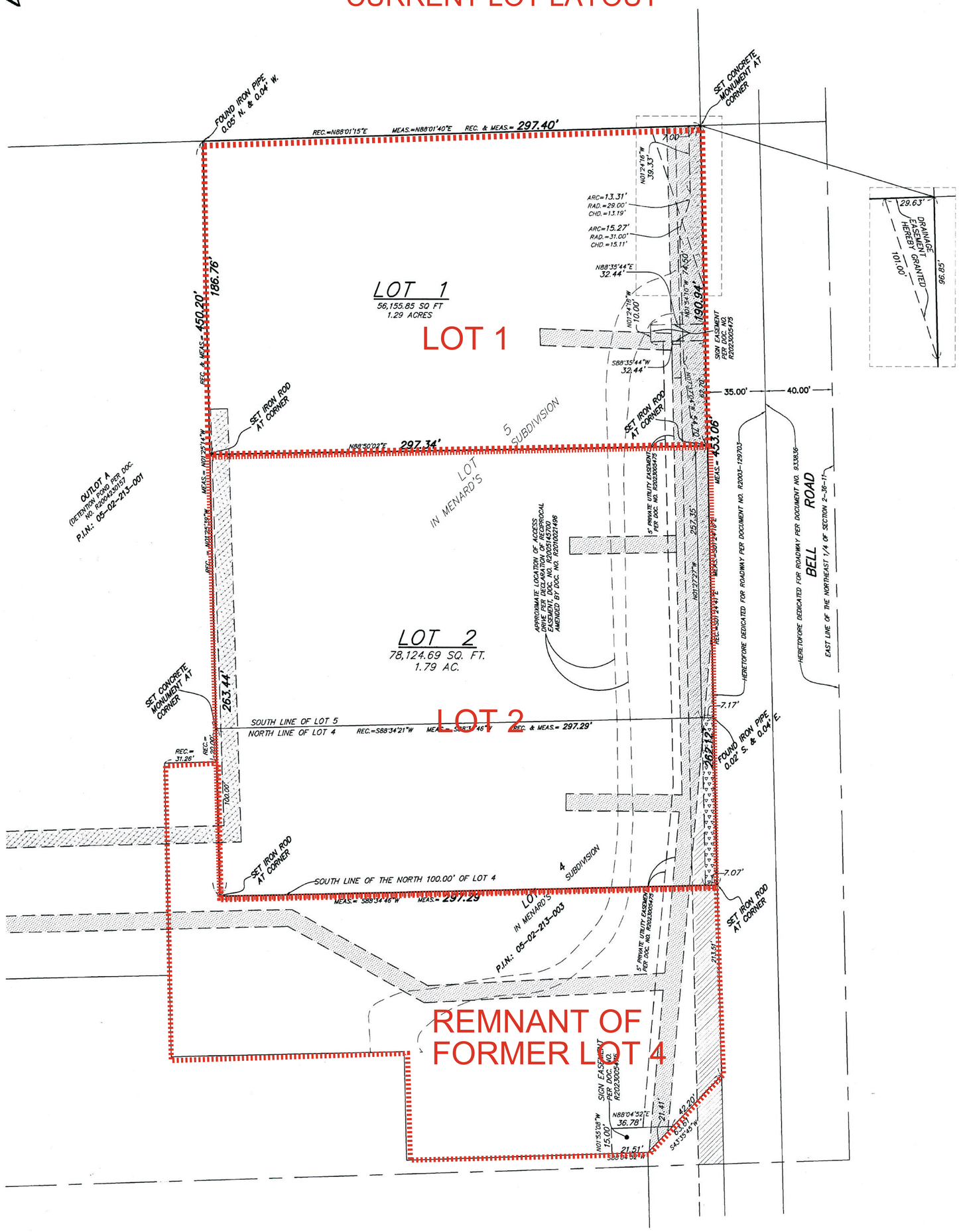
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PAGES: 3
JAD

Graphic Scale
20 10 5 0 20 40 60
(In Feet)
1"=20'

CURRENT LOT LAYOUT



LEGEND

- COMMONWEALTH EDISON EASEMENT PER DOC. NO. R200326257
- EASEMENT FOR WATER MAIN PER DOCUMENT NO. R2010050936
- EASEMENT FOR SANITARY SEWER MAIN PER DOCUMENT NO. R2010050935
- SIDEWALK EASEMENT PER DOCUMENT NO. R2023005475
- SIDEWALK EASEMENT HEREBY GRANTED

NO.	DATE	DESCRIPTION	BY
7	11/26/2024	REVISED PER EMAIL DATED 11/22/2024	MMG
6	05/24/2024	LEGAL DESCRIPTION & OWNER'S NAME REVISED.	MMG
5	03/15/2023	THE N. 100' OF LOT 4 IS INCLUDED	MMG
4	09/07/2022	EASEMENT PROVISIONS ADDED	MMG
3	09/06/2022	DRAINAGE CERTIFICATE ADDED & PRELIMINARY CHANGED TO FINAL	MMG
2	08/25/2022	5' PRIVATE UTILITY EASEMENT EXTENDED PER EMAIL DATED 08/24/2022	MMG
1	08/19/2022	SIDEWALK & DRAINAGE EASEMENTS ADDED	MMG

GENTILE & ASSOCIATES, INC.
PROFESSIONAL LAND SURVEYORS
550 E. ST. CHARLES PLACE
LOMBARD, ILLINOIS 60148
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PREPARED FOR: DANIEL LAW OFFICE, P.C.
DRAWN BY: MMG
ORDER NO.: 22-22484-RESUB-REV 7
SHEET 1 OF 2

ILLINOIS PROFESSIONAL DESIGN FIRM LICENSE NO. 184.002870

PLAT RETURN ADDRESS

SUBMITTED BY/MAIL TO:
VILLAGE OF HOMER GLEN
14240 W 151ST ST,
HOMER GLEN, IL 60491

something kind of out of thin air. There are no sketches, no nothing. Bill said, I guess I don't understand. The site plan is here. Chairman Hand asked, with the landscaping on there? Bill said, we don't have landscaping. Chairman Hand said, that's what we want to see. Bill asked, you want to see landscaping? So, we're not going to get a vote because we don't have landscaping? We just spoke about Arborvitaes. Arborvitaes are great. They grow fast. They grow tall. They grow thick. Fence and Arborvitae. Chairman Hand asked, exactly where? I don't have anything to look at. Bill said, along the back of the curb on the south side and on the east side. Chairman Hand said, I know verbally. I feel we should table it. Commissioner Stanly said, I agree. Table it. Chairman Hand said, I think we're on the right track though. Let's take a look at what you come back with across the south lot line. Melissa said, for timeliness we can always say October 5th. Commissioner Bugos-Komperda said, they are probably trying to start construction before the freeze. I feel like it will get muddy if something happens with that meeting. As long as everybody who's in the room that needs to be notified has signed in so that I have contact information. That would be helpful. If there are not phone numbers on that list and you'd like to be notified of when this meeting is going to happen and it is not October 5th. If for some reason that meeting gets canceled, then I need to know that you're on the list. If you've not signed in, please sign in so that I can contact you directly, which is not normal procedure. I would like to do that in this case. Then we can do it to a date certain. The problem with doing it further out or not doing that is that we would have to notice. We would have to go back to noticing. I would have to go look at the dates for that. We can try for October 5th. Let me make sure I have that date right. Yes, October 5th. Commissioner Stanly asked, if that is canceled then it would be October 19th, right? Melissa said, correct. Chairman Hand asked, we can commit to October 5th? Melissa said, I think what we'll do is, you would need to table it tonight to the October 5th meeting. That is making notice here in the room with the people who are here and on the record. Then if something happens where that gets canceled between now and then, I will notify the people who were signed up on the thing. We will also notice the way we normally notice. Commissioner Foley said, I'm leaving for Arizona that morning, so I will not be here on October 5th. Melissa asked, is everybody else going to be here on the fifth? Chairman Hand said, we are all here. Melissa said, we will only have five (5) Plan Commissioners that night. Chairman Hand said, six (6) with Jay. Melissa said, he cannot be in this room.

Chairman Hand asked for a motion to table. Commissioner Stanly made a motion to table Case No. HG-2306-SMPV. The motion was seconded by Vice-Chair McGary. The motion passed unanimously voting in favor six (6) to zero (0). and will come back to the Plan Commission on October 5, 2023 unless that meeting is canceled.

b) Case No. HG-2301-PUD, Special Use Permit for Major Amendment to Menards PUD Lots 4 & 5 (Public Hearing): Consider a request for: [1] a Preliminary Plat of Subdivision; [2] a Special Use Permit for a Major Amendment to the Menards Planned Unit Development (PUD) with requested exceptions; [3] Special Use Permits for (a) a car wash (an automobile repair, service and body shop use), (b) a drive-through establishment and (c) an automobile service station (gas station); and [4] a Site Plan, for certain real property generally located in the C-2 Local Business District on Lots 4 & 5 of the Menards PUD Subdivision, Homer Glen, Illinois.

Director King presented the facts of this case. This is a request for a Preliminary Plat of Subdivision, a Special Use Permit for a Major Amendment to the Menard's Planned Unit Development (PUD) with requested exceptions, a Special Use Permit for a car wash, a drive thru establishment, an automobile service station (gas station) and a Site Plan for certain real property located in the C-2 Local Business District on Lots 4 & 5 of the Menards PUD. The applicant, NSS Group, Inc is seeking to re-subdivide Lot 5 and the north one hundred (100) feet of Lot 4 of the Menard's PUD into Lot 1, which is approximately one point two nine (1.29) acres and Lot 2 is approximately one point seven nine (1.79) acres. The applicant's proposing a major amendment to the Menard's PUD to develop the subject property for an automobile service station, also known as gas station. Also, a seven thousand seven hundred ten (7,710) square foot commercial building with two (2) tenants, a restaurant and a convenience store with a drive thru establishment. The site will also have a four thousand eight hundred sixty-five (4,865) square foot standalone automated car wash with a drive thru.

Just a little bit of background and I think Attorney Daniel is going to do some comparison background between the two (2) plans. We have two (2) new Plan Commissioners since this project came, Commissioner Fiskow and Commissioner Bugos-Komperda. Was everybody here when this project came through before at the Plan Commission? You were at the meeting? Commissioner Stanly asked, November of last year, right? Commissioner Foley said, I remember because they were wondering why they didn't buy it. Director King said, the Lot 4. That original plan, which I'll pull up right here, was a car wash on Lot 4. Now just to orient yourself, I turned all these sideways, not sideways, but the north is to the right. To the bottom of the page is Bell Road, just to make it clear and Menards would be kind of off to the top left if you were going to pretend like it was there. To the north side of the property, the right is the car wash. That long building with vacuum stalls to the right of it and then obviously the circulation around to go into it. Then on the southern part of that plan, there was a multi-tenant building with a restaurant. You would have to remind me. Attorney Daniel Daniel said, two (2) restaurants, retail and a salon. Melisa said, then there was a drive-thru with that as well. This project was recommended for approval at the Plan Commission level unanimously and then approved by the Board of Trustees. That was in September of 2022 and in January of 2023, they formally resubmitted with a new plan. The car wash and its operation circulation has not changed on this site. The vacuums are in the same place and the building is the same. The circulation is the same and pay station. All the accessory things that are in here and I'll show them to you, but those components haven't changed. The site on the southern portion, on the southern half of Lot 5 was in January, proposed to be a gas station. The applicant came in, applied, and it went through a first round of review with staff. It was met with quite a bit of site circulation issues as well as parking lot issues. As far as location of where the parking was on the property, not how many stalls, but just where it was. I don't know if there was anything else that was the impetus for this except the comments that came back from staff, both from myself and also engineering. The applicant went back to Menards at that time and negotiated additional land acquisition as part of Lot 4, which is that smaller lot that's really challenged with topography and all kinds of stuff. To add to the area enabled them to kind of spread things out a little bit and readjust where they were parking was going to go. There were quite a few things that we had some issues on the site circulation and they were able to get past all that. So that was good. This is the plan. Laura and Steve, if you have any questions about this plan in particular, I wasn't going to spend a lot of time looking at it because I think all of the stuff with the car wash is in here because it dovetails with all of it. We are requesting a special use

anyways because I think that we have to look at the site as a comprehensive look. The traffic memo gets adjusted based on the gas station and its use and all that. I think we have to look at all of it over again. We are asking for all these things to be looked at and re-motioned on. The special use, for instance, for the car wash is still live. It was approved. It was going to expire, but the board granted an extension for that so that approval is still in place. It's tied in with that site plan. This is an entire new request.

The traffic impact and the circulation in the traffic memo has been reviewed by our staff and has been determined to be sufficient. We currently don't have any major comments from the design team. As part of our review, just to bring this back up so everybody understands where the condition came from, particularly the two commissioners who were not here before. There were some concerns in the initial development about some of the circulation right at the car wash entrance. How it interacts with that four way or three way stop when it comes in from Bell Road. There were some conditions recommended in the traffic memo and then the Plan Commission and Board placed conditions on the PUD. There is kind of like a staggered approach to how they're going to monitor the car wash during a busy season and how they may have to add staffing and potentially even up to signage. The same recommendations are coming to staff and have also been placed as a condition for this PUD. The fire district did look at these plans and did not have any comments for us and feels it's sufficient as it has been designed. The drive-thru for the car wash, just to go through stacking for these uses that require stacking. The drive-thru for the car wash requires three (3) per drive-thru lane and there are twelve (12) to fourteen (14) stacking provided per lane. For the restaurant component three (3) are required for the drive-thru lane. Four (4) is provided for the point of sale in this plan to the pickup window and five (5) additional stacking are provided behind the point of sale to the menu board. I think that one thing we look at when we're looking at a drive-thru, is that they're not right up on the streets. We want to make sure that they're kind of hidden away from public view. I think that the one on the east side with the circulation on the car wash is difficult to completely get out of that right of way visibility. We do have landscaping around the property, so that should help. Then the one around the restaurant is obviously on back side of the property.

The applicant is requesting a stall depth reduction on the parking stalls. This was granted the first time around and is being requested again this time. This request is to match the same stall depth that's at the Menards PUD currently. Staff does not have a concern with the small amount of parking variance. We have granted this before in the past. One loading berth is being provided behind the convenience store. It does meet the sizing requirements. I've talked to a number of people, including our fire chief and I do think that delivery, even though we have sometimes put it on the page somewhere in a spot, does happen in lots of different spaces on a site like this. The parking breakdown is pretty simple. It has been met for all of the land uses. The car wash use is being met. The major issue with this, with staff, originally was that the majority of the parking that was being proposed was actually east of the internal drive aisle. You see a lot of parking here now that's around the outside of the convenient store. A lot of that didn't exist in the first iteration. There was concern from staff that there was a restaurant inside this convenience store. We want to make sure that there's enough adequate parking for people to park right near the building and not have to cross a major internal circulation drive. They were able to adequately provide quite a bit of parking right up near the building, which is great. All of the required parking is being met.

This is just another look at their data table that shows that parking breakdown. Vice-Chair McGary asked, what would the required parking be for this building? Director King said, on page three from the staff report, I think would be the most helpful. In the car wash scenario, the requirement for the car wash itself is actually eighteen (18) stalls and there are twenty-six (26). There is no restriction in the code that says you can't have vacuum stalls being part of those stalls. Vice-Chair McGary asked, for the building with the restaurant? Director King said, the building with the restaurant, thirty-nine (39) stalls (is required) and they have forty-six (46) stalls on the property. There is still a lot of parking on the east side of that drive aisle, but they were able to adequately add quite a bit of parking up near the building. In the previous version (2022), we had that breakdown before that showed the three (3) different scenarios of the most intense conversion of the multi-tenant building (i.e. all restaurants). Any questions on parking?

The minimum front setback is forty-five (45) feet in this zoning district and the front setbacks on the car wash are eighty-six and a half (86.5) feet. The convenience store is one hundred ninety-eight (198) feet and ninety-nine (99) feet to the canopy of the gas station. The side minimum in the district is twenty (20) feet. The side proposed for the car wash is one hundred thirty-two (132) feet and thirty-one and a half (31.5) feet to the canopy and then seventeen (17) feet to the southern property line. The side for the retail convenience store/restaurant building is twelve (12) feet on the north side of that building and then ninety-eight (98) feet on the south. (The side setback requests) have to do with that kind of center line lot division that is happening between that the two lots, which we see quite a bit. The rear minimum is twenty (20) feet. The rear proposed from the car wash is seventy (70) feet and forty-three (43) feet to the pay station building that's in the top right corner of that image. The rear proposed retail is thirty-seven (37) feet and ten (10) feet to the waste receptacle, which that ten (10) feet also meets code for our accessory structures. The maximum height on the building in this district is thirty-five (35) feet. Attorney Daniel indicated: the proposed height is twenty-nine (29) feet.

Director King said, the impervious maximum percent on this site is sixty-five (65) percent. I included this here because I thought was important to show that they have gone down quite a bit from the last plan. This is an aggregate number for the two (2) lots. When we did this analysis in 2022, it was pretty intensely looked at for the impervious. To make sure that the design basin in the original Menards PUD could handle overage on all lots that were designed as they were designed with; Jeff Miller (the civil engineer), said run off coefficients. Even if everything was built out at seventy-five (75) percent and assuming one hundred (100) percent for Menards, the overall impervious for the entire PUD was at sixty-eight (68) percent. The design coefficient runoff amounts were over what is being proposed for these lots. Our engineers looked at all of this back then and in fact in this case now, this plan is well below (impervious calcs) what they were even proposing back in 2021/2022. Staff doesn't have any concern with this request for this case.

For landscaping on the property, the code requires parking lot landscaping in the islands. Buffering is required between residential and commercial and they have provided buffering along the east property line. I believe that landscape portion has not changed from the original plan, Attorney Daniel? Attorney Daniel said, it's a bit denser with more trees. Director King asked, then it was in 2021/2022? Attorney Daniel said, the northeast corner we eliminated parking so you have four (4) new trees and additional shrubs. Director King asked, near Bell Road, that bottom corner? Attorney Daniel said, yes. Director King said, the Village ordinance does not require foundation landscaping. It also does not require the corridor planting that you

see kind of along the roadway. I think the level of landscaping in the landscaping islands is sufficient. I think short of the Village getting around to adopting a landscape code, where we're looking at things above and beyond basic foundation planting. What is in here is well above and beyond what is code required. A lot of this design was in the original plan as well. Obviously, that just changed. We have asked them to continue the heavy landscaping around the convenience store in this plan, just like we did in the plans from the previous iteration. The zoning regulations require a thirty (30) foot front yard landscape area. They are requesting a reduction along that frontage, which they requested in the previous iteration of the plan. This depth matches the same depth along the front of the rest of the Menard's PUD.

I think this rendering gives you an idea, but you can obviously tell that there's no landscaping in it. Attorney Daniel brought some materials for us to look at for the building because the materials and the color palette has changed from 2021/2022. I don't know if you remember, but it was more like a brown and there was some teal, I think, in the awnings. The buildings now are more of a stone and then black accents. The canopy that you're seeing, I'll let Attorney Daniel speak to the aesthetic of this canopy. The one thing I did guide him on with this canopy, when we had Gas N Wash come in, we did not allow them to have this bright color (band). They came in with a red band on the canopy and we had them come back with something that would match the building. I alerted the applicant to that just because it’s a precedent. Staff also verified, that these bands are not being proposed to be lit, as that is not allowed per code. I did under some Google searching see that Mobil canopies have some installations where there are color bands are lit up. Th applicant is aware of that. So, will the blue be on there? Is that what's being proposed?

Attorney Daniel said, good evening, everyone. On this particular canopy we're proposing that there be the trade name and an extent of blue. I think we've mentioned in the narrative sixty (60) percent coverage or tapering it off from two (2) corners. It wouldn't be entirely wrapped. Director King said, we should talk about that.

Vice-Chair McGary asked, so the white, gray, and the blue?

Attorney Daniel said, right. When I say blue, the one thing that Director King mentioned, we cannot tell you for certain it's going to be a Mobil. We think it will be. We think the odds are that it will be, but franchises or brands don't allow a site to go forward until after they see the plan and can get their full permit package in. We think it's going to be a Mobil. We think this fits everything, but we are showing their trade dress because of that likelihood. It's possible that it may not be a Mobil, but we would comply with that same tapering condition (if added). We would have the sign on two (2) faces like we show and then taper whatever that trade dress color is as you move away from the trade name. It would fade to something that's more solid, which is what Director King is talking about.

Director King said, the other thing, the pumps that are in this rendering, I asked Attorney Daniel to have brick wrapped at the pumps. We see this application in the higher end gas stations. This is obviously in a very prominent area of the village. And so we want to put our best foot forward if it's going to be a gas station. The rendering doesn’t show (the stone wrap).

These are the architectural elevations for the convenience store and the restaurant. I will note that the restaurant has its own separate entrance, but inside I don't actually have the floor plans they're in the packet. Currently shown inside the space like a half wall separation between the two (businesses), but still connected. It's not a mixed use building with a full wall separation, for

now. But the restaurant does have its own entrance store and they also have a drive thru on the south side.

This is pretty in keeping, I would say, with what we had asked before in the past with regard to masonry upgrades. And the car wash is not a whole lot different, although I think what they're proposing now and I've asked is to make sure that the two buildings speak to each other, so that the materials on them will be the same.

Attorney Daniel stated, we had committed to the stone wrap before. Staff stated, we need to add that to the conditions of the of the painting if that is to be considered.

I just want to make sure, there was originally a request for a setback reduction (for the monument sign on lot 4), but the site plan that I have pulled up appears to meet code, is that correct?

Attorney Daniel indicated, we would possibly move it depending on lines of sight into that intersection. You may pull it back and move it north. So there was a bit of a setback issue. We think it will comply, but there's a possibility during permitting you might find a better view.

Director King indicated if we're going to do that then I think I think you need to ask for the absolute minimum necessary.

Attorney Daniel stated: We were just trying to give staff and Menards and the applicant the best flexibility we were comfortable with this position. But if Menards and the village are looking at options, if something were to change with the Glengary intersection, we can we can keep it where it is now, but it would really be at the request of staff that we would go down to the one foot. We're not proposing that we move it. The flexibility during permitting might prove to be important and that might be the minimum relief is to make sure that staff's request to get down to that foot or even go below where it's located.

Otherwise, the monument signs still meet all of our regulations with regard to copy height masonry base. We have a one-foot masonry base required on masonry on monument signs.

Staff doesn't have any issue with this digital messaging in case anybody has a question, digital messaging is not allowed in the village except on gas station signs.

Commissioner McGary asked, do we have a maximum height of the pricing because, it's like six inches, the size of the numbers with the price, it just seems kind of a little hard to see. Is that through the sign ordinance or just the design of the scale? Is that standard?

Attorney Daniel stated it varies depending on the street that you're on. If you're in a commercial district where speed is slowing, you can go with smaller. But if you're on a 45 mile an hour road, you could be at eight inches or larger.

Commissioner McGary was just curious why they're small and within requirements sufficiently.

Attorney Daniel stated I think we have had a larger base on this one than required.

Director King continued, a foot of base is required. But there are a few adjustments could be made without exceeding any sign regulations and having to come back if we if we did need to go larger.

There is a request to have that signage on Lot 4 because you can't have an accessory structure on a property that doesn't have a principal use or principal structure. We can have Attorney Daniel talk to their discussions with Menards about the remainder of Lot 4 and the future of it. But I think that if they owned all this property along the front, the sign code would allow two monument signs as long as there is 300 feet in between.

The wall signage has changed quite a bit and has actually gone down in exception requests. The elevations on the multitenant building (from 2021/2022) had four copy overages that were being requested at the time because of the narrowness of each tenant space, we deal with this with lots of signage on narrow tenant frontage. Everybody I think at the planning Commission at the time felt like these signs looked fine proportion wise with the building.

Commissioner Stanley asked if the Plan Commission had previously asked to put a condition on how many signs could say “free”. Is that still in here?

Director King was not sure if we put that in the conditions, it rings a bell, but I forgot what for. There is a free parking sign on one of the towers in the north building. But this is essentially the “frees” than the old plans.

Attorney Daniel indicated I think we may have had a canopy sign proposed that we removed during the process. We sometimes put them above on the sunshades. Now you just have the one. There's one on each elevation. There is one on the north elevation, one south elevation as was shown here.

Director King continued, the all the copy here is well below what's allowed by code and then the two signs on the main entrance are fine. Our new code allows for a sign for each separate business can have a sign on the outside of the building and then they're subject to maximum copy. The signs meet code and this one the copy is fine, but the additional wall sign on each elevation is being requested, which was being requested previously as well. And this is the same request as before with regard to the narrow frontage of that car wash and the overage and size. Staff did not have a problem with this request. I believe when I requested this (exception) before it was at 90sf, and I think that's because I included the exit sign for some reason, we do not include exit signs as part of sign copy.

The waste enclosures were relocated from an original plan. That concluded staff’s presentation.

A motion was made to open the public hearing by Commissioner Stanly, seconded by Commissioner Bradarich all in favor, zero (0) opposed. Motion carried. Well, we will hear from the petitioner.

Attorney Daniel introduced Jeff Miller, Civil Engineer, he's been in charge of the site design and overseeing landscaping, which was handled by a licensed landscape architect. Scott Birkland is the broker that's been working on this from day one, starting in 2021, and then behind the two of them is the architect on the project. And I'm Attorney Mark Daniel. I've handled projects various projects. I've done a lot of work around these Menards sites and Home Depot sites. In fact, one of the projects that we relied on for compatibility purposes and some the floor interior design and the building is an open terrace project where we put a BP next to a shell on an old Burger King site that sat vacant for a long time. I think it's important to note a couple of things.

A little background, we acquired Lot 5 using cash. It wasn't intended, but construction expense quite a bit affected this project. The year that it was pending. It took us a while to get to hearing

and we were pushing and staff got us before you and we did get the approval for the prior project. And then we worked on different users, particularly the food and beverage type users.

The retail and the salon were spoken for, but we really couldn't find a food and beverage retailer, so we shifted gears. One of the big pluses here is that everything is going to be owner operated. You'll have related corporations running the property as the ownership side and for tenant operational purposes, the shareholders of the property owner are going to own the buildings and operations. That's pretty important for financing purposes. We ended up in a position where we applied in January and there was this discussion of parking which was rational and we relocated parking and created a few future electronic vehicle spaces in the south east part of our lot to the lower left in this drawing, Lot 4 was always an issue, and we discussed that last time. I think all of you know that there's about a 21 foot drop in grade from where you enter on Glengary and hit that access road that's been planned since 2005 to where the gas station parking is in. This case, it's about a 21 foot drop off and then we get to the north end of the property. And once you get by, Rivera's horse farm, there's another 20 foot drop off.

I'm sorry, ten foot drop off. The site was kind of isolated when we worked with Menards previously. They (Menards) were insisting that we purchase the full lot four and I think that's public knowledge. Staff worked with us. We worked with Menards. Menards may have called staff, but we just couldn't close the gap on that. And eventually after the approval and sometime in January when we closed five, we also signed the contract on the north, generally the north hundred feet of lot 4. And you can see that most of that is still going to stay open space. That did allow us to expand, but we didn't stop trying to market the property for food and beverage. We specifically focused on A and W at that location because we knew they had a smaller footprint or site plan that A and W could pursue. And a client of mine operates three and had a fourth underway in Franklin Park and we had them look at the site and he just said it was too hidden.

Once they created the envelope for the drive thru on the south side, the grade changes required the half million dollar retaining wall that had to be built to hold back that dirt that all created problems with visibility. You know, ultimately it wasn't an attractive site. The corridor itself was attractive. And you know, certainly the response was if you see something else on the road, maybe we can talk. But, you know, this location is a little bit tough. And that's when we really knew that we weren't going to be able to use our portion of Lot four for anything other than as part of this project.

On this landscape plan, there are a handful of important changes. One of the concerns was the four-way intersection that Director King mentioned. We did eliminate parking on the east side parking north of the entrance towards the right side of the entrance in this diagram and replace that with landscaping, that whole North lot line next to the horse farm is landscaped. The gaps that we have there are generally intended to provide stabilization and maintenance opportunities so we can get in and replace things. If we have to. The piece that you see in the outline are existing protected trees and a lot of those trees are on land that Menards owns. There's another 20-foot strip. So when you think about this pond surrounding on the north side and on the west are two strips of land owned by Menards. The west side's a little bit thicker or wider, but we do have that 20-foot strip that you can consider not only for the stormwater and runoff coefficient, but for landscape and buffering. Those trees are Menard's property.

We align the carwash in the same direction that we intended to last time. Out of respect for the folks at the farm, you don't want to have that noise spilling out the exit towards the north and it's going east west in a way that doesn't create any obtrusive annoyance. When you look at the car wash radius leaving, the car wash, that was another concern. We were pinched there. The last project was approved with an area of curb that was a bit narrow. And one of the precautions that KLOA told us to take was to keep an eye on that during busy times and possibly control that traffic movement in what was then a two way drive while essentially a car leaving the car wash that wanted to turn into the convenience or the shopping center area would cross into the other lane of traffic.

The drive thru in this case has been widened. I think there were some concerns. I can't remember if it was at this level or at the village board level, but a truck making that turn around building to the drive thru and pass there was pinched. That's no longer the case in this plan and obviously the drive thru was a lot further removed from the circulation now than the last plan.

On the last plan, the drive thru emptied out directly into the circulation of the access road, so there was little separation. It might have been a car length and a half at that point in time, one parking space plus a sidewalk. So those are pretty solid changes for circulation purposes. On this plan, the overall site is three acres in the packet towards the back.

You'll see a lot of truck templates, you know, the turn radii that we run to see if trucks can get in and out of the property. And there's one that's a failure (for semi-trucks). I think there are two now that are failures and that's intended. When we brought forward this project, we didn't want people to think that it was designed for trucks.

We will sell diesel, but if you try to bring a semi in there, you're not going to fit. The tanker pulls in on a different template or a different turn. The fire trucks come in on a different plan. But no matter how you look at it, a semi-tractor trailer cannot get into that property without running over a sign, without hitting a curb, without destroying landscaping. And that's intentional. Operationally, the underground storage tanks are east of the canopy and the tanker can fit in there with both types of cabs.

Director King said there’s no section in the zoning ordinance, what drove all the landscaping?

She says there's no section, but she's really good about demanding the additional landscaping. You have quite a bit more foundation landscaping here as far as the view to Menards, it did take some time to work with them on the landscaping that Director King wanted to see along the street. During the last process and during this process, I think we've added another couple of trees, but Menards really likes to have that view up into their store and they've agreed to go with that. There are height limits on buildings they have to approve, but that landscaping, obstructing the view is something they pay close attention to. But I think I think we got there.

The future EV charging stations are located on the interior of the main lot, but it's possible to put them on the outside of the lot. One might ask why we're continuing with the spaces that are along Bell Road. It's to make sure there's a static continuity. This road is planned with those spaces. The depth of the access road is shown in the original Menards subdivision and the restrictive covenants that apply to the subdivision. They all contemplated the access road where it is with eighteen and a half (18.5) foot spaces. The entire parking field has shorter than nineteen (19) foot parking spaces. But this does match the south end. It's supposed to be a mirrored access road. So when you get down towards Firestone, you'll see this these same

spaces existing today, but with less with less landscaping In general, Scalia's beef would occupy the South unit in the commercial building. The unit is designed with a partial wall.

We preferred the open space, I think from design perspective, it's capable of being extended as a full wall if it's required. In most of the communities where we've had this situation, a lot of folks recognize that some of the gas stations do have really good restaurants or opportunities in some communities have been asked to take those out too, to create a more open space.

And that may come down to a decision on licensing and everything else. But we are able to install that full wall if we need to.

Director King made a few comments that I'll verify the tones that you see, and that's the main reason why we kept the renderings and the plans. So you can see what we intend for building color and tone. The bricks that I was holding up earlier, they're a little bit darker than what we intend to have. That was the closest match that we could find, but we intend to be in the gray palette with white stone, and that's what's shown in those plans. We thought about redoing them, but at this point in the hearing process, it's difficult to get the renderings redone and we still had changes in progress and those aren't cheap. So we gave you the nuts and bolts of it.

Gas station signage typically has a number of variances. I think you're pump instructions are excluded and pump numbers are excluded. But on the canopy we are willing to work with you to go with that fade that I discussed. We don't want to have just the name, the trade name and the gray backing or the white backing. We'd rather have the trade name in a transition to that white backing. I think it's fairly important for us at this point in time because we do have to comply with the same package. And when we when we go to mobile, we see what they expect they don't need the backlit sign or the interior lit sign that will not be a lighted sign.

Otherwise, the canopy has internal canisters and everything else. It's got the director lighting. We are working on supply and costing out those canisters, but we will comply with all the photometric requirements of the village of Homer Glen, our Photometric plan shows that, and however we supply this thing when we're building it, we will still comply. I believe, from an engineering perspective.

Jeff Miller, Engineer: I'll keep it real brief because I know it can get really involved. We are below the runoff coefficient that was the pond was designed for. So that's actually a significant difference when it comes to stormwater management. So we're not going to overburden the detention basin. It's designed for this this type of use, this intensity of use. We don't have any retaining walls on the project. So in lieu of the last petition, there are no retaining walls on here. There's a lot of grade to deal with, but there's no retaining walls.

And so that was quite a feat that allowed us to put some landscaping around the in a more natural condition as opposed to fighting stone behind retaining walls and those kinds of things. We have thirty-four (34) feet plus on north side, in addition to the twenty (20) feet that that Menards owns before we hit the agricultural zoning. We have a total of fifty-four (54) minimum feet of green. There are some existing trees, they're all noted with a P that's protect they are anywhere from eight inches to 16-inch trunk diameter. There's also an existing fence on and our property. And our landscaping is a mixture of deciduous trees as well as the evergreens. You can see it will be a good year-round buffer. And then on the west side is the detention base in which we transition well, grading wise and we have the landscaping in there along that, a five-foot setback. And on the south side, it's fifty (50) feet from the edge of the walk and are eighty-

eight (88) from the walk to the south property of the new parcel. So, lots of green and then 20 feet along Bell Road plus 20 feet where there's parking stalls. The site is well framed and landscaping wise and also that allows us to do the transitions grading wise but sanitary no problem water main it's all been set up the existing sidewalk along Bell Road we're going to extend that to northern property line.

We're not asking for any additional driveways. We're going to keep the right in-right out. It works for trucks that that need to use here and as well as the fire trucks, of course, and the access road to the south is available. We've talked about that great detail in the last petition and we have since enhanced it somewhat. We have curves on both sides of the driveway. Now we have lighting and we have storm sewer to serve the driveway. So, it's a full blown curb roadway section through there and lighting like this. We meet the requirements the Village has a very strict requirements for dark sky lighting. We meet that even though we have a gas station canopy. And that was the hard part is finding the under-canopy lights that would work with all of that. So, we meet that requirement as well. And I think that covers the highlights from an engineering perspective.

Attorney Daniel spoke: We did a lot to try to get more retail into the space if we did acquire a lot four, we got pretty inventive. We just couldn't find the folks to occupy that would allow us to build.

Commissioners asked: So, it is “Breezy?

Attorney Daniel: Yes. But he does catering and sit down and drive through.

Commissioners stated: Just so you're aware of off in the southwest corner, that's my kids old sledding hill.

Commissioners asked about the free signs.

Attorney Daniel stated I think the approval left it on the buildings and we had discussed putting it above the canopies in some projects. I think our Evanston project, I know often we have it above the canopies.

Director King stated, I don't know if that's even a thing we can do, the legality of that.

Attorney Daniel stated, you know, I think ultimately viewed as that of a concern on our side of things, I think it's important to have at least one of the free vacuum signs, and that would be the one on the exterior, because you want to catch that line of sight. And the vacuums are an important part there are people like me that will vacuum without washing. There are times that I do that and it's a service, it's a membership situation. It is an important aspect of the business. I mean, people could see it but not know they're free. It's an interesting issue to have, but other locations from Skokie to Evanston out West, Montgomery, they've all had no problem with the free vacuum signs. As long as we are within the parameters expected for sign area.

Director King mentioned, we don't have these canopy signs in the sign package and they're not on the elevations anywhere and we've not measured them, I just want you to know that it's twenty (20) percent of the side of a canopy by code, the whole side of the canopy, each side.

So, then these short sides would be measured the same way. So we haven't done analysis on that.

Attorney Daniel stated, we should be well clear. We should be well within, that I think you're literally looking at two corners of the canopy and we should be well within twenty (20) percent.

Commissioner Hand asked are we on to the public now? We're all functioning. Yes? at fifty (50) percent? Yes. Maybe twenty (20) percent, maybe seventy-five (75). Well, we will hear from the public at this time. They're all in bed. Except Sue is still here.

A motion was made to close the public hearing by Commissioner Bugos-Komperda, seconded by Commissioner Stanly all in favor, zero (0) opposed. Motion carried.

Any discussion by the Plan Commission, questions?

Commissioner Bradarich asked, I have a couple of questions, and my questions are directed to you, Jeff, on this rendering, the orientation of the pumps are in conflict the site plan.

So which way are we going? We're only showing you the rendering to show you the tone of the building. Okay? That's literally the only reason. Because the landscape, nothing's there. But it was important to let you see what the building looked like. I will say that project looks dynamite. It is a great job? Site plan looks great. I have one question that I don't understand in the vacuums aisle where the trash enclosure is, there's a bailout lane from the car wash, and that's a one way I imagine it's a one-way lane, is there going to be do not enter signs. I mean, what would keep someone from going in there and just turn it in the car wash and get in there? in the Car wash, I mean? I'm looking at that and thinking there's an opportunity.

Attorney Daniel answered, that's a good question. We normally show they usually put two bollards on either side with a chain across it, we normally show that on the but it's not on there.

Commissioner Bradarich, okay, so it's going to be chained up.

Jeff Miller said, yes. It's just for a bailout, correct. Yeah, it's emergency exit

Commissioner Bradarich said those are my only two questions.

Commissioner Hand asked, there's no plans to have people out, towel drying the cars, right?

Attorney Daniel stated, no, there's no drying service. All right.

Commissioner Hand asked about the tanker circulation, the tanker circulation it obviously takes both lanes of all the ingress and egress. So, is that plan just to be done in off hours?

Applicant responded, yes, typically it's done in off hours. I mean, just get the tanker truck plan on me. It's not quite as bad as semi because it gets in there obviously. So, when it's sitting there, you could still get around it, you know, on the outside. But it's meant to be done during non-peak time. Because if there were traffic in there, yeah. It would just hold everything up right. With hoses some times that laying on the ground.

Commissioner Hand said, well I mean because I've seen tankers at gas stations all times of the day, but as long as they have a place to park, well, you have a place to park. You just don't have a way to get in and out with when they're there.

Applicant: and sometimes those stalls that are next to the pumps, if they're there, they'll put cones up so you don't park in them while they're filling. And they're usually there for an hour and a half, 90 minutes. Sometimes it's sometimes it's an hour in open terrace. What they do is they

know ahead of time the tankers coming in. They place cones at the pumps that have their outermost exposure to the tanker in that project. The tanks are on the south end there on the side that also runs perpendicular to the pumps. So in this case, the tanker would run perpendicular to the pumps. You'd knock out two of the center ones possibly, and a condition, the proper condition would be no fuel loading from within the access aisle.

Attorney Daniel, if you if you want to insert that in the ordinance but it's designed for loading on site.

Commissioner Hand, I'm just looking at that. You've got cars trying to get in and out of the two businesses there and the tanker needs to get in and it just can't happen.

Applicant: typically, it's non-peak and typically they do use the cones on those pumps that would be at the East end in this case.

Commissioner Hand: And then as far as the no semi-truck signs, they wouldn't be able to see the signs until they're in there. Maybe put something up closer to the road, so they make it on the access road. And once they're on the access road, the signs will be oriented so that they would see it before they turn that.

Applicant: I know they always look you'd hope.

Commissioner Hand: Well, what about sidewalk from the Menards parking lot if you're parked over there like I do every day to walk down and have a sandwich, I don't see anything.

Jeff Miller: We don't have it. The grade, it was pretty challenging. If it’s designed for cars, it's one thing, but for pedestrians, if you think about winter conditions and the maintenance issues that come up, it's very tricky. And there's a route around the north side of the portion of Lot four that we're not acquiring. So that's something that Menards really didn't to want to have touched. All right. It goes to the right in right out, and then it can come in through our A.D.A. walk. That does go to the building so they could take it, you know, if they want to get a few a few extra steps in.

Commissioner McGary, other than the size of the pricing on the signs. I have no other questions. So. Okay, we closed up.

Staff, Applicant and Plan Commission discussed the need for the one-foot setback for the monument sign and determined it was not necessary. Staff and Plan Commission discussed adding the columns veneer wrap requirement to the motion, as it was not shown on the screen.

Chairman Hand asked for a motion. Commissioner Bradarich made a motion to recommend approval of [1] a Preliminary Plat of Subdivision; [2] a Special Use Permit for a Major Amendment to the Menards Planned Unit Development (PUD) with requested exceptions, as listed in the attached Exhibit A; [3] Special Use Permits for (a) a car wash (an automobile repair, service and body shop use), (b) a drive-through establishment and (c) an automobile service station (gas station); and [4] a Site Plan, for certain real property generally located in the C-2 Local Business District on Lots 4 & 5 of the Menards PUD Subdivision, Homer Glen, Illinois, subject to the following conditions:

1. *Meet all applicable building codes and apply for all applicable building permits.*
2. *Meet all applicable engineering codes and requirements for Final Engineering.*

3. *Submit of a Final Plat of Subdivision to the Village Engineer for final review and recording.*
4. *The car wash special use is approved on the condition that the operator will take precautions necessary during the peak season to avoid hazards in the access road or blocking of the access road, including one of more or the following: additional staff will be used to help direct and manage the traffic flow through the site; a staff person will be placed at the internal intersection west of Bell Road to help direct traffic; electing the most efficient time for vacuuming (i.e. before or after a car wash; and/or traffic exiting the car wash will be prohibited from making a left turn to (1) exit the car wash site via the right-turn in/right-turn out access drive or (2) enter the vacuum stations. The operator shall also report to staff upon inquiry concerning the peak season operations and any of the precautions noted above.*

PUD Exceptions:

1. *Reduce the Required Landscape Setback from the required thirty (30) feet to twenty (20) feet.*
2. *Reduce the south side setback for the car wash from twenty (20) to seventeen (17) feet.*
3. *Reduce the north side setback for the restaurant/convenient store from twenty (20) to twelve (12) feet.*
4. *Reduce the parking lot/drive aisle setback from five (5) feet to zero along the property line between Lots 1 and 2.*
5. *Increase the accessory structure height from fifteen (15) feet to twenty (20) feet for the pay canopy.*
6. *Increase the aggregate lot coverage/impervious of Lots 1 and 2 from sixty-five (65) percent to sixty-seven (67) percent and to consider aggregate impervious for the entirety of the PUD.*
7. *To allow for parking on Lot 1 for the benefit of Lot 2.*
8. *Reduce the parking lot stall depth from nineteen (19) feet to eighteen and a half (18.5) feet.*
9. *Allow an additional wall sign on the north and south walls of the car wash.*
10. *Increase wall sign copy area for east elevation of Car Wash: from forty-three (43) square feet to seventy-six (76) square feet.*
11. *To provide masonry veneer on the canopy columns to the height of 12'.*

The motion was seconded by Commissioner McGary. A roll call vote was taken with Commissioners Bugos-Komperda, Foley, Fiskow, Stanly, Bradarich, Vice-Chair McGary, Chairman Hand voting in favor seven (7) to zero (0). The motion passed unanimously and will go before the Village Board on October 11, 2023.

Chairman Hand asked for a motion. Commissioner Foley asked for a motion to adopt staff's findings as the findings of the Plan Commission, [Case No. HG-2301-PUD]. The motion was seconded by Commissioner Stanley. A roll call vote was taken with Commissioners Foley, Stanly, Bugos-Komperda, Fiskow, Bradarich, Vice-Chair McGary, and Chairman Hand voting in favor seven (7) to zero (0). The motion passed unanimously and will go before the Village Board on October 11, 2023.

7) Old Business
None.

Trustee Fialko (2:15:50) this issue was sent back to have it re-worded. Planning Commission voted on this four to zero to adopt. There has been a lot of people come to the podium and claim this was open space already, it was never open space. It was zoned as E1. It is always good to do your homework.

Trustee Consolino (2:17:14) agrees with Trustee Fialko. Finds it odd that none of the extremely loud and vocal campaign supporters for some of the people on this board are not here. A lot of false information was put out there.

Mayor Neitzke-Troike (2:17:56) said our supporters are not here because they trust us to do the right thing.

Trustee Steilen (2:18:14) added that this property was purchased by voter referendum designated to be open space per state statute. Trustee Fialko wanted to add that the space where Pelican Harry's is at, that portion was sold and it was forty acres of land and you have to be more than that. States if this was open space to begin with they would never have been able to sell the property.

Trustee Mason (2:19:24) mentioned that if this had been designated open space twenty years ago then it should have never been sold off.

The Mayor asked the Clerk to call the Roll on original motion:
Ayes: (6) Trustees Steilen, Mason, Fialko, McNaughton, Consolino, Reynders
Nays: (0)
Abstained: (0)
Absent: (0)
The Mayor did not vote.
The motion was tabled.

5. Motion to approve Ordinance No. 23-062 a request for [1] a Preliminary Plat of Subdivision; [2] a Special Use Permit for a Major Amendment to the Menards Planned Unit Development (PUD) with requested exceptions, as listed in the attached Exhibit A; [3] Special Use Permits for (a) a car wash (an automobile repair, service and body shop use), (b) a drive-through establishment and (c) an automobile service station (gas station); and [4] a Site Plan, for certain real property generally located in the C-2 Local Business District on Lots 4 & 5 of the Menards PUD Subdivision, Homer Glen, Illinois.

Trustee Reynders motioned to approve, Trustee Mason second.

Discussion – Trustee Reynders (2:20:46) this item came before the planning commission and she attended the meeting. This was passed seven to zero with conditions. One condition that she has concern is number 4. The attorney for the project was present and answered questions and concerns. Trustee Reynders is also concerned about the cohesiveness about the brick veneer with other buildings and businesses in the area. The attorney explained it is stone and not brick.

Trustee Mason (2:26:52) mentioned he is pro-business. Appreciates that they have taken into consideration the concerns of traffic congestion. Attorney Daniels mentioned that Menards is supportive of this project.

Trustee McNaughton (2:29:28) said the building looks beautiful and the colors seem neutral. Thanked the builders for choosing Homer Glen to invest in.

Trustee Consolino (2:30:29) asked if the Mayor could ask both Joe Baber and Melissa King what their opinions are about the traffic. Melissa King asked for clarification if she meant the traffic in general, Trustee Consolino said where Trustee Reynders is concerned. Melissa King gave her thoughts and opinion about the traffic coming in off Bell Road. There was a traffic study completed and reviewed.

Trustee Fialko (2:32:14) mentions being one hundred percent for business. Thanked them for investing millions of dollars in Homer Glen. This area is an introduction to Homer Glen. Planning Commission voted seven to zero.

Trustee Steilen (2:33:53) agrees with Trustee Reynders that she was taken by the color of the brick. Requested that the brick go all the way up to the canopy. Voting for this plan, not a liquor license approval or gaming approval.

(2:35:33) Trustee Steilen made a motion to amend the motion to also include masonry veneer on all pillars to the max height possible under the ceiling of the canopy, Trustee Fialko second.

The Mayor asked the Clerk to call the Roll on the amendment:
Ayes: (6) Trustees Steilen, Mason, Fialko, McNaughton, Reynders, Consolino
Nays: (0)
Abstained: (0)
Absent: (0)
The Mayor did not vote.
The motion carried.

The Mayor asked the Clerk to call the Roll on the motion as amended:
Ayes: (6) Trustees Steilen, Mason, Fialko, McNaughton, Reynders, Consolino
Nays: (0)
Abstained: (0)
Absent: (0)
The Mayor did not vote.
The motion carried.

8. Motion to approve the authorization of approval for the Mayor to Sign a Letter Amending the Approved Agreement Between the Village of Homer Glen and The Lakota Group for Professional Land Planner Services for the Visioning Process and Concept Development of a new Town Center. There is no change in the approved budget for the Agreement.

Trustee Reynders motioned to approve, Trustee Mason second.

Discussion – Trustee Reynders (2:39:14) this is basically amending the contract to change looking at eight sites to only one parcel of land.

Trustee Mason (2:40:01) no additional costs, agrees with Trustee Reynders

Mr. Sugrue said that he will just put the hay in the propane lot (the permanently fenced area at the southwest corner of the building) since he doesn't want to expand storage elsewhere. As such, the store will have schedule more frequent deliveries of hay.

Commissioner Stanly made a motion to close the public hearing, seconded by Commissioner Lyons. A voice vote was taken, all voting in favor, zero (0) opposed. The public hearing was closed.

Motion for Consideration
Commissioner McGary made a motion to recommend approval with conditions, seconded by Commissioner Stanly of an amendment to a Special Use Permit for Outdoor sales and storage, in accordance with the reviewed plans, public testimony and findings of fact, for certain real property located in the C-3 General Business Zoning District at the common address 15830 S. Bell Road, Homer Glen, Illinois [HG-2526-SP]. The motion carries 5-0.

The Special Use Permit is subject to the following conditions:

1. *The existing fire lane must remain open and clear of any storage or vehicles;*
2. *The area in front of the fire hydrant on the southern edge of the parking lot must remain clear and accessible;*
3. *The 23 faded parking stalls located immediately south of the 31,752 square foot storage area shall be re-striped no later than August 1, 2026;*
4. *Any proposed signage for outdoor sales must conform to sign regulations, and applicant must submit permit applications for any future signage;*
5. *The existing prohibited signs on the fence around the 31,752 square foot outdoor storage area, as illustrated on pages 4 and 5 of the Plan Commission staff report, shall be removed per §220-1005 C(4)(b);*
6. *Merchandise and materials, except for the sheds, must be stored within the fenced area and cannot block parking stalls as shown on the site plan;*
7. *The property shall be cleared of litter and debris on a weekly basis by Runnings employees or contracted janitorial services;*
8. *Semi-truck tractors and trailers shall not be stored or parked on the property unless actively loading or unloading within the designated loading zone;*
9. *The outdoor storage area shall conform to the locations depicted on the site plan and shall not exceed 52,184 sf;*
10. *For storage area 2 (the 31,752-sf area), the fence height and material must be consistent with a 5' tall black fence around the entirety of that storage area.*

Commissioner Stanly made a motion to recommend approval of findings of facts, seconded by Commissioner Lyons, for an amendment to a Special Use Permit for Outdoor sales and storage, in accordance with the reviewed plans, public testimony and findings of fact, for certain real property located in the C-3 General Business Zoning District at the common address 15830 S. Bell Road, Homer Glen, Illinois [HG-2526-SP]. The motion carries, 5-0.

This case will go to the Village Board on Wednesday, February 11, 2026 for a final action.

b) Case No. HG-2530-PUD, 13812 & 13830 S. Bell Road – Car Wash, Gas Station, Restaurant, Convenience Store (Continued Public Hearing): A request for approval of [1] a Special Use Permit for a Major Change to the PUD for Menards Subdivision with requested exceptions, [2] a Special use Permit for a car wash (classified as an automobile repair, service and body shop use), [3] a

Special Use Permit for a drive-through establishment, [4] a Special Use Permit for an automobile service station (gas station), [5] a Special Use Permit for 24-hour operation; and [6] Site Improvement Plans for a unified development for certain real property located in the C-2 Local Business District at 13812 S. Bell Road and 13830 S. Bell Road, Homer Glen, Illinois. (PINs: 16-05-02-213-002-0000, 16-05-02-213-005-0000, 16-05-02-213-004-0000)

Director Gruba described that this case has nearly identical plans to the 2023 case approved under HG-2301-PUD. The approval of the Special Use Permit for the Major Changes to the PUD was valid for one year and expired on October 11, 2024; there was a grace period of 6 months after the PUD expired, which also expired on April 11, 2025. On November 25, 2025, the applicant resubmitted the application for reapproval of the PUD and intends to begin construction in March 2026. We have more detailed plans including Final Engineering. Staff wanted to ensure that all components of the case were properly noticed and that we have all the correct set of plans. Final Plat of Re-subdivision was approved and recorded by Will County in January 2025 as part of the original approval and it does not expire.

Director Gruba shared that the detention pond is existing. Stormwater run-off would be captured in underground pipes and sent to the detention pond, which would improve the drainage on the lot and surrounding lots. Lot 1 would have the car wash, lot 2 would have the gas station, convenience store, and restaurant, and the remnant of lot 4 would have a monument sign and a few light poles. The applicant put the gas station and car wash buildings on two separate lots because in the future, the gas station or car wash could be sold to different owners.

Director Gruba showed 3D building renderings, but the building is actually longer and has a slightly different design. The building would still have jumbo brick and limestone veneer. Refer to the scaled architecture renderings for an accurate depiction of the proposal. For the gas canopy, the applicant is requesting an exception for two canopy signs on the east elevation. The liquor and gaming licenses must be requested separately. The applicant can likely open with liquor license if they submit paperwork on time The applicant can likely obtain gaming license within 6 months after opening if they submit paperwork on time.

Director Gruba shared that the landscape plan meets code, and the applicant would be adding a substantial amount of plant material that exceeds code. Staff is recommending a condition of approval that the proposed maple trees be replaced with Chicagoland Hackberry since Homer Glen's tree canopy is over 40% maples.

There are two proposed monument signs, one that is 13' near Menards and 11' further north. The electronic gas price displays are permitted per code. Note that the site plan within the sign plan incorrectly notes different heights for the monument signs. Otherwise, the Sign Plan accurately reflects the signage that is proposed, except that it does not include the signage for the gas station building. Any future signage on the gas station building must comply with the Village's current sign regulations, and the applicant has agreed to this condition of approval. The pay canopy and vacuum pump plans are in black and white, and staff would like to know the proposed colors.

The applicant is requesting a Special Use Permit for 24-hour operation for Lot 2, but not Lot 1.

The public hearing was kept open from the December 18, 2026 Plan Commission Meeting.

Petitioner Comment:
Mark Daniel, the applicant, shared that the project began with a multi-tenant building instead of a gas station and convenience store. Mr. Daniel stated that the project was delayed due to investing and a moratorium on gaming. The 24-hour operation is only for the gas station lot (including the pumps and convenience store) which was not originally requested. Mr. Daniel stated that the site aggregate is 3.02 acres and that 24-hour operations are allowed under state regulations with gaming, c-store, and the restaurant because the site is over 3 acres. Semi-trucks and trailers cannot access the site, which was done on purpose. Only smaller delivery trucks will be allowed. They plan to have a "no semi" sign on-site. The dog washing station will only be offered in the summer and during non-peak hours. Architecturally, the canopies, pay station, and will match the car wash building. The canopy above the pumps is not illuminated.

Mr. Daniel said that the colors of the gas canopy align with the brand requirements of Mobil gas. Mr. Daniel also confirmed with Director Gruba that the condition of the shared parking agreement between Lot 1 and Lot 2 should be removed; this is in the event that lot ownership is divided. Mr. Daniel stated that both lots will be managed as a whole even though there is overlap in parking stalls.

Mr. Daniel mentioned that the property is next to the horse farm. The stormwater system for Menards was designed for the whole development and all outlots. To the north, there is a landscape buffer between the Menards development and the horse farm. The applicant adjusted the photometric plans to reduce light trespass and comply with the village's Lighting Ordinance. For Electric Vehicle (EV) charging stations, Mr. Daniel thinks that Homer Glen would not qualify for grants, but in the future, they would look to install EV station in the south parking stalls. Mr. Daniel stated that they plan to start construction in March 2026. Rick Scali will run the restaurant. Mr. Daniel also confirmed that the masonry wrapping of the poles supporting the gas pump canopy will match the building.

Public Comment:
Chairman Hand asked if there is any public comment. Several members of the public spoke at the podium.

Juan Valenzuela, a resident and representative of Rivera's Horse Farm, said that the farm has been there around 10 years and that flooding worsened after Menard's developed on the previous farmland. There is a 20-foot grade change, and it is an issue. Mr. Valenzuela asked about the orientation of the pumps because the renderings are different across the proposed site materials. Mr. Valenzuela asked about the signage and lighting since the signs face the farm; he would prefer if the signs were dimmed at night as to not disturb the horses or the farm. Mr. Valenzuela also asked if a fourth gas station is necessary especially when they are all in close proximity (Meijer gas, Speedway on 143rd, and Shell). Mr. Valenzuela expressed concerns about exposure to Benzene from petrol products and oils/liquids that will leak from cars and pollute the detention pond and their well water. Mr. Valenzuela also expressed concerns about gaming, noise pollution from cars and also drive-through intercom speakers, loitering, and economic impact. The cars would also startle the horses more often with the addition of traffic next to the farm. Mr. Valenzuela researched studies that showed a 1000-meter setback from a gas station to residential properties because of fumes and pollution. Mr. Valenzuela wants to keep their property as a farm and has concerns about the character of Homer Glen with this development.

Hector Rivera, a resident, was concerned about the water and reiterated the flooding issues with the Menard's development. Mr. Rivera asked if they can block the line to go to the pond so it does not discharge onto their farm property.

Bhoupat Patel, another resident, raised concerns about the animal welfare and safety with fuel tank noise, increased traffic, increased fumes, and bright lights which are all not good for horses. Mr. Patel said that gas stations bring in quite a bit of traffic and existing vegetation creates blind spots along Bell Road. The narrow entrance can be dangerous. Mr. Patel explained the significance of the farm to his wife and family. Homer Glen is quiet and rural which is why his family moved to Homer Glen 6 years ago. Homer Glen is a family place, and he does not believe that a gas station will add much value to Homer Glen and will take away the rural aspect. Mr. Patel doesn't believe that this development would add value to Homer Glen's motto of Community & Nature in Harmony.

Maria Brewster, a resident and representative of Rivera's Horse Farm, agreed with all the other public statements. Ms. Brewster's biggest concern was the noise from traffic, specifically cars honking horns. Ms. Brewster stated that horses get alarmed with loud noises from cars and her horses have even knocked her off because of getting startled. If horses do get startled, the horse does not check both ways before crossing the street and can get hurt if they run away. She has done her best to desensitize her horses, but the additional noise from this development will negatively impact her horses. With more traffic so close to the horses, the horses could get scared and hurt themselves.

Plan Commission Discussion:
Vice Chair McGary asked for clarification on what happened with the water on the Menards property when they first developed and if this was taken into consideration in the proposed site plans. Mark Daniel, the applicant, said no but that should be addressed with the Bell Road widening project. Vice Chair McGary asked if there is a way to separate out oil from the runoff water. Mr. Daniel mentioned post-construction best practices standards for design. Jeff Miller, the project engineer, stated that there is a berm on the northwest side of the pond; stormwater quality and quantity is established already. Mr. Miller said that there are natural plantings and a sump to settle down like it does naturally and gets filtered just like a wetland. Treatment is happening with the runoff. Mr. Daniel stated that this development wouldn't create extra traffic but would mainly draw from existing traffic.

Vice Chair McGary asked if after the project is built, would the flooding on the horse farm be the same, better, or worse. The applicant said that the flooding should be less but that the farm has a wetland, a 100-year floodway, and a 100-year flood plain. Mr. Daniel stated that this development would be a substantial improvement.

Chairman Hand pointed out the applicant underestimated the $17,000 water bill for the car wash. Mr. Daniel confirmed that that is a mistake.

Commissioner Lyons asked about the location and orientation of the ground signs. The gas pumps are perpendicular which differs from the color rendering that was included in the packet materials. Commissioner Lyons asked if the car wash is branded, and Mr. Daniels said that it is not.

Commissioner Stanly asked how many gas tanks would be on-site and where the vents will be. Mr. Daniel could not provide an answer for certain. Mr. Daniel said that the vents might be south of the sidewalk.

Chairman Hand asked if the filter for run off gets cleaned. Jeff Miller, the engineer, explained that the sump filters off the top and the solids settle. The catch basin sumps typically get cleaned in

the fall, around November, every year to remove biomatter. Mr. Miller stated that during normal flow, the gas in the run off gets filtered and is contained in the catch basin until it is emptied; in high flow, it will wash through and go to the stormwater storage basin. Chairman Hand asked if the site will be level or follow the pitch. Mr. Miller said that the site will be flat and that is why the south will get a little steeper. Mr. Miller stated that only the embankment that is north of the car wash will flood where landscaping would be planted. Mr. Miller said that the roadway drainage is separate from the private development. Mr. Miller also said that the development will not add to the flow but they are redirecting to the creek without going through the adjacent horse farm to the north. Mr. Miller said that they have a Will County letter approving the site plan.

Chairman Hand asked if the IL EPA or the fire station approved the site plan for the gas station. Mr. Daniel said that the State Fire Marshall approves the plan. Chairman Hand also asked where the gas trucks park to fill the tanks. Mr. Miller said that the gas trucks will go to the concrete pad east of the gas canopy.

Chairman Hand clarified that the color renderings are more conceptual that the actual plan. Mr. Daniel said that the renderings are not representative, and he forgot to bring brick samples for the proposed building. Mr. Daniel added that the canopy may be metal or other materials during the permitting process. Mr. Daniel said the site plan has not changed but the photometric plans have been updated with reduced light trespass since the last case.

Chairman Hand asked if the signs on the north of the car wash will be illuminated and if so, if they could turn them off for most of the night so as not to disturb the horse farm. The Commissioners and applicants settled on turning off all wall signs on the car wash building at closing time each day. Mr. Daniel stated that there would be video security to protect the property.

Chairman Hand clarified that the dog wash would not need additional approval and is permitted by right. Director Gruba noted that this use is permitted by-right.

Mr. Daniel mentioned that the development orients the car wash to minimize noise pollution. He said that trees will filter other noise. Mr. Daniel said that they can put up signs stating "respect the neighbors", if it is permitted by code. Mr. Daniel finally shared that the car wash is automated and staff will be there to assist with money collection.

Juan Valenzuela asked to respond to the applicant. In the site plan, Mr. Valenzuela pointed out the steep drop off in grade; for ice and snow, he hopes that this will be mitigated. Also, there is a change in speed right at the corner of the horse farm so there will be a downshifting noise and more engine noise where cars will be entering the development.

Mr. Daniel confirmed that replacing the Armstrong Maples with Chicago Hackberry is fine.

Motions for Consideration:

Vice Chair McGary made a motion to ***close the public hearing,*** *seconded by Commissioner Stanly for Case Number HG-2530-PUD.*

1. *Commissioner Foley a motion recommend approval with conditions, seconded by Vice Chair McGary of* ***a Special Use Permit for a Major Change to the Menards Planned Unit Development*** *(PUD) with requested exceptions [see exceptions below], in accordance with the reviewed plans, public testimony and staff report, on certain real property generally located at 13812 S. Bell Road and 13830 S. Bell Road, Homer Glen,*

Illinois, PINs: 16-05-02-213-002-0000, 16-05-02-213-005-0000, & 16-05-02-213-004-0000, with the following conditions [see conditions below]. The motion carries, 4-1.

Commissioner Lyons provided Standard #3 as reason for denial of the Special Use Permit for a Major Change to the Menards PUD.

PUD Exceptions:

1. *Reduce the Required Landscape Setback along S. Bell Road from the required 30' to 20'. (Zoning Ordinance, Table 2B, Site and Structure Bulk Requirements);*
2. *Reduce the south side yard setback for the car wash from 20' to 17.2' for Lot 1. (Zoning Ordinance, Table 2B, Site and Structure Bulk Requirements);*
3. *Reduce the north side yard setback for the restaurant/convenient store from 20' to 12.6' feet for Lot 2. (Zoning Ordinance, Table 2B, Site and Structure Bulk Requirements);*
4. *Reduce the parking lot/drive aisle setback from 5' to 0' along the property line between Lots 1 and 2. (§220-1002(C)(3));*
5. *Increase the accessory structures height from 15' to 19.2' for the pay canopy for the car wash and from 15' to 17' for the gas pump canopy. (Zoning Ordinance, Table 2B, Site and Structure Bulk Requirements);*
6. *Increase the lot coverage/impervious coverage for Lot 2 from 65% to 69.7%. (Zoning Ordinance, Table 2B, Site and Structure Bulk Requirements);*
7. *Reduce the parking lot stall depth from 19' to 18.5'. (§220-1002(F));*
8. *Allow 2 wall signs on both the north and south walls of the car wash, whereas only 1 is permitted on each wall. (§220-1005);*
9. *Increase wall sign copy area for east Elevation of Car Wash from 43 square feet to 76 square feet. (§220-1005);*
10. *Allow an off-site sign, the multi-tenant monument sign, on the remnant of Lot 4. (§220-1005);*
11. *Reduce the setback for the monument sign on the remnant of Lot 4 from 5' to 1'. (§220-1005);*
12. *Allow 2 wall signs on the east side of the gas station pump canopy, whereas only 1 wall signs permitted. (§220-1005);*

PUD Conditions:

1. *Meet all applicable building code requirements and apply for all applicable building permits;*
2. *Meet all applicable engineering codes and requirements for Final Engineering;*
3. *The car wash special use is approved on the condition that the operator will take precautions necessary during the peak season to avoid hazards in the access road or blocking of the access road, including one of more or the following: additional staff will be used to help direct and manage the traffic flow through the site; a staff person will be placed at the internal intersection west of Bell Road to help direct traffic; electing the most efficient time for vacuuming (i.e. before or after a car wash; and/or traffic exiting the car wash will be prohibited from making a left turn to (1) exit the car wash site via the right-turn in/right-turn out access drive or (2) enter the vacuum stations. The operator shall also report to staff upon inquiry concerning the peak season operations and any of the precautions noted above;*
4. *To provide masonry veneer on the gas pump canopy columns. Masonry veneer shall consist of brick or stone of the variety used on the primary building;*
5. *Signage on the building on Lot 2 shall comply with current Village sign regulations;*

6. *Replace 4 Armstrong Maple trees with 4 Chicagoland Hackberry trees per the Landscape Plan;*
7. *All wall signs on the car wash building shall be turned off at closing time each day;*
8. *The color of the canopies for the car wash vacuums stations and the car wash pay station shall match the car wash building and shall not include any gas brand dress.*

2. *Commissioner Foley a motion to recommend approval, seconded by Vice Chair McGary of a **Special Use Permit for a car wash** (classified as an automobile repair, service and body shop use), in accordance with the reviewed plans, public testimony and staff report, on certain real property generally located at 13812 S. Bell Road and 13830 S. Bell Road, Homer Glen, Illinois, PINs: 16-05-02-213-002-0000, 16-05-02-213-005-0000, & 16-05-02-213-004-0000. The motion carries, 4-1.*

Commissioner Lyons provided Standard #3 as reason for denial of the Special Use Permit for a car wash.

3. *Commissioner Stanly made a motion to recommend approval, seconded by Vice Chair McGary of a **Special Use Permit for a drive-through establishment**, in accordance with the reviewed plans, public testimony and staff report, on certain real property generally located at 13812 S. Bell Road and 13830 S. Bell Road, Homer Glen, Illinois, PINs: 16-05-02-213-002-0000, 16-05-02-213-005-0000, & 16-05-02-213-004-0000. The motion carries, 4-1.*

Commissioner Lyons provided Standard #3 as reason for denial of the Special Use Permit for a drive-through establishment.

4. *Commissioner Stanly made a motion to recommend approval, seconded by Vice Chair McGary, of a **Special Use Permit for an automobile service station (gas station)**, in accordance with the reviewed plans, public testimony and staff report, on certain real property generally located at 13812 S. Bell Road and 13830 S. Bell Road, Homer Glen, Illinois, PINs: 16-05-02-213-002-0000, 16-05-02-213-005-0000, & 16-05-02-213-004-0000. The motion carries, 4-1.*

Commissioner Lyons provided Standard #3 as reason for denial of the Special Use Permit for a gas station.

5. *Commissioner Stanly motion to recommend approval, seconded by Vice Chair McGary, a **Special Use Permit for 24-hour operation**, in accordance with the reviewed plans, public testimony and staff report, on certain real property generally located at 13812 S. Bell Road and 13830 S. Bell Road, Homer Glen, Illinois, PINs: 16-05-02-213-002-0000, 16-05-02-213-005-0000, & 16-05-02-213-004-0000. The motion carries, 4-1.*

Commissioner Lyons provided Standard #1 as reason for denial of the Special Use Permit for 24-hours.

6. *Commissioner Stanly made a motion to recommend approval **of Site Improvement Plans** for a unified development, seconded by Vice Chair McGary in accordance with the reviewed plans, public testimony and staff report, on certain real property generally located at 13812 S. Bell Road and 13830 S. Bell Road, Homer Glen, Illinois, PINs: 16-05-02-213-002-0000, 16-05-02-213-005-0000, & 16-05-02-213-004-0000. The motion carries, 4-1*

Commissioner Lyons provided Standard #1 as reason for denial of the Special Use Permit for Site Improvement Plans

7. *Commissioner Stanly made a motion to **adopt the applicant's findings** as the findings of the Plan Commission, seconded by Vice Chair McGary. The motion carries 5-0.*

This case will go to the Village Board on Wednesday, February 11, 2026 for a final action.

9. Village Board and Committee Updates

Director Gruba listed some of the projects discussed at the Village Board meeting on January 14, 2026, including the proposed ComEd substation improvements, Chase Bank and the Fischer Plaza ground sign. He noted that the next steps for review of the ComEd substation improvements are being discussed but that it will eventually make its way to the Plan Commission for a public hearing. He noted that the Major Change to the PUD and Special Use Permits for Chase Bank were approved and that they intend to begin renovations soon. He stated that the landscape plan for the Fischer Plaza ground sign, related to former variance requests, was modified.

10. Other Business

None.

11. Attendance Confirmation

Commissioners Hand, McGary, Lyons, and Stanly confirmed their attendance at the February 5, 2026 meeting. Commissioner Foley is not sure if he can make the next meeting.

12. Adjournment.

A motion was made to adjourn by Commissioner Lyons, seconded by Commissioner Stanly, A voice vote was taken with all in favor, zero (0) opposed and the meeting was adjourned at 10:12 PM.

Minutes transcribed and respectfully submitted by:

Dana Kahn (Assistant Planner): Dana Kahn

Approved Date: February 19, 2026

NSS GROUP REAUTHORIZATION OF SPECIAL USES, INCLUDING
MAJOR AMENDMENT TO MENARDS PLANNED UNIT DEVELOPMENT
13812/13830 S. BELL ROAD (PINS 16-05-02-213-002, -005)
LOTS 1-2, RESUBDIVISION OF LOT 5 IN MENARDS

ENVIRONMENTAL IMPACTS (DECEMBER 11, 2025 REVISION)

The proposed development of Lots 1-2 in the resubdivision of Lot 5 and the north 100 feet of Lot 4 in Menards Subdivision relies on longstanding planning and public improvements for traffic, drainage and stormwater, and building arrangement. The project entails stormwater collection within curb lines whereby the storm water will be conveyed utilizing post construction best management practices through the planned connections to the Menards Subdivision detention pond. Water quality from runoff should improve since the water that may not be controlled will fall only on planted areas and the water that falls within the improved area will be better filtered. There is no wetland on site, so there is no concern that federal jurisdiction of the United States Army Corps of Engineers will be an issue.

Operationally, each vehicle wash requires an average of approximately 58-60 gallons of water-estimated to be a minimum of $17,000.00 per year (based on 51,337 CF per month November-March 2018 and 30,940 CF per month April-October 2019, data found reliable by the Village Board on prior occasions which has not changed significantly since 2022 and 2023). Older car washes, hand washes and the self-serve spray car washes use more water. A vehicle owner that washes his or her own car at home will use roughly six to ten times the amount of water than is used in an automated car wash depending on how he or she controls water.

The car wash will not lead to an accumulation of ice outside the car wash exit. The car wash exit is commonly under the supervision of an employee. During winter months when there is the potential for icing, the combination of blowers and a heater at the exit avoid icing. Additionally, the pace of the conveyor through the car wash can be adjusted as necessary to avoid icing by keeping vehicles in the blower area longer. (This is in addition to the automated stop mechanism when the sensors identify an obstruction at the exit.) The car wash operator also pays attention to the effect of additional heat on nearby snow or accumulating snow and spreads salt or de-icing material when needed. The salt or de-icing material would be consistent with Village requirements and those of the center and these would not cause damage to the exit drive or driveway surfaces.

Following review of the title insurance commitment (provided with the application), the documents referred to in the title insurance commitment (subdivision plat, easements, declarations and amendments as well as the annexation agreement), the surveys, boundary and topographical surveys and site conditions on Lots 1-2 in the resubdivision of Lot 5 as well as the adjacent detention lot and land to the north, there are no known wetlands, floodways, special management areas or indications of historical artifacts. No nearby Indian boundary lines are shown and there are no known cemeteries or burial sites in the history of the subject property or adjoining areas. The environmental condition of the Subject Property is appropriate for the development.

Historical aerial imagery dating back to the 1980s indicates no development of the subject property other than farm buildings and an access road. The presence of an underground heating oil tank is possible, but not likely because the structures were actually primarily located west and southwest of the subject property (in the vicinity of the northeast comer of Menards' outdoor sales area and the south line of the detention basin). Tanks in this area would have been discovered and removed. Regardless, there is no known environmental condition that involves contaminants of concern within the subject property.

Most of the subject property sits 10-12 feet higher than the Ranchos Reveras property to the north. Applicants' obligations are to avoid an increase in the volume or rate of storm water flow to the north and to avoid a change in the direction of the flow of storm water onto Ranchos Riveras' property. A denial of flow could also be a problem if Ranshos Riveras relied on an existing tributary from the subject property (none is known). There is a large volume of storm water that sheet flows onto Ranshos Riveras' property as a result of historic elevations across the subject property and extending north. This water will now be mostly controlled and retained so that sheet flow will be eliminated.

Watermark Engineering Resources has engaged in EcoCAT investigations concerning endangered species. The site has no visible signs of hosting endangered species. The State Historic Preservation Office has not raised any issues since 2022. Due to the existing site work and permitting to date, no historic resources of any kind are expected. Correspondence initiating the EcoCAT and SHPO process is on file with the Village (file re: Ord. No. 23-062).

Soil conditions on site are deemed adequate. Neither building has a basement, but one could be considered if needed. The normal depth of footings is planned and no special design is needed at this location. Applicant will provide access road improvements without drainage. The impervious area presently exists and there has been no abnormal erosion of adjacent land and no notable damage to the access route.

Lighting on the subject property and across the access road extended across Lot 4 meet Village lighting standards (please see final engineering and recall the buffer strip north of Lot 1 that Menards owns). LED lighting will reduce energy consumption and excess bulb replacement. Applicant provided a landscape plan that exceeds Village requirements. Presently, there is no landscaping on the subject property, but Applicant will be adding dozens of shade, ornamental and coniferous trees that will contribute to create a cooling effect and provide screening. While manmade, the sun-shades over the vacuums and the pay station canopy also provide a cooling effect.

The nearly 33-foot wide north planting area will contain significant plantings that do not exist today. Applicant continues the same Bell Road landscape yard as was intended at the location, and it utilizes another planting island on Lot 2 between the access road and the pump islands. Significant shade tree planting will occur along the Bell Road lot line. All unimproved and unplanted areas will feature grass or other natural ground cover.

Planning for the two-lot subarea within the planned development features a shared driveway for equal depths from the shared lot line. This planning reduces the amount of heat

generating hard surface. Additionally, the single joined waste enclosure at the north end of the shared access between the retail building and the car wash allows for a reduction of visual obstructions and avoidance of remnant waste in the area. The exceptions for yards between Lot 1 and Lot 2 also reduces hardscape that can generate heat. Lastly, Applicant has reduced paving for sidewalks along drives and vacuum spaces to further avoid the heat generation.

The alignment of the car wash places the blowers at the exit (east end) from the car wash. Environmental background noise is often louder than the blowers and is always louder than the noise at the west entrance into the car wash. No PA system will be in use at the car wash. Vacuums are not audible at the lot line when in use and they are stored in a continuous air system when not in use. The system and the pumps do not generate noise that will be audible at the lot lines. Lastly, the drive-through menu board and ordering system will not create noise that is audible at the west lot line. Drive-through operations may have impacts that are audible near the west line of Lot 2, but these are ordinary district sounds that are contemplated throughout lots on Bell Road and there is a detention area, parking lot and materials yard for Menards to the west and none of the noise should be audible to others who are not on Lot 2.

The gas station is designed with the purpose of excluding trucks with semi-trailers. This was a Village prerogative shared by Applicant and Applicant remains willing to continue with this design. Although there is no parking for trucks with semi-trailers, these vehicles cannot even access the site. Signs will be posted to properly notify the drivers of these vehicles.

The service station will offer eight (8) pump islands with sixteen (16) pump stalls. Drivers are encouraged to remain at their vehicles while filling their tanks, but the pumps have both automatic shut-off and emergency shut-off. Each pump station will be wired to the inside register for employee communication. Pumps are installed in a slightly raised island area to avoid water infiltration. All installations proceed in accord with manufacturer specifications and with applicable federal, state and local laws and regulations. Upon permanent closure, Applicant is required to take various steps to close, empty and remove tanks and other apparatus. Volumes of gasoline delivered and sold are monitored closely. This monitoring, coupled with other efforts to detect leaks, will protect the public safety and general welfare.

Pump stations will be designed with modern shut-offs and measures to avoid spills during fueling that we are all familiar with. Protocols govern the management and recording of any spill. Additionally, both Lot 1 and Lot 2 will feature sufficient waste receptacles so that any waste is controlled and litter best avoided. Lot 1 and Lot 2 will have distinct waste enclosures.

Building colors reflect earth tones with a primary façade color palette that is lighter and generates less heat. There are no air quality concerns with this development.

Finally, Applicant provided a full set of its final engineering plans with its application for reauthorization of the special uses and major change with exceptions. This engineering plan respects the resubdivision of Lot 5 and the north 100 feet of Lot 4. The engineering plan has also undergone significant review at the Village since Applicant is continuing to plan for utilities and water connections. The circumstance that such detailed engineering exists and would be

sufficient for permit issuance if building plans were available is an indication of proper respect for natural and environmental concerns as Lot 1 and Lot 2 develop.

Dated: December 11, 2025 Respectfully submitted,

WATERMARK ENGINEERING RES. INC.

By: _____
Jeffrey C. Miller, President
(signing for civil engineering only)

DANIEL LAW OFFICE, P.C.

By: _____
Mark W. Daniel
Applicant's Attorney

Kenig,Lindgren,O'Hara,Aboona,Inc.

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MEMORANDUM TO: Mark W. Daniel
Daniel Law Office, P.C.

FROM: Michael A. Werthmann, P.E., PTOE
Principal

DATE: August 30, 2023

SUBJECT: Traffic Statement
Proposed Fuel Center
Homer Glen, Illinois

This memorandum summarizes the results and findings of a traffic statement prepared by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed fuel center to be located in Homer Glen, Illinois. The site of the fuel center is located on the west side of Bell Road directly north of the Menards store. As proposed, the fuel center is to contain the following uses:

- Sixteen passenger fueling positions
- An approximate 5,000 square-foot convenience store
- An approximate 2,710 square-foot restaurant with drive-through facility that will be part of the convenience store
- A car wash

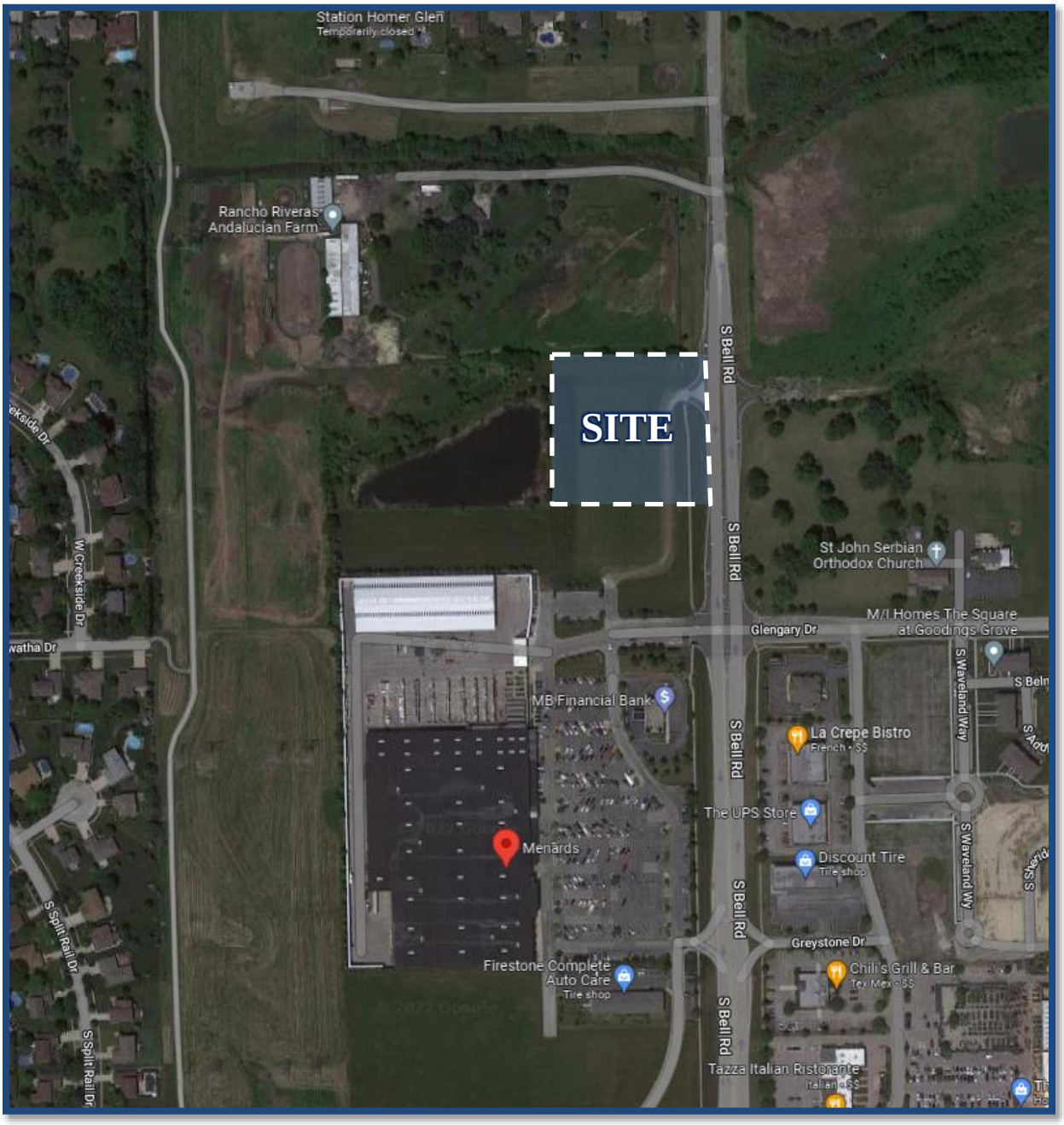
Access to the fuel center is proposed to be provided via a right-turn in/right-turn out access drive on Bell Road and cross-access with the Menards store.

The purpose of this traffic statement was to estimate the traffic to be generated by the fuel center and review the proposed access and circulation system. **Figure 1** shows an aerial view of the fuel center site. A copy of the proposed site plan is located in the Appendix.

Trip Generation Estimates

The number of peak hour vehicle trips estimated to be generated by the proposed fuel center were based on the following rates trip rates published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual,* 11th Edition:

- "Convenience Store/Gas Station" (Land-Use Code 945)
- "Fast-Food Restaurant with Drive Through Window" (Land-Use Code 934)
- "Automated Car Wash" (Land-Use Code 948)



Aerial View of Site **Figure 1**

It is important to note that surveys conducted by ITE have shown that a considerable number of trips made to fuel centers, car washes, and restaurants are diverted from the existing traffic on the roadway system. This is particularly true during the weekday morning and evening peak hours when traffic is diverted from the home-to-work and work-to-home trips. Such diverted trips are referred to as pass-by traffic. Further, it is important to note that the volume of traffic to be generated by the fuel center will be reduced due to patrons that may visit more than one of the uses proposed as part of the fuel center or patrons of the Menards store that may visit one or more of the uses within the fuel center (multi-purpose trips). **Table 1** shows the estimated total vehicle trips to be generated by the proposed fuel center.

Table 1
ESTIMATED PEAK HOUR TRIP GENERATION

ITE Land-Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
		In	Out	Total	In	Out	Total
945	Convenience Store/Gas Station (16 Positions, 5,000 s.f.)	216	217	433	182	182	364
	Pass-By Reduction (60%)	*-130*	*-130*	*-260*	*-109*	*-109*	*-218*
	New Fuel Center Trips	**86**	**87**	**173**	**73**	**73**	**146**
934	Fast-Food Restaurant with Drive-Through (2,700 s.f.)	61	59	120	46	43	89
	Interaction Reduction (10%)	*-6*	*-6*	*-12*	*-5*	*-4*	*-9*
	Pass-By Reduction (50%)	*-27*	*-27*	*-54*	*-20*	*-20*	*-40*
	New Restaurant Trips	**28**	**26**	**54**	**21**	**19**	**40**
948	Automated Car Wash (One Tunnel)	12	12	24	35	36	71
	Interaction Reduction (10%)	*-1*	*-1*	*-2*	*-3*	*-4*	*-7*
	New Car Wash Trips	**11**	**11**	**22**	**32**	**32**	**64**
	Total New Trips	125	124	249	126	124	250
	Total Pass-By Trips	157	157	314	129	129	258
	Total Fuel Center Trips	**282**	**281**	**563**	**255**	**253**	**508**

External Site Access

Access between the external roadway system and the fuel center is proposed to be provided as follows:

- An existing right-turn in/right-turn out access drive located on the west side of Bell Road at the north end of the site. The access drive provides one inbound lane and one outbound lane that are channelized and signed to prohibit inbound and outbound left-turn movements. The outbound lane should be under stop sign control. In addition, an approximate 80-foot separate right-turn lane with an approximate 135-foot taper is provided on Bell Road serving the access drive.

- Cross-access with the existing Menards store which is located directly south of the site. The Menards store has a full access drive with Bell Road that is under traffic signal control at the north end of the Menards site and just south of the subject site. In addition, the Menards store has a restricted right-turn in/right-turn out access drive at the south end of the Menards site.

Internal Circulation Review

As proposed, the car wash is to be located on the north side of the overall site and the fueling positions, convenience store, and the restaurant are to be located on the south side of the overall site. A north-south, two-way circulation road is proposed to extend along the east side of the overall site from the car wash approach/stacking lanes and the right-in/right-out access drive to the Menards site. The north-south circulation road will provide access to all of the fuel center uses and cross-access between the fuel center and the Menards site. In addition, 18 perpendicular parking spaces are proposed to be located along the east side of the north-south circulation road. The following summarizes the circulation for both the car wash (north) site and the rest of the fuel center uses (south) site:

Car Wash (North) Site Circulation

The car wash tunnel will extend in an east-west direction and will be located on the south end of the car wash site with the entrance to the car wash on the west side of the tunnel and the exit from the car wash on the east side of the tunnel. A parking lot with 21 vacuum stations and two ADA parking spaces will be located on the north side of the car wash tunnel with access provided via the north-south circulation road opposite the restricted right-turn in/right-turn out access drive. Three one-way, westbound approach/stacking lanes and pay stations are proposed to be located on the north end of the car wash site directly north of the vacuum stations. Access to the approach/stacking lanes will be provided via the north end of the north-south circulation road.

Except for the vacuum station parking lot, the car wash is proposed to provide a one-way, counterclockwise circulation system. Access to the car wash tunnel entrance is proposed to be provided via the three one-way, westbound approach lanes that will be located along the north side of the car wash site with access provided via the end of the north-south circulation road. Immediately after the pay stations, the three approach lanes will narrow to one lane that leads to the entrance of the car wash tunnel. Vehicles are proposed to exit the car wash tunnel at the east side of the tunnel via the north-south circulation road and will either exit the car wash site or use the vacuum stations.

As proposed, the single-lane automatic car wash will be an exterior-only car wash system. Manual and automated controls will increase, decrease, or stop vehicle flow through the car wash. Each of the three approach lanes are proposed to be individually gated with a separate automatic pay station. The gates will meter the traffic flow proceeding to the car wash tunnel entrance and will open in sequence based on the order of vehicle arrival. Once the gate is lifted for the respective lane, the individual vehicle will proceed south and then east to the entrance to the car wash tunnel. At the entrance to the car wash tunnel, the driver will remain in the vehicle and the car wash will automatically pull the vehicle through the car wash.

According to the site plan, a total of approximately 30 to 31 vehicles can be accommodated in the three approach lanes while advancing to the three pay stations. In addition, approximately eight to nine vehicles can be accommodated between the pay stations and the entrance to the car wash tunnel. As such, the car wash will provide stacking for a total of approximately 38 to 40 vehicles.

Fueling Positions, Convenience Store, and Restaurant (South) Site Circulation

As proposed, parking for the south site is to be provided on both the east and west sides of the south side of the site and along the front of the convenience store/restaurant. In addition, 18 parallel parking spaces will be provided along the east side of the circulation road. Further, a drive-through facility is proposed to extend along the north, west, and south sides of the convenience store/restaurant. Circulation through the south site will be provided via two-way, circulation roads and parking aisles except for the drive-through facility, which is proposed to operate in a one-way, counterclockwise direction along the north, west, and south sides of the convenience store/restaurant.

“Do Not Enter” signs facing south should be provided at the south end of the drive-through facility. According to the site plan, the drive-through facility will accommodate a total of approximately 11 vehicles and will have a by-pass lane.

Internal Four-Legged Intersection

As proposed, an internal four-way intersection will be located just west of the right-turn in/right-turn out access drive's intersection with Bell Road. The right-turn in/right-turn out access drive (east leg), the access drive to the car wash approach/stacking lanes (north leg), the access drive to the vacuum stations (west leg), and the two-way circulation road (south leg) will make up the internal intersection. The overall operation of this internal intersection will be enhanced as the north leg of the intersection, which serves the car wash approach/stacking lanes, will provide access for northbound traffic. As a result, the number of turning movements at the internal intersection will be reduced. Further, a separate right-turn lane is provided on Bell Road serving the access drive, which allows the development traffic entering the access drive to decelerate outside of the through lane. In addition, to further enhance the operation of the intersection, it is recommended that the following measures be implemented at the internal intersection:

- The north, west, and south legs of the intersection should be under stop sign control, which will permit the inbound movements from Bell Road to the development to operate under free flow conditions.

- "Do Not Block Intersection" signs should be located on the north, west, and south legs of the intersection.

Mitigation Measures

During peak days at the car wash, which typically occur during the winter months, the following measures will be implemented:

- Additional staff will be used to help direct and manage the traffic flow through the site.

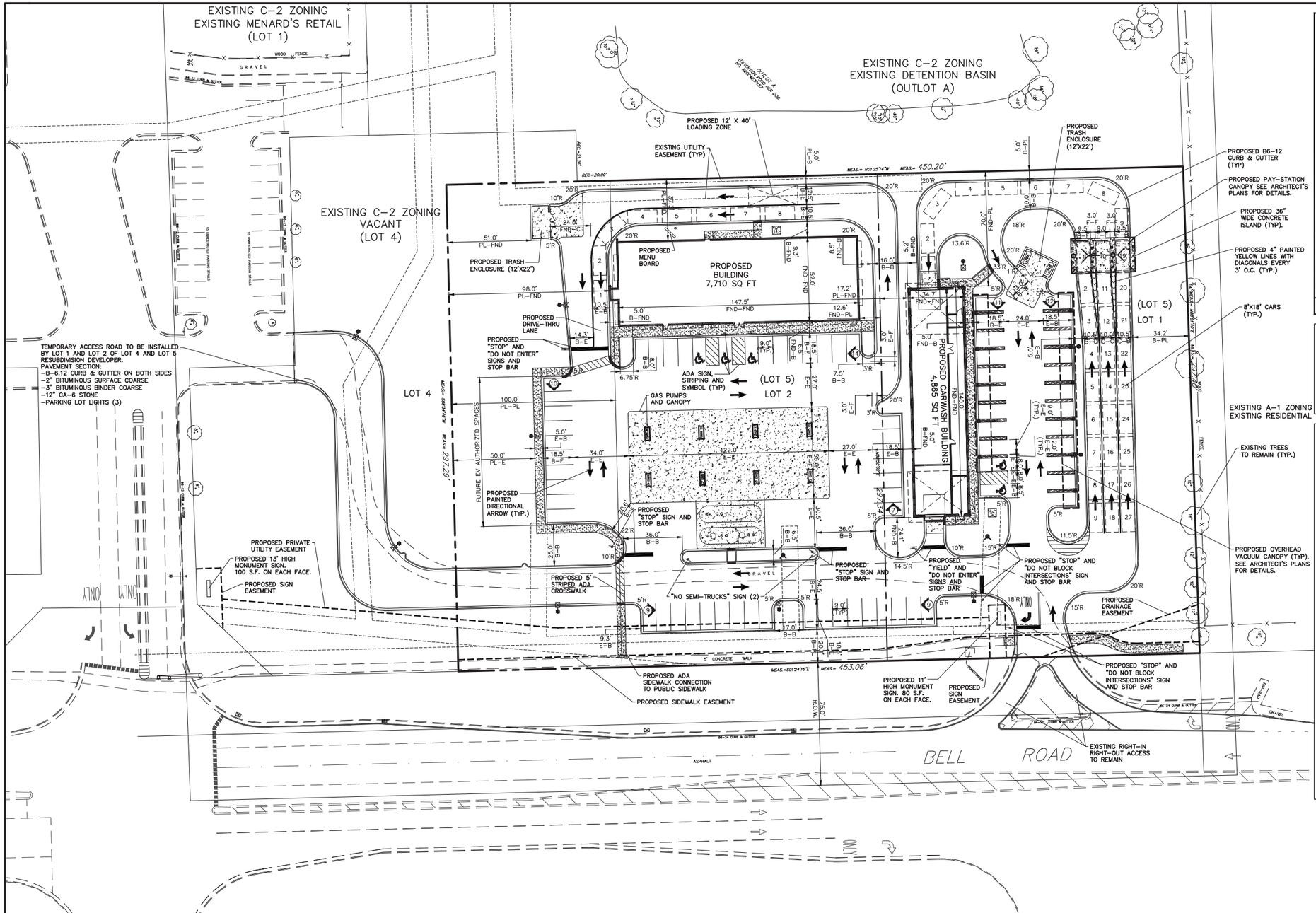
- If necessary, a staff person will be placed at the internal intersection west of Bell Road to help direct traffic through the intersection and manage the intersection's operations.

- If necessary, traffic exiting the car wash will be prohibited from making a left turn to (1) exit the car wash site via the right-turn in/right-turn out access drive or (2) enter the vacuum stations, which will minimize the turning conflicts at the internal intersection west of Bell Road. All traffic exiting the car wash building will be required to make a right turn onto the north-south circulation road and exit the development via the cross-access with the Menards store. The traffic exiting the car wash building will be directed to turn right via a combination of temporary signage and/or additional staff.

The implementation of these measures will improve access to and from and circulation through the car wash site as well as enhance the operation of the internal intersection west of Bell Road.

Further, it should be noted that the intersection of the north-south circulation road with the exit from the car wash building will be located just north of the intersection of the north-south circulation road with the east-west, two-way circulation road that will extend along the north side of the south site. The proximity of the two intersections should not pose any operational issues due to (1) the car wash access drive will be restricted to one-way, eastbound traffic flow which will minimize the turning movements at its intersection with the north-south circulation road, (2) the lower volume of traffic projected to be traveling eastbound along the south site's east-west circulation road, and (3) that good sight lines will be provided between the two intersections. Nevertheless, the operation of the development's internal circulation, particularly the proximity of the two intersections, should be monitored in the future to determine that it is providing efficient and orderly circulation. If necessary, consideration should be given to converting the two-way circulation road along the north side of the south site to one-way, westbound traffic flow. The conversion to one-way circulation will further minimize any impacts due to the proximity of the two intersections by decreasing the turning movements at the intersection of the north-south circulation road and the south site's circulation road.

Appendix



LOCATION MAP



SECTION: 17	TOWNSHIP: 36N	RANGE: 11E

GENERAL NOTES:
1. THESE PLANS ARE BASED ON THE (PLAT SURVEY) (SURVEY PROJECT #22-22484 DATED 04/08/22) PREPARED BY: GENTILE AND ASSOCIATES, INC. 550 E. ST. CHARLES PLACE, LOMBARD, ILLINOIS 60148 (630) 916-6262
2. PRIOR TO CONSTRUCTION, CONTRACTOR TO CONTACT THE DESIGN ENGINEER AND ARCHITECT TO VERIFY THAT THEY ARE WORKING FROM THE MOST CURRENT SET OF PLANS AND SPECIFICATIONS.

SITE DATA

TOTAL PROPERTY AREA = 134,282 S.F. (3.08 AC.)

TOTAL IMPERVIOUS AREA = 90,386 S.F. (2.07 AC.)(67.1%)

PARKING REQUIRED = 39 (SEE P.U.D. DOCUMENTS)
PARKING PROPOSED = 88 (INCLUDES 16 PUMP AND 22 VACUUM SPACES)

LOT 1 DATA

LOT 1 AREA = 56,156 S.F. (1.29 AC.)

IMPERVIOUS AREA = 35,863 S.F. (0.82 AC.) (63.9%)

VACUUM SPACES (INCLUDES 1 ADA SPACE)	22
ADA ACCESSIBLE SPACES	1
STANDARD SPACES	3
TOTAL SPACES	26

BUILDING AREA = 4,865 S.F.
1 STORY, 30'-11" TALL BUILDING

F.A.R. = 0.09

LOT 2 DATA

LOT 2 AREA = 78,126 S.F. (1.79 AC.)(INC. ADDITIONAL 100 FT.)

IMPERVIOUS AREA = 54,426 S.F. (1.25 AC.) (69.7%)

ADA ACCESSIBLE SPACES	3
PUMP STATIONS	16
STANDARD SPACES	43
TOTAL SPACES	62

BUILDING AREA = 7,710 S.F.
1 STORY, 22'-1" TALL BUILDING

F.A.R. = 0.10

30 0 15 30 60 120

SITE PLAN

NO	REVISIONS	DATE
1	PER VILLAGE AND CLIENT REVIEW	5/17/2022
2	PER CLIENT REVIEW	6/03/2022
3	PER VILLAGE COMMENTS	7/19/2022
4	PER PLAN COMMISSION	8/30/2022
5	PER CLIENT AND MENARDS	12/21/2022
6	ADDED NEW LAND AREA ON LOT 4	4/14/2023
7	ADDED TWO POLES FOR ACCESS DRIVE	5/8/2023
8	ADDED PROPERTY AND EXPANDED GAS STATION	6/6/2023
9	PER VILLAGE COMMENTS	6/27/2023

Prepared For:

NSS GROUP, INC.
8060 Lawndale
Skokie, IL 60077

HOMER GLEN DEVELOPMENT
NWC of Bell Road and Glengary Drive - Lot 5
Homer Glen, Illinois

Prepared By:

Watermark Engineering RESOURCES
watermark-engineering.com | 2631 Ginger Woods Pkwy | Aurora, IL 60502 | (630) 375-1800

CHECKED BY: J. MILLER
DESIGN BY: J. MILLER
DRAWN BY: JOSH MILLER
DATE: MARCH 7, 2022
SCALE: 1" = 30'
PROJECT NO.: 21-074

1 of 1

Scali's BEEF

Homer Glen, IL
Visit our website @ www.scalisbeef.com
Follow us on Instagram or Like us on: Facebook/scalisbeef





FULL MENU AVAILABLE:
Sunday – Thursday: 10am – 10pm
Friday – Saturday: 10am – 11pm



Menu

Italian Beef – 6"	$5.49
Senior Beef – 9"	$7.69
Add Peppers (Sweet/Hot)	.50
Add Cheese (Cheddar/Mozzarella)	.50
Char-Grilled Italian Sausage	$4.59
Double Sausage	$6.59
Add Peppers (Sweet/Hot)	.50

Combo

Italian Beef & Char-Grilled Sausage – 6"	$6.49
Senior Combo – 9"	$8.79
Add Peppers (Sweet/Hot)	.50

Chicago Style Dog	$2.79
Double Dog	$3.59

Served on a Poppy Seed bun, includes: Mustard, Relish, Diced Onions, Tomatoes, Kosher Pickle, Celery Salt, & Sport Peppers

Maxwell Street Polish Sausage	$4.29

Served with Grilled Onions & Mustard

Combo Menu

COMBO MEALS INCLUDE FRIES & FOUNTAIN DRINK

#1 – Italian Beef Combo	Small	$7.99
	Large	$8.69
#2 – Sausage Combo	Small	$6.99
	Large	$7.69
#3 – Beef/Sausage Combo	Small	$8.99
	Large	$9.69
#4 – Hot Dog Combo	Small	$5.29
	Large	$5.99

Side Orders

French Fries	Small	$1.69
	Large	$2.19
Cheese		.50
Tamale		$1.99
Pizza Puff		$2.79
Onion Rings	Small	$1.69
	Large	$2.19

Fountain Drinks

24oz Small	$1.59
32oz Large	$1.99

Coke | Diet Coke | Cherry Coke | Sprite
Root Beer | Orange Fanta
Hi-C Fruit Punch | Minute Maid Lemonade

COUPON: Present this coupon when purchasing any meal with fries and receive a **FREE FOUNTAIN DRINK.**

Attachment 12 - Digital Renderings (provided by applicant)

*THIS RENDERING IS NOT EXACT. REFER TO SCALED BUILDING ELEVATION DRAWINGS FOR ACCURACY.



*THIS RENDERING IS NOT EXACT. REFER TO SCALED BUILDING ELEVATION DRAWINGS FOR ACCURACY.


Mobil
Synergy
Synergy
Mobil
Mobil
Synergy
Synergy
Synergy


*THIS RENDERING IS NOT EXACT. REFER TO SCALED BUILDING ELEVATION DRAWINGS FOR ACCURACY.
Mobil
Mobil

*THIS RENDERING IS NOT EXACT. REFER TO SCALED BUILDING ELEVATION DRAWINGS FOR ACCURACY.



RECEIVED
By Christopher Gruba at 8:28 am, Nov 26, 2025

FINAL ENGINEERING PLANS

FOR

CAR WASH / GAS STATION - HOMER GLEN, IL

AT

NWC OF BELL ROAD AND GLENGARY DRIVE- LOT 5
VILLAGE OF HOMER GLEN
WILL COUNTY, ILLINOIS

INDEX

CIVIL ENGINEERING PLANS		REVISIONS 1	2	3	4	5	6	7
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C-2	GEOMETRIC PLAN							
C-3	GRADING PLAN							
C-4	ACCESSIBLE ROUTE GRADES & DETAILS #1							
C-4.1	ACCESSIBLE ROUTE GRADES & DETAILS #2							
C-5	UTILITY PLAN		X					
C-6	PHASE 1 SOIL EROSION CONTROL PLAN	X						
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SUPPORTING DOCUMENTS		**REVISIONS 1**	**2**	**3**	**4**	**5**	**6**	**7**
1 of 2	ALTA/ NSPS LAND TITLE SURVEY	X						
2 of 2	ALTA/NSPS LAND TITLE SURVEY							
L-1	LANDSCAPE PLAN							
L-2	LANDSCAPE PLAN DETAILS							
1 of 2	PHOTOMETRIC PLAN							
2 of 2	PHOTOMETRIC PLAN-PROPERTY LINE EXHIBIT							
1 of 1	STORMWATER EXHIBIT							
1 of 1	BMP OPERATION & MAINTENANCE PLAN	X						

NOTE: THE DESIGNS CONTAINED IN THE ABOVE PLANS AND SUPPORTING DOCUMENTS WERE PREPARED WITH THE UNDERSTANDING THAT THEY WOULD BE USED AS A WHOLE PLAN SET. EACH CONSTRUCTION DISCIPLINE IS TO USE ALL THE PLANS AND SUPPORTING DOCUMENTS TOGETHER AS A WHOLE AND NOT AS SEPARATE DOCUMENTS. EACH CONTRACTOR IS TO BECOME COMPLETELY FAMILIAR WITH THE WHOLE PLAN SET AND THE EXISTING SITE CONDITIONS. SHOULD ANYTHING WITH ALL THESE PLANS AND SUPPORTING DOCUMENTS BE INCONSISTENT WITH THE SITE CONDITIONS THEN THE CONTRACTOR IS TO CONTACT THE ENGINEER IMMEDIATELY BEFORE ANY CONSTRUCTION IS STARTED.

LOCATION MAP



SECTION: 17	TOWNSHIP: 36N	RANGE: 11E

LEGEND

EXISTING SYMBOL	EXISTING DESCRIPTION	PROPOSED DESCRIPTION	PROPOSED SYMBOL
	UTILITY PEDESTAL	CATCH BASIN	
	UTILITY POLE	INLET	
	LIGHT STANDARD	STORM MANHOLE	
	SIGN POST	SANITARY MANHOLE	
RCV	TRAFFIC SIGNAL CONTROL VAULT	VALVE VAULT	
	TELEPHONE SERVICE VAULT	FIRE HYDRANT	
	FIRE HYDRANT	FLARED END SECTION	
	WATER SERVICE SHUTOFF VALVE	ELECTRICAL POWER POLE	
	WATER VALVE VAULT	OVERHEAD TRAFFIC SIGNAL	
	CLOSED COVER DRAINAGE STRUCTURE	TRAFFIC SIGNAL MANHOLE	
	OPEN COVER DRAINAGE STRUCTURE	OVERHEAD ELECTRIC WIRES	-OHW-
	CURB INLET/CATCH BASIN	TRANSFORMER PAD	
	SANITARY SEWER MANHOLE	TELEPHONE PEDESTAL	
	GAS SERVICE SHUTOFF VALVE	TELEPHONE MANHOLE	
C.O.	CLEANOUT	CABLE TELEVISION PEDESTAL	
	WATER SHUTOFF VALVE WITH 8" CASING	COMMONWEALTH EDISON MANHOLE	
	ELECTRIC SERVICE VAULT	B/BOX	
	BOLLARDS	LIGHT POLE	
	FLAG POLE	SIGN	
	TREE	BOLLARD POLE	
	STORM SEWER	GAS MARKER	
	SANITARY SEWER	ELECTRIC MARKER	
E	UNDERGROUND ELECTRIC	TELEPHONE MARKER	
T	UNDERGROUND TELEPHONE	WATER MAIN	W
G	GAS MAIN	GAS MAIN	G
W	WATER MAIN	ELECTRIC LINE	E
T/W = TOP OF WALL		TELEPHONE LINE	T
735.2 = GROUND ELEVATION		CABLE TV LINE	C
735.26 = PAVEMENT ELEVATION		SANITARY SEWER	SAN
FIN/FL = FINISHED FLOOR ELEVATION		STORM SEWER	STM
T/FDN = TOP OF FOUNDATION ELEVATION		WOOD FENCE	
		CHAIN LINK FENCE	
		METAL GUARDRAIL	
		CONCRETE SURFACE	
		CONTOUR LINE	XXX
		FINISHED FLOOR ELEVATION	FF
		PAVEMENT ELEVATION	P
		GROUND ELEVATION	G
		TOP OF WALK ELEVATION	TW
		TOP OF RETAINING WALL ELEVATION	TRW
		FLOW LINE ELEVATION	FL
		TOP OF CURB ELEVATION	TC
		MATCH EXISTING	ME
		RIM ELEVATION	R
		DOWNSPOUT LOCATION	D.S.
		PERVIOUS AREA SLOPE DIRECTION	
		PAVEMENT SLOPE DIRECTION	
		OVERLAND OVERFLOW DIRECTION	
		INLET PROTECTION	
		INLET BASKET FILTER	

BENCHMARK

REFERENCE BENCHMARK: NGS PID DN4689
THE STATION IS LOCATED ABOUT 7.2 MILES (11.6 KILOMETERS) NORTH OF MOKENA, 4.9 MILES (7.9 KILOMETERS) WEST–SOUTHWEST OF PALOS PARK AND 4.2 MILES (6.8 KILOMETERS) SOUTH–SOUTHEAST OF SAG BRIDGE. THE STATION IS IN THE NORTHEAST QUADRANT OF WILL/COOK ROAD AND WEST 143RD STREET. IT IS 45 FEET (13.7 METERS) EAST OF WILL/COOK ROAD, 51 FEET (15.5 METERS) NORTH OF WEST 143RD STREET, 1 FOOT (0.3 METERS) EAST OF BACK OF SIDEWALK AND 1 FOOT (0.3 METERS) SOUTHWEST OF AN ORANGE CARSONITE MARKER. NOTE–ACCESS TO THE DATUM POINT IS THROUGH A 6–INCH (15 CENTIMETERS) LOGO CAP AND THE ROD (DATUM POINT) IS SURROUNDED BY A FLOATING BRONZE DISK TO AID IN IDENTIFICATION.

ELEVATION = 706.18 (NAVD 88 DATUM)

SITE BENCHMARK:
SQUARE CUT ON THE EAST SIDE OF TRAFFIC LIGHT LOCATED AT NORTHWESTERLY CORNER OF BELL ROAD AND GLENGARY DRIVE.

ELEVATION = 705.83 (NAVD 88 DATUM)

Know what's **Below.**
Call before you dig.

811

JEFFREY C. MILLER
062-045858
LICENSED PROFESSIONAL ENGINEER OF ILLINOIS

STATE OF ILLINOIS)
SS
COUNTY OF KANE)

I, JEFFREY C. MILLER, A LICENSED PROFESSIONAL ENGINEER OF ILLINOIS, HEREBY CERTIFY THAT THESE CIVIL ENGINEERING PLANS, NOT THE SUPPORTING DOCUMENTS, AS LISTED IN THE INDEX, HAVE BEEN PREPARED BY WATERMARK ENGINEERING RESOURCES, LTD. UNDER MY PERSONAL DIRECTION. THESE PLANS ARE INTENDED TO BE USED AS AN INTEGRAL PART OF THE PROJECT SPECIFICATIONS AND CONTRACT DOCUMENTS.

TO THE BEST OF MY KNOWLEDGE AND BELIEF, THE DRAINAGE OF THE SURFACE WATERS WILL NOT BE CHANGED BY CONSTRUCTION OF THIS DEVELOPMENT, OR ON THIS SITE, OR ANY PART THEREOF, OR THAT IF SUCH SURFACE WATER DRAINAGE WILL BE CHANGED, REASONABLE PROVISIONS HAVE BEEN MADE FOR THE COLLECTION AND DIVERSION OF SUCH SURFACE WATERS INTO PUBLIC AREAS OR DRAINS WHICH THE PROPERTY OWNER HAS A RIGHT TO USE, AND THAT SUCH SURFACE WATERS WILL BE PLANNED FOR IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES SO AS TO REDUCE THE LIKELIHOOD OF DAMAGE TO THE ADJOINING PROPERTY BECAUSE OF CONSTRUCTION OF THE DEVELOPMENT, OR THIS SITE.

DATE: 11/22/2024

ILLINOIS LICENSED PROFESSIONAL ENGINEER NO. 62-045858.
MY LICENSE EXPIRES ON 11-30-2025.

UNLESS THIS DOCUMENT BEARS ORIGINAL SIGNATURE AND EMBOSSED SEAL OF THE DESIGN ENGINEER, IT IS NOT A VALID DOCUMENT.

ILLINOIS PROFESSIONAL DESIGN FIRM LICENSE NO. 184.002989

COVER SHEET

NO.	DESCRIPTION	DATE
1	PER VILLAGE COMMENTS DATED 2/13/2024	2/27/2024
2	PER ILAWC COMMENTS DATED 11/8/2024	11/22/2024

Prepared For:

NSS GROUP, INC.
8060 Lawndale
Skokie, IL 60077

HOMER GLEN DEVELOPMENT
NWC of Bell Road and Glengary Drive - Lot 5
Homer Glen, Illinois

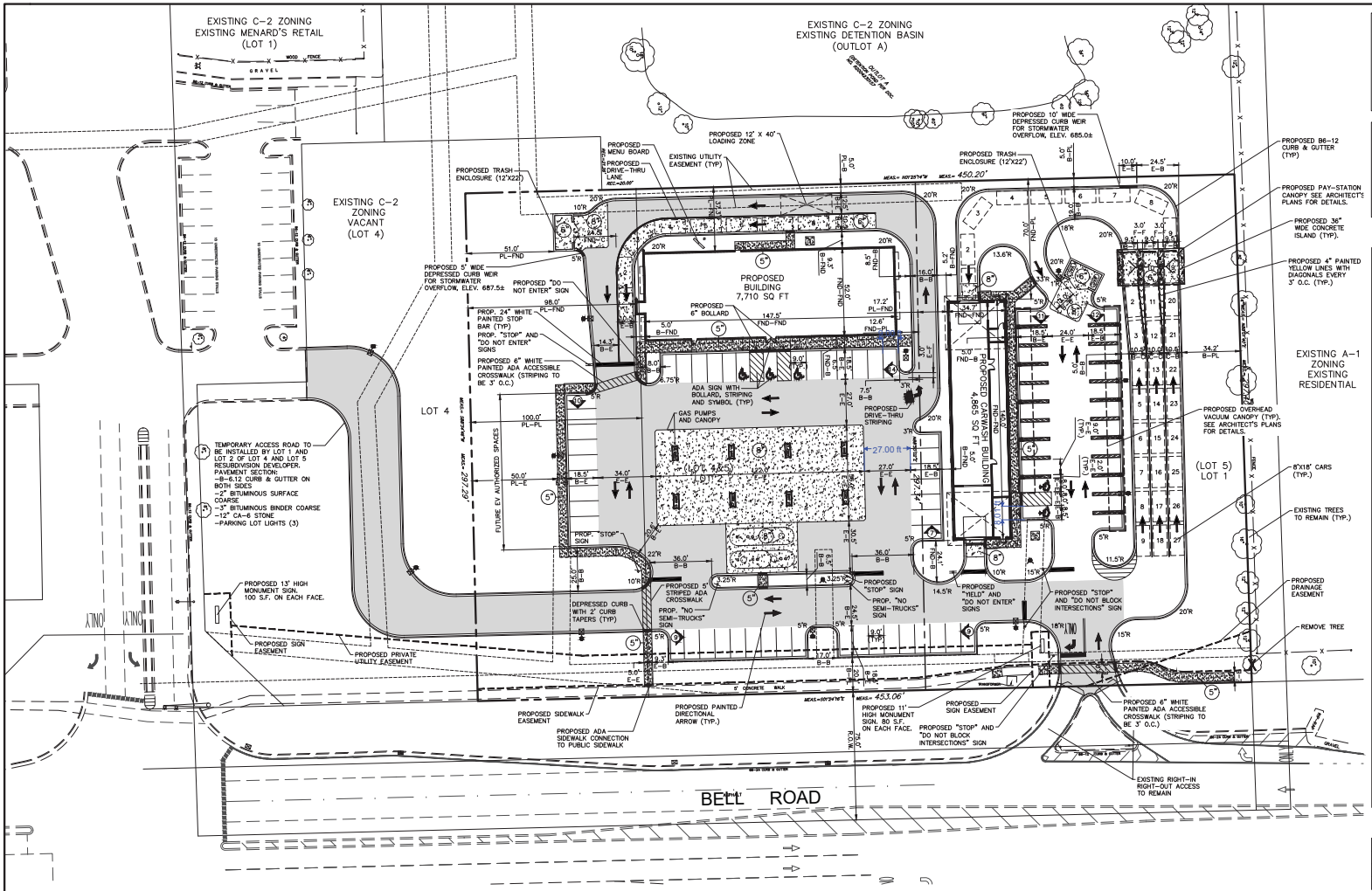
Prepared By:

WatSrmark Engineering RESOURCES
watermark-engineering.com | 2631 Ginger Woods Pkwy | Aurora, IL 60502 | (630) 375-1800

CHECKED BY: J. MILLER
DESIGN BY: R. NELSON
DRAWN BY: JOSH MILLER
DATE: JANUARY 10, 2024
SCALE: NONE
PROJECT NO: 21-074

C-1

COVER SHEET



GENERAL NOTES:
1. THESE PLANS ARE BASED ON THE ALTA/NSPS LAND TITLE SURVEY (SURVEY PROJECT #22-22484 DATED 09/11/2023) PREPARED BY: GENTILE AND ASSOCIATES, INC. 550 E. ST. CHARLES PLACE, LOMBARD, ILLINOIS 60148 (630) 916-6262
2. PRIOR TO CONSTRUCTION, CONTRACTOR TO CONTACT THE DESIGN ENGINEER AND ARCHITECT TO VERIFY THAT THEY ARE WORKING FROM THE MOST CURRENT SET OF PLANS AND SPECIFICATIONS.

GEOMETRIC PLAN NOTES:
1. PROPOSED IMPROVEMENTS ARE PARALLEL AND PERPENDICULAR TO THE EASTERN PROPERTY LINE.
2. ALL RADIUS DIMENSIONS ARE TO BACK OF CURB.
3. SEE ARCHITECTURAL PLANS FOR EXACT BUILDING DIMENSIONS.
4. ALL STRIPING TO BE DOUBLE COATED 4" YELLOW PAINT UNLESS OTHERWISE NOTED.
5. WHERE PEDESTRIANS HAVE TO CROSS A TAPERING RAMP OR CURB RAMP THE FACE AND TOP OF CURB ARE TO BE PAINTED USING YELLOW, SLIP RESISTANT PAINT.

PAVEMENT LEGEND

SIDEWALK	5" P.C.C. (SIX BAG MIX) 4" BASE COURSE, CRUSHED STONE OR LIMESTONE (CA-6) COMPACTED SUB-BASE
STANDARD DUTY	1 1/2" HOT-MIX ASPHALT SURFACE COURSE, MIX "C" IL-9.5, N50; PG 64-22 2 1/2" HOT-MIX ASPHALT BINDER COURSE, IL-19, N50; PG 64-22 8" BASE COURSE, CRUSHED STONE OR LIMESTONE (CA-6) COMPACTED SUB-BASE
HEAVY DUTY	1 1/2" HMA SURFACE, TYPE A, 9.5 mm 3" HMA INTERMEDIATE, TYPE A, 9.5 mm 10" AGGREGATE BASE COURSE CRUSHED STONE OR LIMESTONE (N70 OR N50) COMPACTED SUB-BASE 4 OZ WOVEN FABRIC (CLAY SUB-BASE) OR 8 OZ NON-WOVEN FABRIC (SANDY/GRANULAR SUB-BASE)
CONCRETE	6" P.C. CONCRETE WITH 6"x6" NO. 10 WELDED WIRE MESH TO BE FLAT STOCK ONLY 4" BASE COURSE, CRUSHED STONE OR LIMESTONE (CA-6) COMPACTED SUB-BASE
CONCRETE DRIVEWAY AND TRASH APRONS	8" P.C. CONCRETE WITH 6"x6" NO. 10 WELDED WIRE MESH TO BE FLAT STOCK ONLY 4" BASE COURSE, CRUSHED STONE OR LIMESTONE (CA-6) COMPACTED SUB-BASE

NOTES:
1. REFERENCE I.D.O.T. STANDARD SPECIFICATIONS (LATEST EDITION) SECTION 406 FOR BINDER & SURFACE COURSES AND SECTION 351 FOR AGGREGATE BASE COURSE.
2. THE APPLICATION RATES FOR THE PRIME COAT AND TACK COAT ARE TO BE 0.30 AND 0.10 GALLONS PER SQUARE YARD, RESPECTIVELY.
3. SEE PROJECT SPECIFICATIONS FOR SUB-BASE AND BASE COURSE COMPACTION.
4. ALL CONCRETE FLATWORK TO INCLUDE A JOINTING PATTERN SUBMITTAL TO THE CONSTRUCTION MANAGER. CONTRACTOR TO STAY AS CLOSE TO 9'x9' SQUARE PANELS IN LARGE CONCRETE FLATWORK AREAS AS POSSIBLE.
5. FOR SIDEWALKS, PROVIDE TOOLED JOINTS AT 5' O.C., CONTRACTION JOINTS AT 15' O.C., EXPANSION JOINTS AT 45' O.C.
6. PROVIDE AN EXPANSION JOINT ADJACENT TO ALL STRUCTURES. THESE JOINTS SHOULD BE SEALED WITH A TOOL-FINISHED SILICONE SEALANT PER I.D.O.T. STANDARD.

DIMENSION LEGEND

F	= FACE	FNC	= FENCE
FND	= FOUNDATION	R	= RADIUS
B	= BACK	C	= CENTER
E	= EDGE	PL	= PROPERTY LINE

SITE DATA

TOTAL PROPERTY AREA = 134,282 S.F. (3.08 AC.)

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1 STORY, 22'-1" TALL BUILDING

F.A.R. = 0.10

30 0 15 30 60 120

GEOMETRIC PLAN

C-2

NO.	REVISIONS	DATE
1	NONE	2/27/2024
2	NONE	1/12/2024

Prepared For:

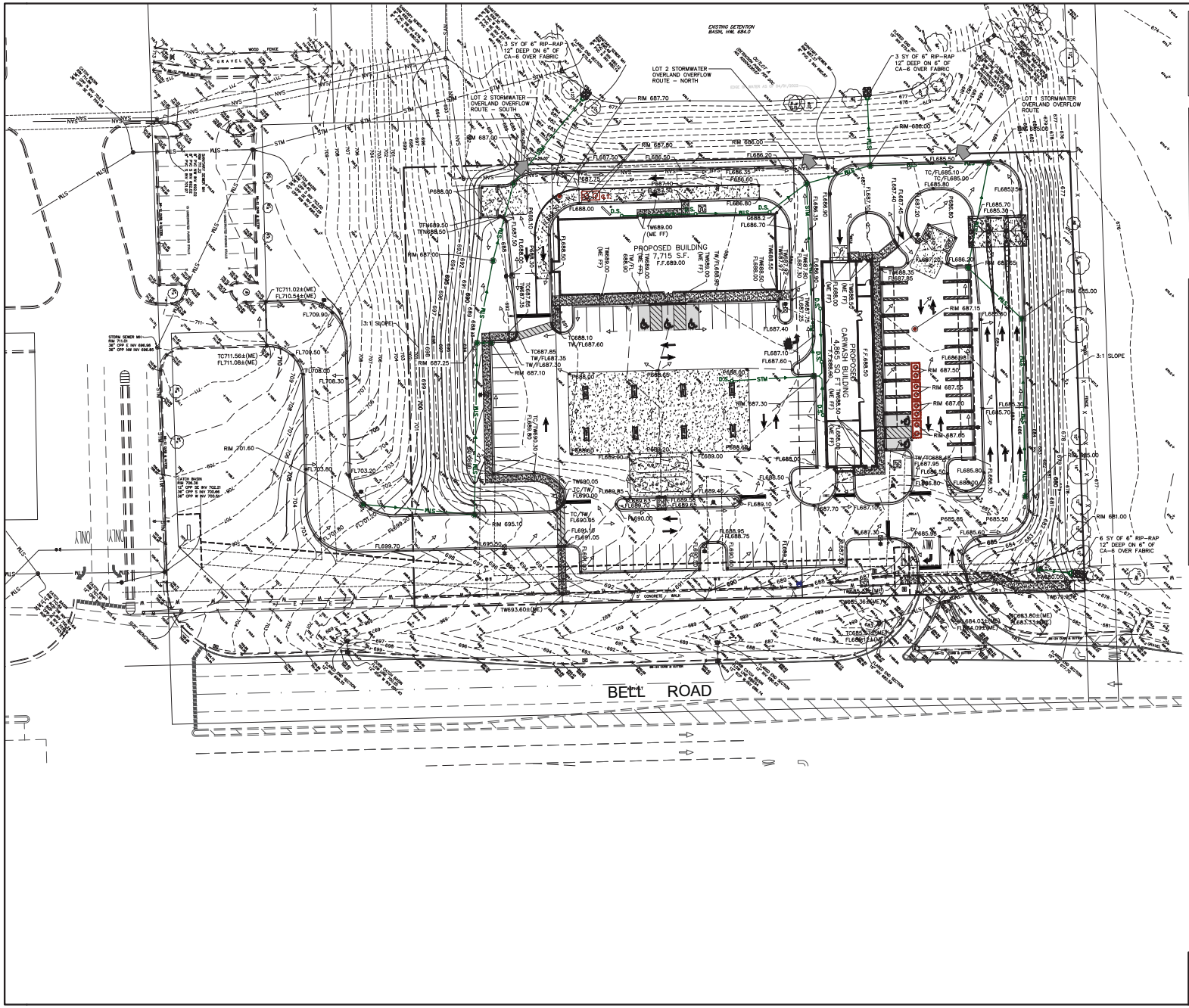
NSS GROUP, INC.
8060 Lawndale
Skokie, IL 60077

HOMER GLEN DEVELOPMENT
NWC of Bell Road and Glengary Drive - Lot 5
Homer Glen, Illinois

Prepared By:

WatErmark Engineering RESOURCES
watermark-engineering.com | 2631 Ginger Woods Pkwy | Aurora, IL 60502 | (630) 375-1800

CHECKED BY: J. MILLER
DESIGN BY: R. NELSON
DRAWN BY: JOSH MILLER
DATE: JANUARY 10, 2024
SCALE: 1" = 30'
PROJECT NO.: 21-074



GENERAL NOTES:

1. THESE PLANS ARE BASED ON THE ALTA/NSPS LAND TITLE SURVEY (SURVEY PROJECT #22-22484 DATED 09/11/2023) PREPARED BY: GENTILE AND ASSOCIATES, INC. 550 E. ST. CHARLES PLACE, LOMBARD, ILLINOIS 60148 (630) 916-6262
2. PRIOR TO CONSTRUCTION, CONTRACTOR TO CONTACT THE DESIGN ENGINEER AND ARCHITECT TO VERIFY THAT THEY ARE WORKING FROM THE MOST CURRENT SET OF PLANS AND SPECIFICATIONS.

REFERENCE BENCHMARK: NGS PID DN4689
THE STATION IS LOCATED ABOUT 7.2 MILES (11.6 KILOMETERS) NORTH OF MOKENA, 4.9 MILES (7.9 KILOMETERS) WEST-SOUTHWEST OF PALOS PARK AND 4.2 MILES (6.8 KILOMETERS) SOUTH-SOUTHEAST OF SAG BRIDGE. THE STATION IS IN THE NORTHEAST QUADRANT OF WILL/COOK ROAD AND WEST 143RD STREET. IT IS 45 FEET (13.7 METERS) EAST OF WILL/COOK ROAD, 51 FEET (15.5 METERS) NORTH OF WEST 143RD STREET, 1 FOOT (0.3 METERS) EAST OF BACK OF SIDEWALK AND 1 FOOT (0.3 METERS) SOUTHWEST OF AN ORANGE CARSONITE MARKER. NOTE-ACCESS TO THE DATUM POINT IS THROUGH A 6-INCH (15 CENTIMETERS) LOGO CAP AND THE ROD (DATUM POINT) IS SURROUNDED BY A FLOATING BRONZE DISK TO AID IN IDENTIFICATION.

ELEVATION = 706.18 (NAVD 88 DATUM)

SITE BENCHMARK:
SQUARE CUT ON THE EAST SIDE OF TRAFFIC LIGHT LOCATED AT NORTHWESTERLY CORNER OF BELL ROAD AND GLENGARY DRIVE.

ELEVATION = 705.83 (NAVD 88 DATUM)

GRADING PLAN NOTES:

1. UNLESS OTHERWISE SPECIFIED, TOP OF CURB (TC) AND/OR TOP OF WALK ELEVATIONS ARE 0.5' HIGHER THAN THE ADJACENT FLOW LINE (FL) OR PAVEMENT (P) ELEVATIONS.
2. IN ALL LOCATIONS WHERE ELEVATIONS ARE SHOWN AS ±, THE ELEVATION HAS BEEN DETERMINED BASED ON INTERPOLATED GRADES FROM THE SURVEY. CONTRACTOR IS TO VERIFY THESE GRADES PRIOR TO CONSTRUCTION OF ANY IMPROVEMENTS WITHIN THE PROXIMITY OF THESE INTERPOLATED GRADES AND REPORT THEM TO THE DESIGN ENGINEER FOR VERIFICATION OF PROPOSED SLOPES PRIOR TO INSTALLATION OF PROPOSED IMPROVEMENTS. DESIGN ENGINEER IS NOT RESPONSIBLE FOR SLOPES OF PROPOSED IMPROVEMENTS BASED ON THESE ± GRADES WITHOUT CONFIRMATION OF EXISTING ELEVATIONS AT TIME OF CONSTRUCTION.
3. PAVING, SIDEWALK, AND CURBING IS NOT TO BE INSTALLED IN SUCH A WAY THAT IT WILL BLOCK THE FLOW OF WATER AWAY FROM THE BUILDING INCLUDING BUT NOT LIMITED TO WEEP HOLES, WICKS, DRAINAGE SCUPPERS OR PIPES, AND LANDSCAPING.
4. ALL RETAINING AND/OR DECORATIVE LANDSCAPE WALLS OR CURBS SHOWN ON THIS PLAN, INCLUDING DETAILS AND SECTIONS, ARE TO ILLUSTRATE GENERAL LOCATION, LENGTH, AND HEIGHT. STRUCTURAL DESIGN, INCLUDING PROPER DRAINAGE, TIE-BACKS, AND SHORING AS WELL AS CONSTRUCTION MEANS ARE NOT ADDRESSED AS PART OF THESE PLANS. A STRUCTURAL ENGINEER SHOULD BE ENGAGED BY THE GENERAL CONTRACTOR AS THEY DEEM NECESSARY. WATERMARK ENGINEERING RESOURCES ASSUMES NO LIABILITY FOR THE DESIGN OR CONSTRUCTION OF ANY STRUCTURAL ELEMENT.
5. ANY FIELD TILES ENCOUNTERED DURING CONSTRUCTION SHALL BE DIVERTED AROUND THE CONSTRUCTION AREA AND RECONNECTED. THE FIELD TILE(S) SHALL NOT BE ABANDONED, PLUGGED OR CONNECTED TO THE STORM SEWER SYSTEM.

30 0 15 30 60 120

GRADING PLAN

C-3

NO.	REVISIONS	DATE
1	NONE	2/27/2024
2	NONE	1/12/2024

Prepared For:

NSS GROUP, INC.
8060 Lawndale
Skokie, IL 60077

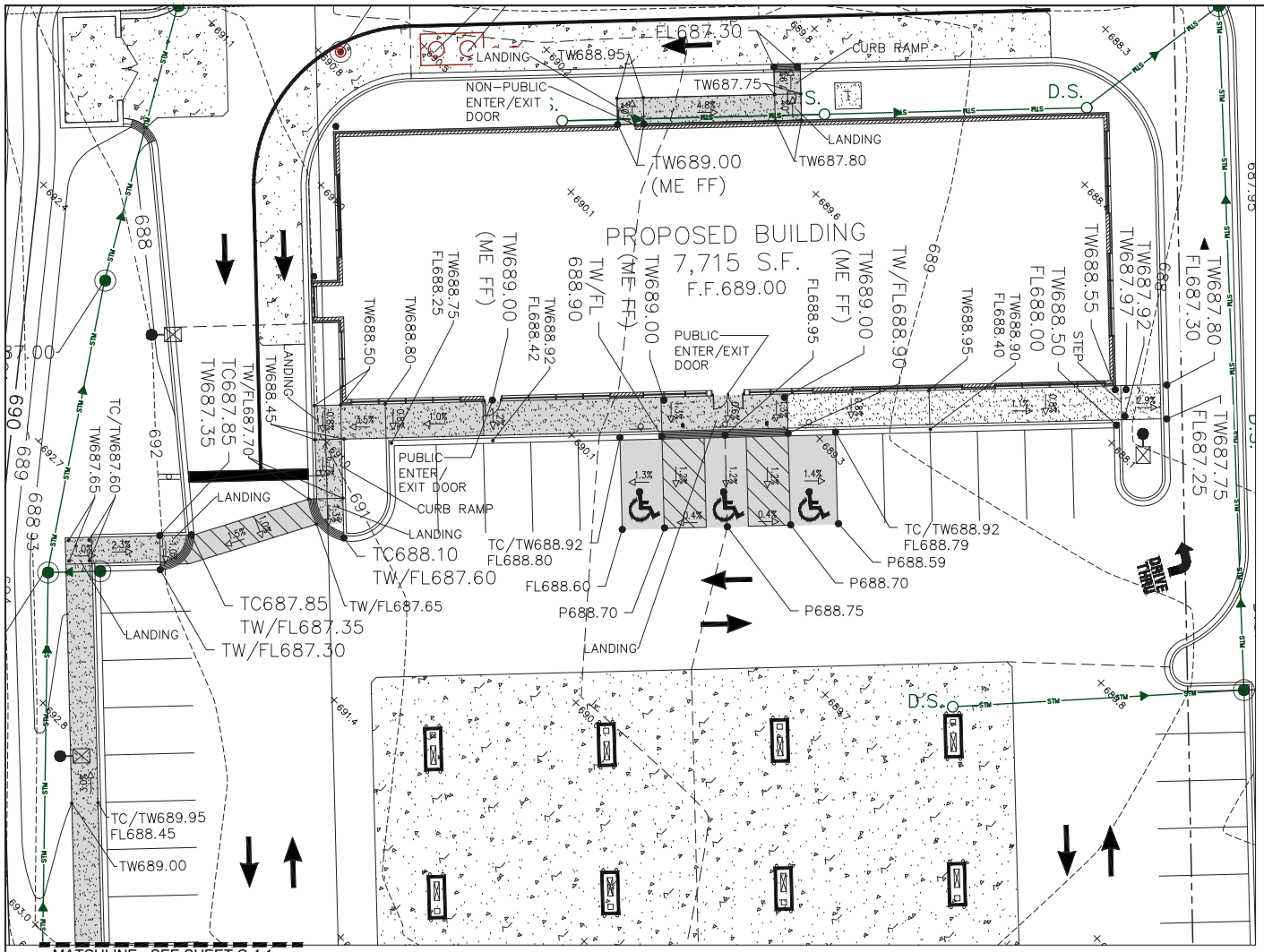
HOMER GLEN DEVELOPMENT
NWC of Bell Road and Glengary Drive - Lot 5
Homer Glen, Illinois

Prepared By:

WatErmark Engineering RESOURCES
watermark-engineering.com | 2631 Ginger Woods Pkwy | Aurora, IL 60502 | (630) 375-1800

CHECKED BY: J. MILLER
DESIGN BY: R. NELSON
DRAWN BY: JOSH MILLER
DATE: JANUARY 10, 2024
SCALE: 1" = 30'
PROJECT NO.: 21-074

GRADING PLAN



MATCHLINE - SEE SHEET C-4.1

LOT 2 - GAS STATION
ACCESSIBLE ROUTE GRADES - PLAN VIEW

GENERAL NOTES:
1. THESE PLANS ARE BASED ON THE ALTA/NSPS LAND TITLE SURVEY (SURVEY PROJECT #22-22484 DATED 09/11/2023) PREPARED BY: GENTILE AND ASSOCIATES, INC. 550 E. ST. CHARLES PLACE, LOMBARD, ILLINOIS 60148 (630) 916-6262
2. PRIOR TO CONSTRUCTION, CONTRACTOR TO CONTACT THE DESIGN ENGINEER AND ARCHITECT TO VERIFY THAT THEY ARE WORKING FROM THE MOST CURRENT SET OF PLANS AND SPECIFICATIONS.

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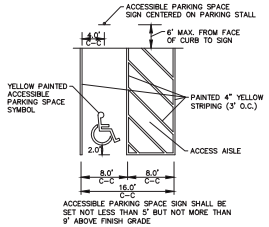
ELEVATION = 706.18 (NAVD 88 DATUM)

SITE BENCHMARK:
SQUARE CUT ON THE EAST SIDE OF TRAFFIC LIGHT LOCATED AT NORTHWESTERLY CORNER OF BELL ROAD AND GLENGARY DRIVE.

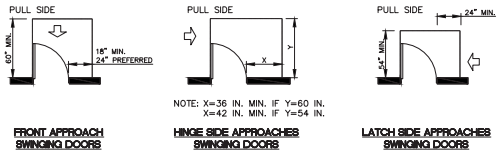
ELEVATION = 705.83 (NAVD 88 DATUM)

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= A.D.A. ACCESSIBLE ROUTE

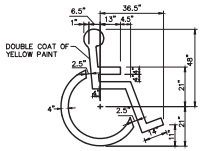


ACCESSIBLE PARKING SPACE DETAIL



FRONT APPROACH SWINGING DOORS | HINGE SIDE APPROACHES SWINGING DOORS | LATCH SIDE APPROACHES SWINGING DOORS

TYPICAL ACCESSIBLE LANDING AREA DETAIL



ACCESSIBLE PARKING SPACE SYMBOL

1. SYMBOL IS CENTERED ON WIDTH OF PARKING STALL AND 2' FROM THE END OF THE STALL.

10 0 5 10 20 40

ACCESSIBLE ROUTE GRADES & DETAILS #1

NSS GROUP, INC.
8060 Lawndale
Skokie, IL 60077

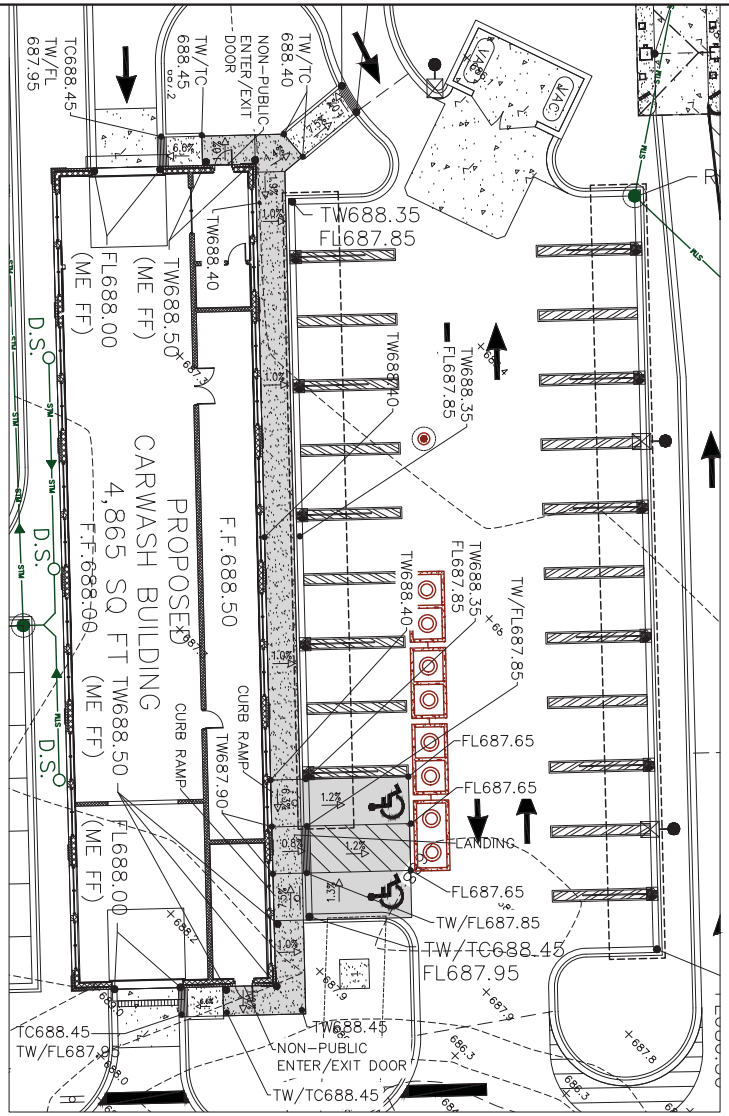
HOMER GLEN DEVELOPMENT
NWC of Bell Road and Glengary Drive - Lot 5
Homer Glen, Illinois

Prepared By:
WaterMark Engineering Resources
2831 Ginger Woods Pkwy | Aurora, IL 60502 | (630) 375-1800
watermark-engineering.com

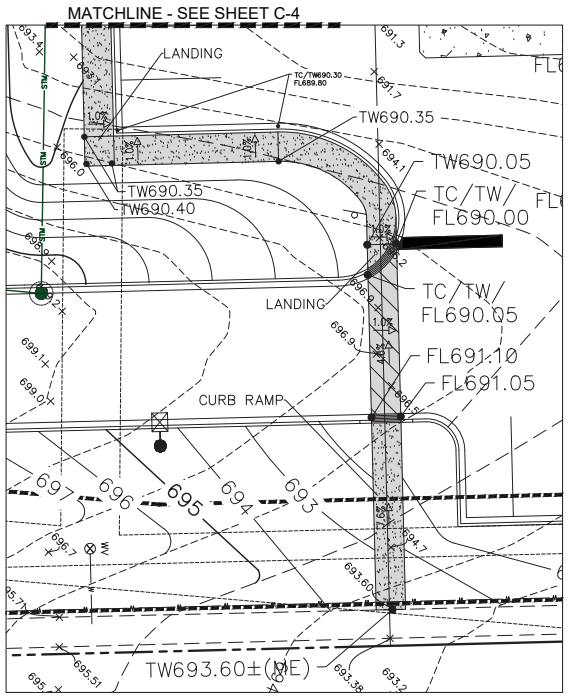
CHECKED BY: J. MILLER
DESIGN BY: R. NELSON
DRAWN BY: JOSH MILLER
DATE: JANUARY 10, 2024
SCALE: 1" = 10'
PROJECT NO.: 21-074

C-4

ACCESSIBLE ROUTE GRADES & DETAILS #1



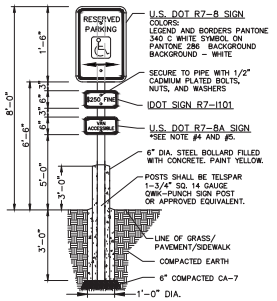
LOT 1 - CAR WASH
ACCESSIBLE ROUTE GRADES - PLAN VIEW



LOT 2 - GAS STATION
ACCESSIBLE ROUTE GRADES - PLAN VIEW

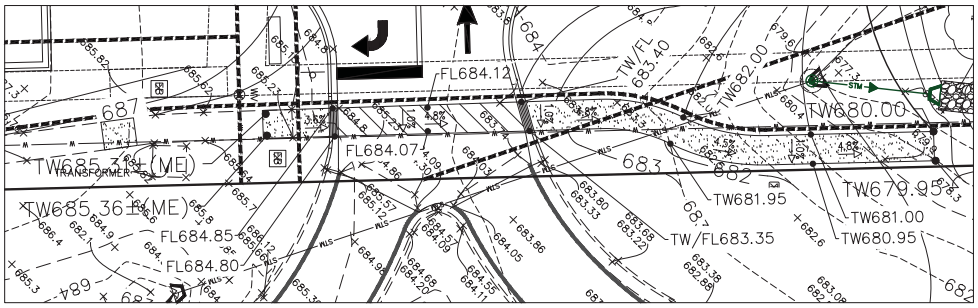
GENERAL NOTES:
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= A.D.A. ACCESSIBLE ROUTE



1. WHERE A FINE IN EXCESS OF $250 IS ESTABLISHED BY A MUNICIPALITY BY ORDINANCE IN ACCORDANCE WITH THE STATUTES, THE ACTUAL AMOUNT OF THE FINE SHOULD BE SHOWN.
2. THIS PLATE MAY BE MOUNTED DIRECTLY BELOW THE R7-8 SIGN OR COMBINED WITH THAT SIGN ON A SINGLE 12 INCH BY 24 INCH PANEL.
3. ON THE RESERVED PARKING SIGN, THE ARROW SHOULD BE OMITTED WHERE THERE IS ONLY ONE SPACE. THE ARROW MAY ALSO BE MADE TO POINT IN ONLY ONE DIRECTION. THE ARROW MAY ALSO BE REPLACED BY "TIME" SUCH AS 9 AM-5 PM WHERE A PART TIME RESTRICTION EXISTS.
4. ONE IN EVERY SIX ACCESSIBLE SPACES, BUT NOT LESS THAN ONE, SHALL BE SERVED BY AN ACCESS AISLE 8 FEET WIDE MINIMUM AND SHALL BE DESIGNATED "VAN ACCESSIBLE".
5. THE LOWEST BOTTOM EDGE OF THE LOWEST REQUIRED SIGN SHALL BE MOUNTED AT 60" ABOVE FINISHED GRADE.
6. COLORS FOR BOTH IDOT SIGN R7-1101 AND USDOT R7-8A, LEGEND AND BORDERS-GREEN NON-REFLECTORIZED (PANTONE 340C) BACKGROUND-WHITE REFLECTORIZED

ACCESSIBLE PARKING SPACE BOLLARD SIGN DETAIL



LOT 1 - PUBLIC SIDEWALK AT BELL ROAD ENTRANCE
ACCESSIBLE ROUTE GRADES - PLAN VIEW

10 0 5 10 20 40

ACCESSIBLE ROUTE GRADES & DETAILS #2

C-4.1

NO.	DATE
1	2/27/2024
2	11/22/2024

REVISIONS
NONE
NONE

Prepared For:

NSS GROUP, INC.
8060 Lawndale
Skokie, IL 60077

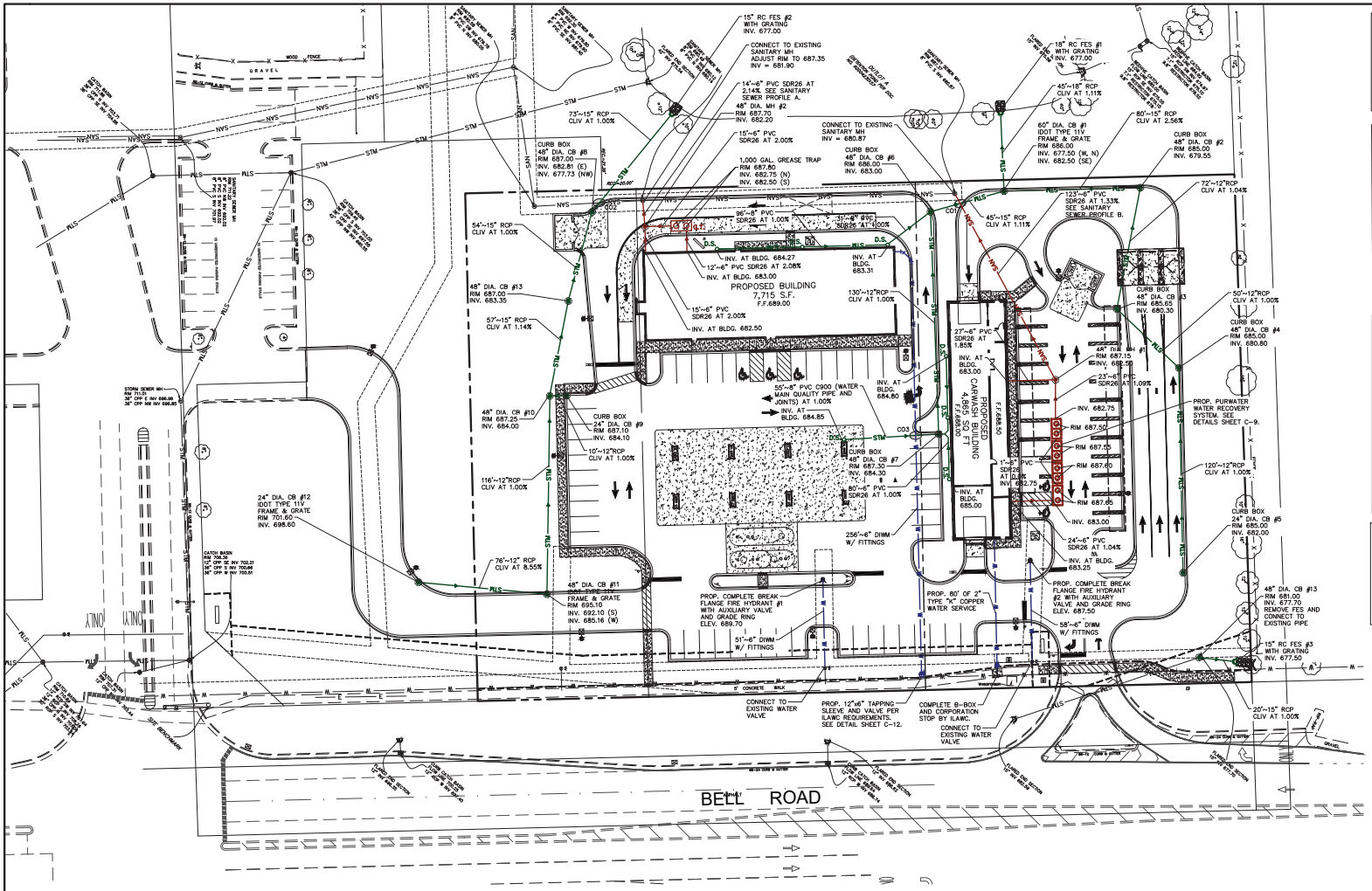
HOMER GLEN DEVELOPMENT
NWC of Bell Road and Glengary Drive - Lot 5
Homer Glen, Illinois

Prepared By:

WatermarkEngineering RESOURCES
watermark-engineering.com | 2631 Ginger Woods Pkwy | Aurora, IL 60502 | (630) 375-1800

CHECKED BY: J. MILLER
DESIGN BY: R. NELSON
DRAWN BY: JOSH MILLER
DATE: JANUARY 10, 2024
SCALE: 1" = 10'
PROJECT NO.: 21-074

ACCESSIBLE ROUTE GRADES & DETAILS #2



GENERAL NOTES:

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ELEVATION = 706.18 (NAVD 88 DATUM)

SITE BENCHMARK:
SQUARE CUT ON THE EAST SIDE OF TRAFFIC LIGHT LOCATED AT NORTHWESTERLY CORNER OF BELL ROAD AND GLENGARY DRIVE.

ELEVATION = 705.83 (NAVD 88 DATUM)

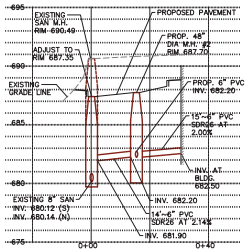
UTILITY PLAN NOTES:

1. PRIOR TO CONSTRUCTION OF ANY UTILITIES, CONTRACTOR IS TO VERIFY THAT THE PROPOSED UTILITIES SHOWN ON THIS PLAN THAT ENTER THE PROPOSED BUILDING(S) CORRESPOND WITH THE UTILITIES ON THE PLUMBING PLANS AS THEY EXIT THE BUILDING(S). CONTRACTOR TO REPORT IN WRITING ANY DISCREPANCIES IN SIZE, LOCATION, OR INVERT ELEVATION TO THE DESIGN ENGINEER IMMEDIATELY FOR RESOLUTION OF THE CONFLICT IN WRITING.
2. GENERAL CONTRACTOR TO COORDINATE THE INSTALLATION AND PERMITTING OF THE PUBLIC UTILITIES, SUCH AS GAS, ELECTRIC, TELEPHONE, CABLE AND FIBER OPTICS, WITH THE PUBLIC UTILITY COMPANIES AND ARCHITECT PRIOR TO CONSTRUCTION. THE INSTALLATION OF THE PUBLIC UTILITIES AND NECESSARY SLEEVING TO BE INCLUDED AS PART OF GENERAL CONTRACTOR'S SCOPE OF WORK FOR THIS PROJECT.
3. ANY FIELD TILES ENCOUNTERED DURING CONSTRUCTION SHALL BE DIVERTED AROUND THE CONSTRUCTION AREA AND RECONNECTED. THE FIELD TILE(S) SHALL NOT BE ABANDONED, PLUGGED OR CONNECTED TO THE STORM SEWER SYSTEM.

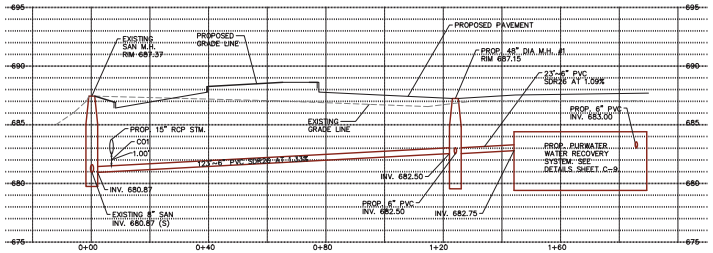
UTILITY CROSSINGS

C01	BOTTOM OF 15" STM TOP OF 6" SAN	682.63 681.63	> 1.00' CLEARANCE
C02	BOTTOM OF 8" SAN TOP OF 15" STM	679.92 679.08	> 0.84' CLEARANCE
C03	BOTTOM OF 6" STM TOP OF 6" WATERLINE	684.27 682.10	> 2.17' CLEARANCE

SANITARY SEWER PROFILE A
LOT 2 - GAS STATION
SCALE: 1"=20' HORIZ. / 1"= 5' VERT.



SANITARY SEWER PROFILE B
LOT 1 - CAR WASH
SCALE: 1"=20' HORIZ. / 1"= 5' VERT.



30 0 15 30 60 120

UTILITY PLAN

C-5

CHECKED BY:	J. MILLER
DESIGN BY:	R. NELSON
DRAWN BY:	JOSH MILLER
DATE:	JANUARY 10, 2024
SCALE:	1" = 30'
PROJECT NO:	21-074

NO.	REVISIONS	DATE
1	NONE	2/27/2024
2	PER ILAWC COMMENTS DATED 1/19/2024	1/22/2024

Prepared For:

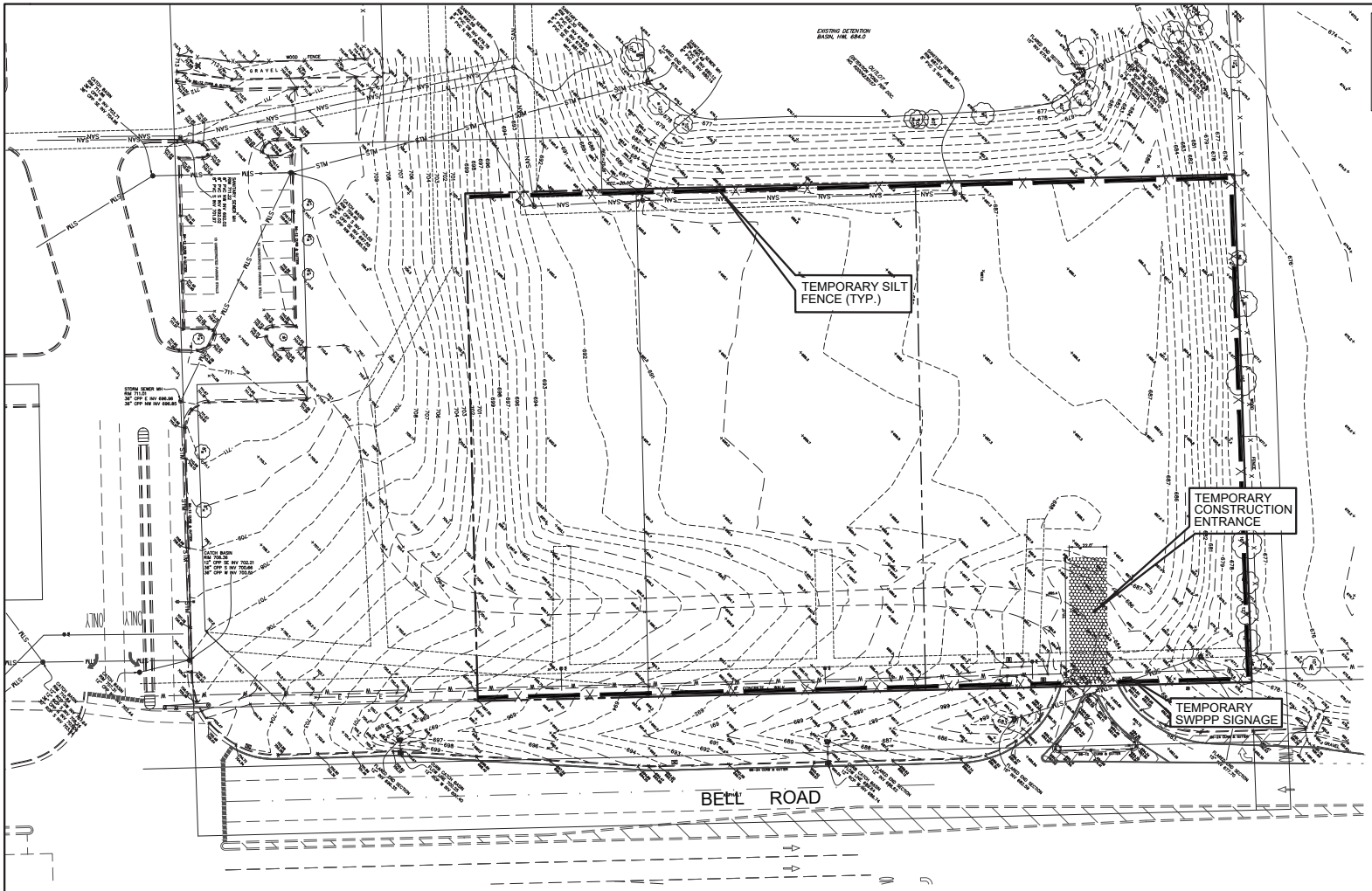
NSS GROUP, INC.
8060 Lawndale
Skokie, IL 60077

HOMER GLEN DEVELOPMENT
NWC of Bell Road and Glengary Drive - Lot 5
Homer Glen, Illinois

Prepared By:

WatSermark Engineering Resources
watsermark-engineering.com | 2631 Ginger Woods Pkwy | Aurora, IL 60502 | (630) 375-1800

UTILITY PLAN



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SEE EROSION CONTROL NOTES AND DETAILS ON SHEET C-8

LEGEND
- SILT FENCE
- INLET FILTER BASKET
- INLET PROTECTION

30 0 15 30 60 120

PHASE I SOIL EROSION CONTROL PLAN

NO.	REVISION	DATE
1	PER VILLAGE COMMENTS DATED 2/23/2024	2/27/2024
2	NONE	4/12/2024

Prepared For:

NSS GROUP, INC.
8060 Lawndale
Skokie, IL 60077

HOMER GLEN DEVELOPMENT
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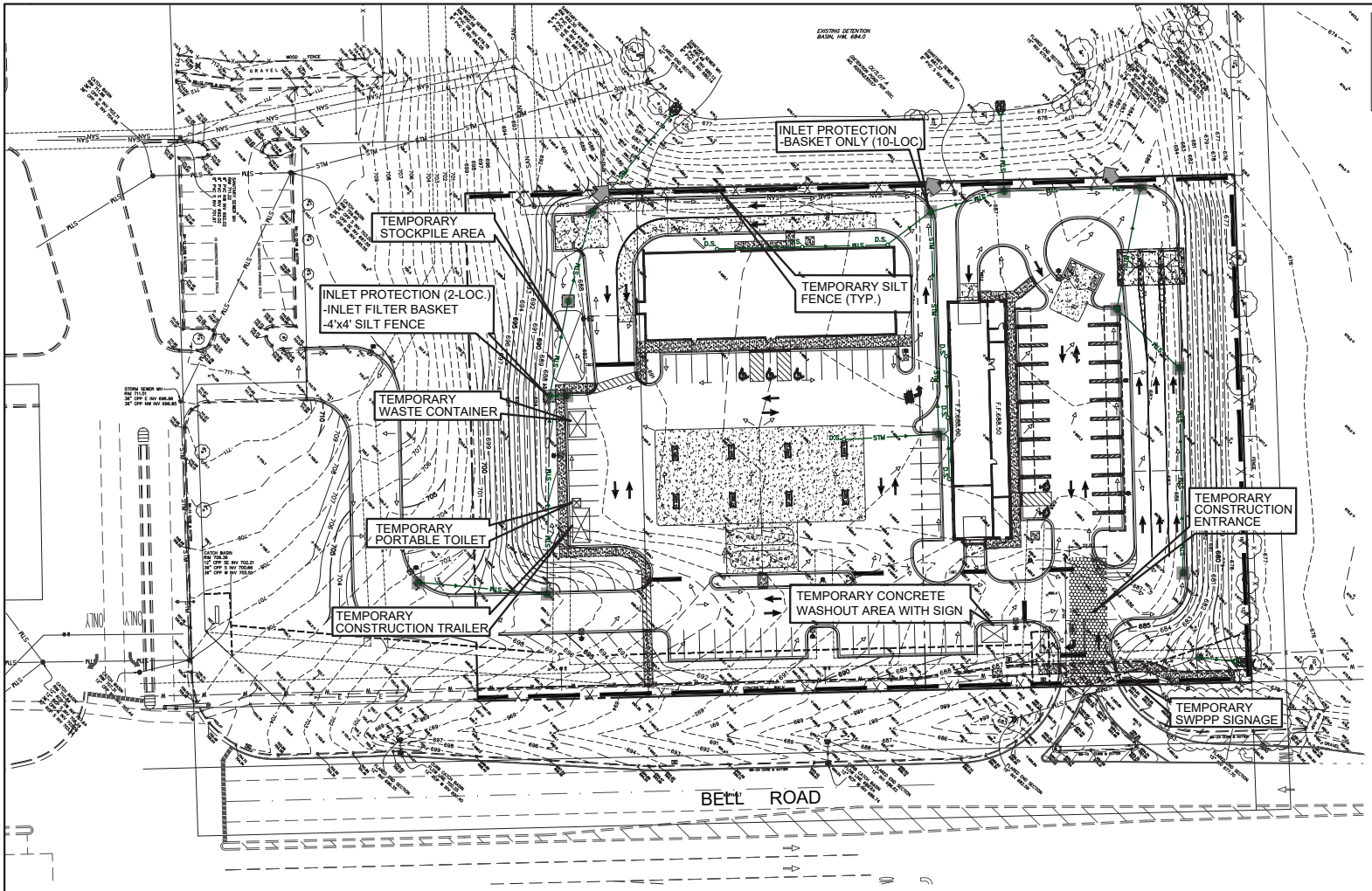
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CHECKED BY: J. MILLER
DESIGN BY: R. NELSON
DRAWN BY: JOSH MILLER
DATE: JANUARY 10, 2024
SCALE: 1" = 30'
PROJECT NO.: 21-074

C-6

PHASE I SOIL EROSION CONTROL PLAN



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SEE EROSION CONTROL NOTES AND DETAILS ON SHEET C-8

LEGEND

- SILT FENCE
- INLET FILTER BASKET
- INLET PROTECTION

30 0 15 30 60 120

PHASE II SOIL EROSION CONTROL PLAN

NO.	REVISIONS	DATE
1	PER VILLAGE COMMENTS DATED 2/20/2024	2/27/2024
2	NONE	4/12/2024

Prepared For:

NSS GROUP, INC.
8060 Lawndale
Skokie, IL 60077

HOMER GLEN DEVELOPMENT
NWC of Bell Road and Glengary Drive - Lot 5
Homer Glen, Illinois

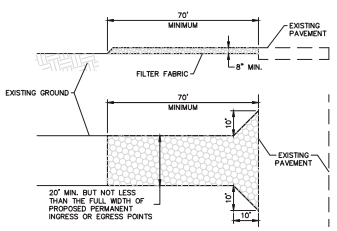
Prepared By:

WaterMark Engineering Resources
watermark-engineering.com | 2631 Ginger Woods Pkwy | Aurora, IL 60502 | (630) 375-1800

CHECKED BY: J. MILLER
DESIGN BY: R. NELSON
DRAWN BY: JOSH MILLER
DATE: JANUARY 10, 2024
SCALE: 1" = 30'
PROJECT NO.: 21-074

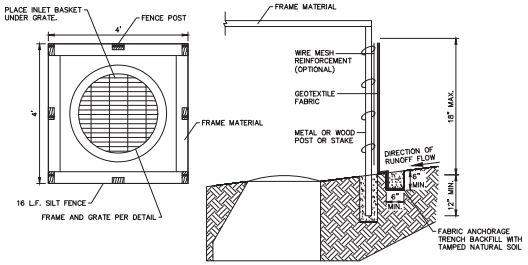
C-7

PHASE II SOIL EROSION CONTROL PLAN



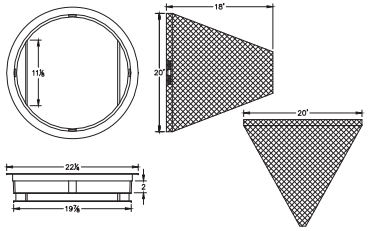
NOTES:
1. STONE SIZE – IDOT COARSE AGGREGATE GRADATIONS: CA–1, CA–2, CA–3 OR CA–4.
2. THICKNESS – NOT LESS THAN EIGHT (8) INCHES.
3. FILTER FABRIC – SHALL BE PLACED OVER THE ENTIRE AREA PRIOR TO PLACING OF STONE. GEOTEXTILE FABRIC SHALL MEET THE REQUIREMENTS OF MATERIAL CLASS I, II OR IV IN THE ILLINOIS URBAN MANUAL.
4. STONE PLACEMENT – THE STONES IN THE ENTRANCE SHALL BE PLACED ACCORDING TO ILLINOIS URBAN MANUAL CONSTRUCTION SPECIFICATION 25 (ROCKFILL). PLACEMENT WILL BE BY METHOD 1 AND COMPACTION WILL BE CLASS III.
5. MAINTENANCE – THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHT–OF–WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS CONDITIONS DEMAND AND REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO PUBLIC RIGHT–OF–WAY MUST BE REMOVED IMMEDIATELY.
6. WASHING – WHEELS SHALL BE CLEANED TO REMOVE SEDIMENT PRIOR TO ENTRANCE ONTO PUBLIC RIGHT–OF–WAY. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH STONE AND WHICH DRAINS INTO AN APPROVED SEDIMENT TRAPPING DEVICE. ALL SEDIMENT SHALL BE PREVENTED FROM ENTERING STORM DRAINS, DITCHS, WATERCOURSES, OR SURFACE WATERS INCLUDING WETLANDS.
7. PERIODIC INSPECTION AND NEEDED MAINTENANCE SHALL BE PROVIDED AFTER EACH RAIN.

STABILIZED CONSTRUCTION ENTRANCE



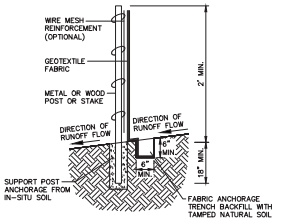
NOTES:
1. FENCE POSTS SHALL BE EITHER STANDARD STEEL POST OR WOOD POST WITH A MINIMUM CROSS–SECTIONAL AREA OF 3.0 SQ. IN.
2. STEEL POSTS SHALL BE STANDARD T AND U SECTIONS WEIGHING NOT LESS THAN 1.33 POUNDS PER LINEAR FOOT OR OTHER STEEL POSTS HAVING EQUIVILENT STRENGTH AND BENDING RESISTANCE.
3. GEOTEXTILE FABRIC SHALL MEET THE REQUIREMENTS OF MATERIAL SPECIFICATION 592 (GEOTEXTILE) TABLE 1 OR 2, CLASS I IN THE ILLINOIS URBAN MANUAL, CURRENT EDITION. THE FABRIC SHALL HAVE AN AOS OF AT LEAST 30 FOR NONWOVEN AND 50 FOR WOVEN MATERIAL.
4. STAKES ARE TO BE PLACED A MAXIMUM OF 3 FEET APART.
5. JOINTS IN GEOTEXTILE FABRIC ARE TO BE MADE AT STAKES.

INLET PROTECTION



NOTES:
1. TOP FLANGE FABRICATED FROM 1 1/4" x 1 1/4" x 1/8" ANGLE BASE RIM FABRICATED FROM 1 1/2" x 1/2" x 1/8" CHANNEL. HANDLES AND SUSPENSION BRACKETS FABRICATED FROM 1 1/4" x 1/4" FLAT STOCK
2. ALL DOMESTIC STEEL IS TO CONFORM TO ASTM–A36.
3. SEDIMENT BAG IS TO BE FABRICATED FROM 4 OZ./SQ.YD. NON–WOVEN POLYPROPYLENE GEOTEXTILE REINFORCED WITH POLYESTER MESH WITH A MINIMUM FLOW RATE OF 145 GAL./MIN./SQ. FT. BAG IS TO BE DESIGNED FOR A MINIMUM SILT AND DEBRIS CAPACITY OF 2 CU. FT. BAG IS TO BE SECURED TO BASE RIM WITH A STAINLESS STEEL STRAP AND LOCK.

INLET BASKET FILTER FOR TYPE 1 INLETS



NOTES:
1. TEMPORARY SEDIMENT FENCE SHALL BE INSTALLED PRIOR TO ANY GRADING WORK IN THE AREA TO BE PROTECTED. THEY SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD AND REMOVED IN CONJUNCTION WITH THE FINAL GRADING AND SITE STABILIZATION.
2. FENCE POSTS SHALL BE EITHER STANDARD STEEL POST OR WOOD POST WITH A MINIMUM CROSS–SECTIONAL AREA OF 3.0 SQ. IN.
3. STEEL POSTS SHALL BE STANDARD T AND U SECTIONS WEIGHING NOT LESS THAN 1.33 POUNDS PER LINEAR FOOT OR OTHER STEEL POSTS HAVING EQUIVILENT STRENGTH AND BENDING RESISTANCE.
4. WIRE FENCE SHALL BE A MINIMUM 12 GAGE WIRE WITH A 6 INCH MAXIMUM OPENING.
5. GEOTEXTILE FABRIC SHALL MEET THE REQUIREMENTS OF MATERIAL SPECIFICATION 592 (GEOTEXTILE) TABLE 1 OR 2, CLASS I IN THE FABRIC SHALL HAVE AN AOS OF AT LEAST 30 FOR NONWOVEN AND 50 FOR WOVEN MATERIAL.

MAINTENENCE NOTES:
1. FILTER BARRIERS SHALL BE INSPECTED IMMEDIATELY AFTER EACH RAINFALL GREATER THAN 1/2" AND AT LEAST DAILY DURING PROLONGED RAINFALL. ANY REQUIRED REPAIRS SHALL BE MADE IMMEDIATELY.
2. SHOULD THE FABRIC DECOMPOSE OR BECOME INEFFECTIVE PRIOR TO THE END OF THE EXPECTED USABLE LIFE AND THE BARRRIER STILL BE NECESSARY, THE FABRIC SHALL BE REPLACED PROMPTLY.
3. SEDIMENT DEPOSITS SHOULD BE REMOVED AFTER EACH STORM EVENT. THEY MUST BE REMOVED WHEN THE DEPOSITS REACH APPROXIMATELY HALF THE HEIGHT OF THE BARRIER.
4. ANY SEDIMENT DEPOSITS REMAINING IN PLACE AFTER THE SILT FENCE OR FILTER BARRIER IS NO LONGER REQUIRED SHALL BE DRESSED TO CONFORM WITH THE EXISTING GRADE, PREPARED AND SEEDED.
5. AT A MINIMUM, SILT FENCE AND OTHER EROSION CONTROL MEASURES SHALL BE INSTALLED IN THE LOCATIONS SHOWN ON THE PHASE I AND PHASE II SOIL EROSION CONTROL PLANS. THEY SHALL ALSO BE INSTALLED ANYWHERE THAT THEY ARE NEEDED DURING CONSTRUCTION IN ORDER TO PREVENT EROSION AND SEDIMENT FROM BEING CARRIED DOWN STREAM. THIS IS THE GENERAL CONTRACTOR'S RESPONSIBILITY AND SHALL BE INSTALLED, RELOCATED, MAINTAINED, ETC. AS DIRECTED BY THE APPOINTED SWPPP INSPECTOR. EROSION CONTROL INSTALLATION AND MAINTENANCE IS TO BE A PART OF THE CONTRACT AND IS NOT AN EXTRA TO THE OWNER.

SILT FENCE DETAIL

EROSION CONTROL

1. CONTRACTOR IS TO FOLLOW THE REQUIREMENTS OF THE "ILLINOIS PROCEDURES AND STANDARDS FOR URBAN SOIL EROSION AND SEDIMENTATION CONTROL" CURRENT EDITION AND THE REQUIREMENTS OF THE NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES).
2. SOIL EROSION CONTROL SYSTEMS SHALL BE CONSTRUCTED AS SHOWN ON THE SOIL EROSION CONTROL PLANS AND/OR AS SPECIFIED BY THE DESIGN ENGINEER, VILLAGE ENGINEER, APPOINTED SWPPP INSPECTOR, OR MUNICIPAL INSPECTOR.
3. PERIMETER EROSION BARRIER SHALL BE PLACED IN A MANNER THAT WILL INTERCEPT WATER BORNE SILT AND PREVENT IT FROM LEAVING THE AREA OF CONSTRUCTION. ALL SILT FENCES SHALL BE PLACED AS CLOSE TO THE CONTOUR AS POSSIBLE WITH THE ENDS EXTENDING UPSLOPE. THE MAXIMUM SPACING OF POSTS SHALL BE 5 FEET. WHEN WIRE OR OTHER FORM OF APPROVED BACKING IS USED THE MAXIMUM SPACING MAY BE INCREASED TO 8 FEET. SPACING MAY NEED TO BE ADJUSTED SO THAT POSTS ARE LOCATED IN LOW AREAS WHERE WATER MAY POND. THE FILTER FABRIC AND WIRE SUPPORT, IF USED, MUST BE SECURELY FASTENED TO THE UPSLOPE SIDE OF THE POSTS USING HEAVY DUTY WIRE STAPLES AT LEAST ONE INCH LONG OR TIE WIRES (10 GAGE MINIMUM). THE FABRIC SHALL NOT BE STAPLED OR WIRED TO THE WIRE SUPPORT OR TO EXISTING TREES. GEOTEXTILE FABRIC SHALL MEET THE REQUIREMENTS OF MATERIAL SPECIFICATION 592 (GEOTEXTILE) TABLE 1 OR 2, CLASS I IN THE ILLINOIS URBAN MANUAL, CURRENT EDITION. THE FABRIC SHALL HAVE AN AOS OF AT LEAST 30 FOR NONWOVEN AND 50 FOR WOVEN MATERIAL.
4. INLET FILTERS SHALL BE CONSTRUCTED OF A REPLACEABLE REINFORCED FILTER BAG SUSPENDED FROM A RETAINER RING OR FRAME. INLET FILTER SYSTEMS SHALL BE THE CATCH–ALL WITH OVERFLOW, AS FURNISHED BY MARATHON MATERIALS INC., OR PRE–APPROVED EQUAL. CARE SHOULD BE TAKEN WHEN MAINTAINING OR REMOVING THIS FILTER FABRIC BAG TO NOT ALLOW THE PREVIOUSLY TRAPPED DEBRIS TO ENTER THE STORM SEWER SYSTEM.
5. THE BED FOR RIP RAP SHALL BE TRIMMED AND SHAPED TO ALLOW THE FINISHED SURFACE TO CONFORM TO THE LINES SPECIFIED. AT THE TOE OF THE SLOPE, THE RIP RAP SHALL COMMENCE ON A CONTINUATION OF THE SLOPE AFTER EXCAVATION TO ACCOMMODATE THE FULL DEPTH OF FABRIC, BEDDING LAYER, AND RIP RAP SPECIFIED.
6. FILTER FABRIC IS REQUIRED UNDER STONE RIP RAP GRADATION 4, 5, 6 AND 7 FOR ALL USES, AND UNDER CONCRETE BLOCK, BROKEN CONCRETE, AND STONE OR BROKEN CONCRETE DUMPED RIP RAP WHEN USED FOR SOIL EROSION PROTECTION.
7. STREETS ARE TO BE CLEARED OF DEBRIS, AND SWEPT CLEAN OF SILT AND MUD DAILY.
8. SOIL EROSION CONTROL MEASURES ARE TO BE CHECKED BY QUALIFIED PERSONNEL AT LEAST ONCE EVERY 7 CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM THAT IS 0.5 INCHES OR GREATER OR EQUIVALENT SNOWFALL AND REPAIRED IF NECESSARY.
9. ALL EROSION CONTROL PROTECTION SHALL BE KEPT IN PLACE UNTIL THE GROUND HAS BEEN STABILIZED AND THE PAVEMENT HAS BEEN INSTALLED.
10. ANY DISTURBED AREAS ON WHICH CONSTRUCTION ACTIVITIES HAVE STOPPED (PERMANENTLY OR TEMPORARILY) FOR 7 DAYS, MUST BE STABILIZED IN ACCORDANCE WITH NPDES REQUIREMENTS.
11. BUILT UP SEDIMENT SHALL BE REMOVED FROM THE SILT FENCE WHEN IT HAS REACHED ONE– THIRD THE HEIGHT OF THE FENCE.
12. SILT FENCES SHALL BE INSPECTED FOR DEPTH OF SEDIMENT, TEARS, ETC., TO SEE IF FABRIC IS SECURELY ATTACHED TO THE FENCE POSTS, AND THAT THE FENCE POSTS ARE SECURELY IN THE GROUND.
13. THE SEDIMENT BASIN, IF PRESENT, SHALL BE INSPECTED FOR DEPTH OF SEDIMENT AT LEAST ONCE A WEEK. BUILD UP SEDIMENT SHALL BE REMOVED WHEN IT REACHES 25 PERCENT OF THE DESIGN CAPACITY.
14. CONTRACTOR TO COMPLY WITH FINAL STABILIZATION AND TERMINATION REQUIREMENTS OF THE SWPPP.
15. AT A MINIMUM, SILT FENCE AND OTHER EROSION CONTROL MEASURES SHALL BE INSTALLED IN THE LOCATIONS SHOWN ON THE PHASE I AND PHASE II SOIL EROSION CONTROL PLANS. THEY SHALL ALSO BE INSTALLED ANYWHERE THAT THEY ARE NEEDED DURING CONSTRUCTION IN ORDER TO PREVENT EROSION AND SEDIMENT FROM BEING CARRIED DOWN STREAM. THIS IS THE GENERAL CONTRACTOR'S RESPONSIBILITY AND SHALL BE INSTALLED, RELOCATED, MAINTAINED, ETC. AS DIRECTED BY THE APPOINTED SWPPP INSPECTOR. EROSION CONTROL INSTALLATION AND MAINTENANCE IS TO BE A PART OF THE CONTRACT AND IS NOT AN EXTRA TO THE OWNER.

SOIL PROTECTION CHART

	JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEP	OCT	NOV	DEC
PERMANENT SEEDING			•						→			
SODDING			•						→			
TEMPORARY SEEDING			•						→			
MULCHING	•											→

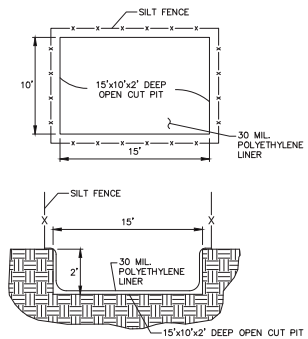
NOTES:
1. PERMANENT VEGETATION SHALL BE PLANTED ACCORDING TO THE APPROVED LANDSCAPE PLAN AND SHALL FOLLOW ILLINOIS URBAN MANUAL PRACTICE STANDARD 880 FOR PERMANENT SEEDING AND 925 FOR SODDING AT A MINIMUM.
2. TEMPORARY SEEDING SHALL BE APPLIED ACCORDING TO THE ILLINOIS URBAN MANUAL PRACTICE STANDARD 965. THIS PRACTICE APPLIES TO ALL CLEARED, UNVEGETATED, OR SPARSELY VEGETATED SOIL SURFACES WHERE VEGETATIVE COVER IS NEEDED FOR LESS THAN 1 YEAR.
   A. WHERE THE PH OF THE SOIL IS BELOW 5.5, APPLY ONE AND ONE HALF TO TWO TONS PER ACRE OF FINELY GROUND AGRICULTURAL LIMESTONE. IF THE SEEDING PERIOD IS LESS THAN 30 DAYS, LIMING WILL NOT BE REQUIRED.
   B. APPLY 500 POUNDS PER ACRE OF 10–10–10 FERTILIZER OR EQUIVALENT. INCORPORATE LIME AND FERTILIZER INTO THE TOP 2–4 INCHES OF SOIL. IF THE SEEDING PERIOD IS LESS THAN 30 DAYS, FERTILIZER WILL NOT BE REQUIRED.
   C. PREPARE A TOPSOIL SEEDBED OF LOOSE SOIL TO A DEPTH OF 3 TO 4 INCHES. IF RECENT TILLAGE OR GRADING OPERATIONS HAVE RESULTED IN A LOOSE SURFACE, ADDITIONAL TILLAGE OR ROUGHENING MAY NOT BE REQUIRED EXCEPT TO BREAK UP LARGE CLODS. IF RAINFALL CAUSED THE SURFACE TO BECOME SEALED OR CRUSTED, LOOSEN IT JUST PRIOR TO SEEDING BY DISKING, RAKING, HARROWING, OR OTHER SUITABLE METHODS. GROVE OR FURROW SLOPES STEEPER THAN 3:1 ON THE CONTOUR BEFORE SEEDING.
   D. SEED SHALL BE EVENLY APPLIED WITH A CYCLONE SEEDER, DRILL, CULTIPACKER SEEDER OR HYDROSEEDER. SMALL GRAINS SHALL BE PLANTED NO MORE THAN ONE INCH DEEP. GRASSES SHALL BE PLANTED NO MORE THAN ONE HALF INCH DEEP.
   E. COVER BROADCAST SEEDINGS BY CULTIPACKING, DRAGGING A HARROW, OR RAKING.
   F. OATS SHALL BE APPLIED AT 90 LBS PER ACRE AND SHALL ONLY BE APPLIED EARLY SPRING TO JULY 1.
   G. CEREAL RYE SHALL BE APPLIED AT 90 LBS PER ACRE AND SHALL ONLY BE APPLIED EARLY SPRING TO SEPTEMBER 30.
   H. WHEAT SHALL BE APPLIED AT 90 LBS PER ACRE AND SHALL ONLY BE APPLIED EARLY SPRING TO SEPTEMBER 30.
   I. PERENNIAL RYE GRASS SHALL BE APPLIED AT 25 LBS PER ACRE AND SHALL ONLY BE APPLIED EARLY SPRING TO SEPTEMBER 30.
3. TEMPORARY MULCHES ARE TO BE APPLIED TO:
   A. AREAS THAT HAVE BEEN SEEDED TO PROVIDE A TEMPORARY OR PERMANENT SEEDING;
   B. AREAS THAT CANNOT BE SEEDED BECAUSE OF THE SEASON OF THE YEAR AND NEED FOR SOIL SURFACE PROTECTION;
   C. FOR MUD AND DUST CONTROL;
   D. PROVIDE PROTECTION DURING PERIODS WHEN CONSTRUCTION OR SEEDING CANNOT BE DONE; AND SHALL BE CONSTRUCTED ACCORDING TO THE ILLINOIS URBAN MANUAL PRACTICE STANDARD 875.

PHASE I CONSTRUCTION SEQUENCE:

1. INSTALL STABILIZED CONSTRUCTION ENTRANCE.
2. PREPARE TEMPORARY PARKING AND STORAGE AREA.
3. CONSTRUCT THE SILT FENCES ON THE SITE.
4. INSTALL INLET PROTECTION AROUND ALL EXISTING STORM SEWER STRUCTURES.
5. CONSTRUCT THE SEDIMENTATION BASINS.
6. CONSTRUCT DIVERSION DITCHES AND AGGREGATE DITCH CHECKS TO DIRECT WATER TO THE SEDIMENTATION BASINS.
7. HOLD PRE–CONSTRUCTION MEETING TO DISCUSS THE STORM WATER POLLUTION PLAN WITH ENGINEER, ALL CONTRACTORS AND JURISDICTIONAL INSPECTION AGENCIES.
8. CLEAR AND GRUB THE SITE.
9. START CONSTRUCTION OF BUILDING PAD AND STRUCTURES.
10. BEGIN MASS GRADING OPERATIONS FOR THE SITE.

PHASE II CONSTRUCTION SEQUENCE:

1. TEMPORARILY SEED DENUDED AREAS.
2. INSTALL UTILITIES, UNDERDRAINS, STORM SEWERS, CURBS AND GUTTERS.
3. INSTALL RIP RAP AROUND OUTLET STRUCTURES.
4. INSTALL INLET PROTECTION AROUND ALL STORM SEWER STRUCTURES.
5. PREPARE SITE FOR PAVING.
6. PAVE SITE.
7. INSTALL INLET PROTECTION DEVICES.
8. COMPLETE GRADING AND INSTALL PERMANENT SEEDING AND PLANTING.
9. REMOVE ALL TEMPORARY EROSION AND SEDIMENT CONTROL DEVICES (ONLY IF SITE IS STABILIZED).



NOTES:
1) OPTIONAL USE OF A PORTABLE CONCRETE WASHOUT CONTAINER IS ACCEPTABLE WITH 30 MIL. POLYETHYLENE LINER.
2) CONCRETE WASHOUT SHOULD BE CONTAINED AT ALL TIMES. WASHOUT MATERIAL SHOULD NOT BE ALLOWED TO ENTER WATER BODIES, STORM SEWERS OR LEACH INTO THE SOIL UNDER ANY CIRCUMSTANCES. ANY WASTE SHOULD BE DISPOSED OF PROPERLY AND THE LOCATION OF THE WASHOUT SHOULD BE DESIGNATED WITH PROPER SIGNAGE. FAILURE TO COMPLY COULD RESULT IN AN INCIDENCE OF NONCOMPLIANCE (ION).

CONCRETE WASHOUT AREA DETAIL

NO.	REVISIONS	DATE
1	NONE	2/27/2024
2	NONE	4/12/2024

Prepared For:

NSS GROUP, INC.
8060 Lawndale
Skokie, IL 60077

HOMER GLEN DEVELOPMENT
NWC of Bell Road and Glengary Drive - Lot 5
Homer Glen, Illinois

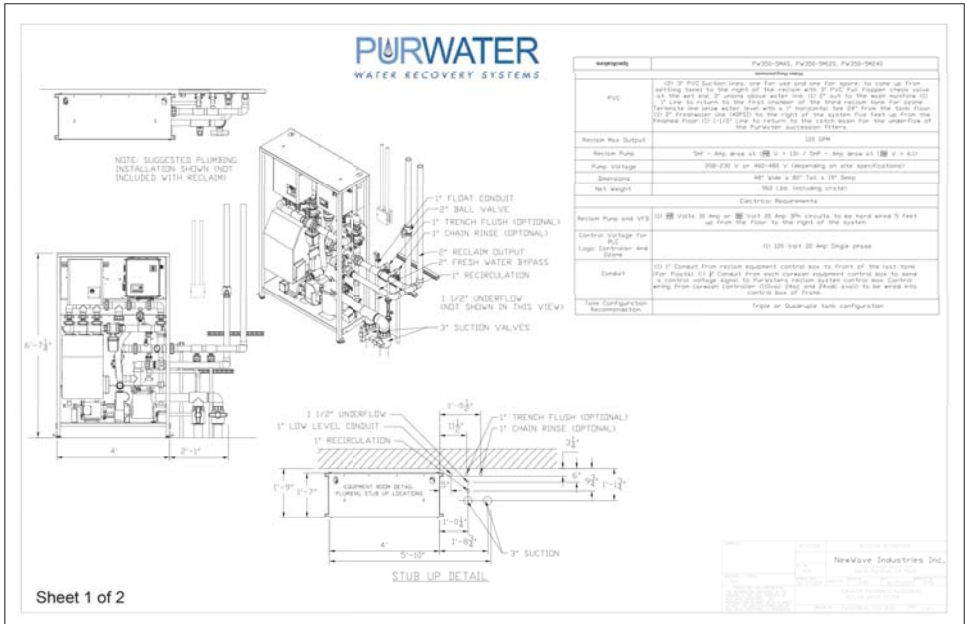
Prepared By:

WatermarkEngineering RESOURCES
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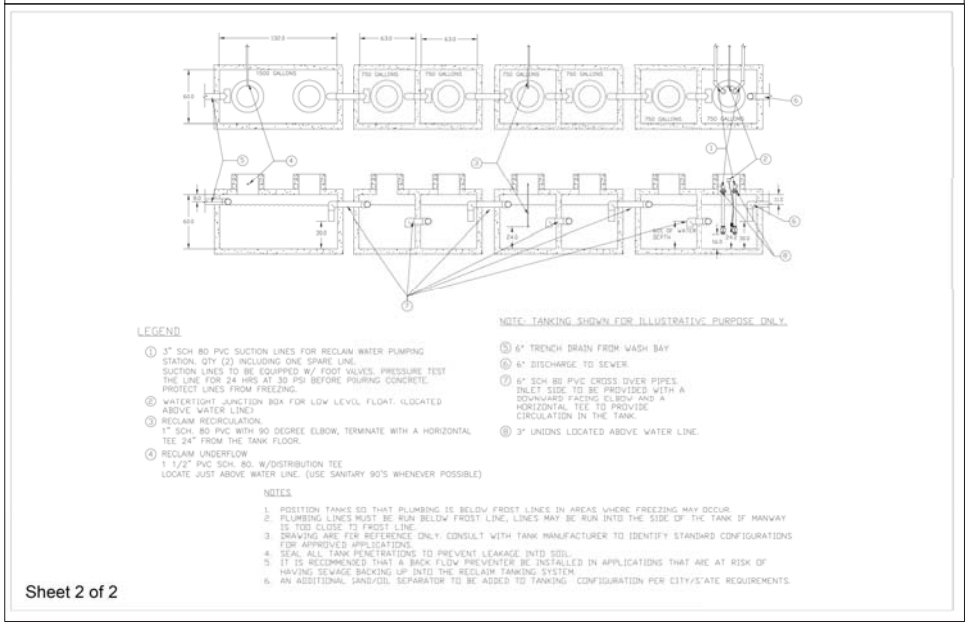
CHECKED BY: J. MILLER
DESIGN BY: R. NELSON
DRAWN BY: JOSH MILLER
DATE: JANUARY 10, 2024
SCALE: NONE
PROJECT NO.: 21-074

SOIL EROSION CONTROL DETAILS AND SPECS

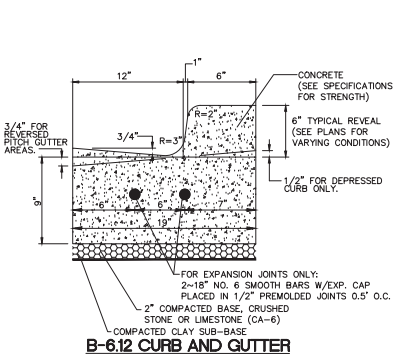
C-8



Sheet 1 of 2

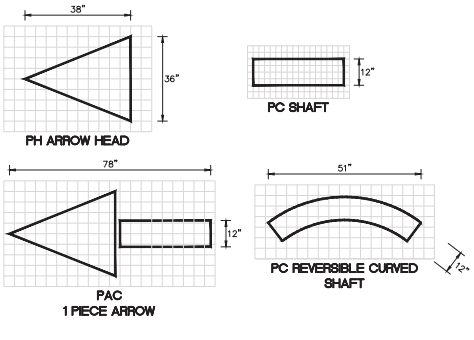


Sheet 2 of 2



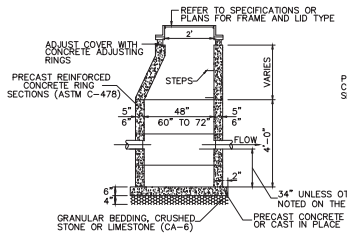
B-6.12 CURB AND GUTTER

NOTES:
1. PROVIDE 1/2" EXPANSION JOINTS EVERY 45' O.C.
2. PROVIDE HAND TOOLED CONTRACTION JOINTS EVERY 15' O.C.
3. THE MINIMUM LONGITUDINAL CURB SLOPE SHALL BE 0.3%.

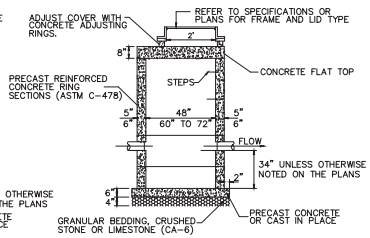


PARKING LOT ARROWS

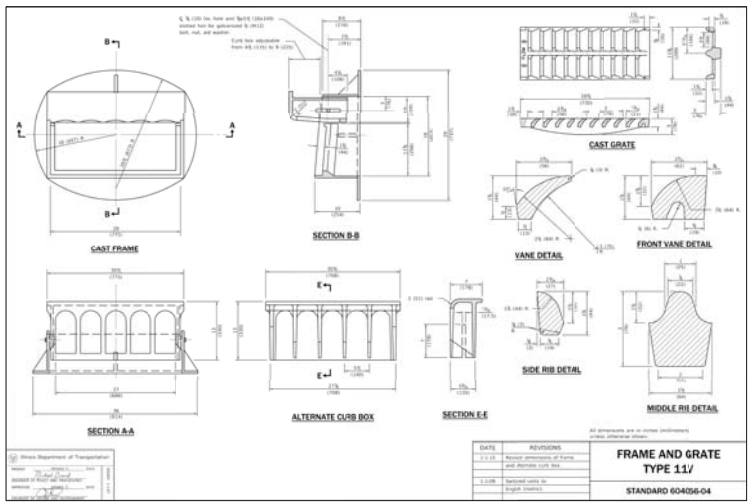
NOTES: 1. DOUBLE COAT PAINT.
2. PAINT COLOR TO BE YELLOW UNLESS OTHERWISE NOTED.



CATCHBASIN 48" TO 72" (I.D.O.T TYPE 'A')



CATCHBASIN 48" TO 72" (FLAT TOP)



NO.	DATE	REVISIONS
1	2/27/2024	NONE
2	4/12/2024	NONE

Prepared For:

NSS GROUP, INC.
8060 Lawndale
Skokie, IL 60077

HOMER GLEN DEVELOPMENT
NWC of Bell Road and Glengary Drive - Lot 5
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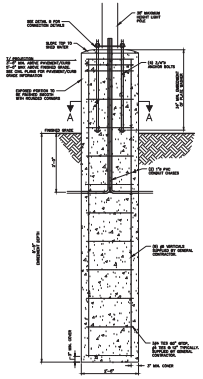
Prepared By:

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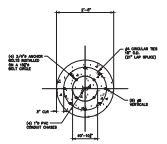
PROJECT DETAILS #1

C-9



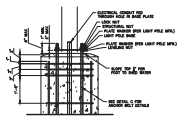
FOUNDATION SECTION

CONTRACTOR NOTE:
VERIFY BOLT CIRCLE AND ANCHOR BOLT SIZE PRIOR TO ORDERING POLES AND ANCHOR BOLTS

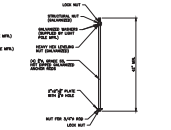


Ⓐ CROSS SECTION DETAIL



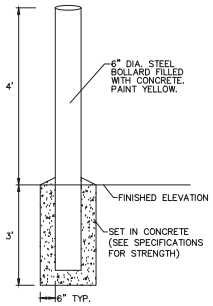


Ⓑ CONNECTION DETAIL

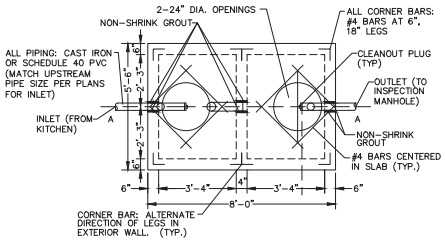


Ⓒ ANCHOR BOLT DETAIL

PARKING LOT LIGHT POLE DETAIL



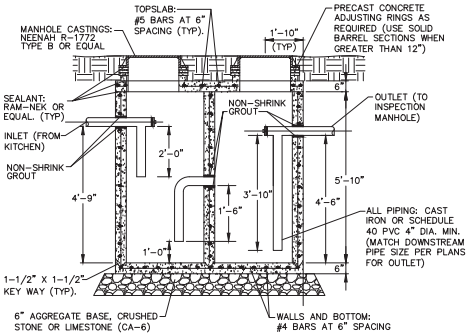
BOLLARD



ADDITIONAL REQUIREMENTS
1. MINIMUM LIQUID HOLDING CAPACITY: 1,000 GALLONS.
2. MINIMUM 28-DAY CONCRETE STRENGTH: 4,000 PSI
3. MINIMUM RE-BAR COVER: 2 INCHES

GREASE TRAP DETAIL

N.T.S SHEET 1 OF 2



GREASE TRAP DETAIL

N.T.S SHEET 2 OF 2

NO.	REVISION	DATE
1	NONE	2/27/2024
2	NONE	1/12/2024

Prepared For:

NSS GROUP, INC.
8060 Lawndale
Skokie, IL 60077

HOMER GLEN DEVELOPMENT
NWC of Bell Road and Glengary Drive - Lot 5
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Prepared By:

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DESIGN BY:	R. NELSON
DRAWN BY:	JOSH MILLER
DATE:	JANUARY 10, 2024
SCALE:	NONE
PROJECT NO:	21-074

PROJECT DETAILS #2

C-10

PROJECT DETAILS #2

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SANITARY SEWER SPECIFICATIONS - ILLINOIS AMERICAN WATER

MATERIALS SPECIFICATIONS FOR SEWAGE COLLECTION

1. Pipe Material for Sewers (shall be as specified on the plans)

A. Polyvinyl Chloride (PVC) sewer pipe shall conform to ASTM-D-3034, SDR26 and shall be manufactured and supplied in accordance with UNI-B-81 (Uni-Bell Plastic Pipe Association). Unless otherwise called for all pipe through 15" shall meet this specification. Joints shall be rubber gasketed in accordance with ASTM D-3212.

B. Class 52 ductile iron pipe (AWWA C151) with AWWA C-111 joints shall be used where the minimum separation cannot be maintained between water and sewer lines, within casing pipe installations, or for other special conditions as directed by Illinois-American.

2. Manhole Materials

Sanitary sewer manholes shall be of precast concrete unit construction (ASTM- C478) with an offset cone and joints sealed with butyl based material. Concrete adjustment rings shall be used where adjustment is necessary. Adjustment sections shall not exceed 12" vertically overall. All joints shall be sealed with Rubber-Nec, or approved equal Butyl based material. Cement grouting of the seams and joints should not be completed.

Butyl material shall total a minimum width of 2" wide as applied, in two pieces. Manholes shall be 48" inside diameter on sewers 24" and smaller, and shall be 60" inside diameter for sewers 27" through 48".

Sanitary sewer manholes shall have poured-in-place or precast inverts. The inverts shall conform to the sewer grades with smooth, well rounded junctions and transitions. A flexible union between the pipe and manhole wall, meeting ASTM C-923, cast integrally into the manhole wall, shall be provided for each pipe connection to the manhole. Unions shall be the Interpace Lock Joint Flexible Manhole Sleeve, the A-Lok Manhole Pipe Connector, or approved equal. Such unions shall be selected and installed in accordance with the manufacturer's specifications for the specific type of pipe used. Sanitary manhole castings shall be Neenah R-1772-B or approved equal and shall have concealed pick holes. Lids shall be Neenah Foundry Type B "Self Sealing" with the word "SANITARY" imprinted. Manhole steps shall be M-A Industries plastic coated.

Manholes located in areas subject to flooding, or located in open fields, shall be furnished with watertproof frames and lids, Neenah Foundry F-1916-C complete with stainless steel anchor bolts or approved equal.

3. Drop Manholes

An exterior drop pipe shall be provided for a sewer entering a manhole at an elevation of 24" or more above the manhole invert. The entire drop assembly shall be cast in concrete monolithically with the manhole barrel section. The diameter of the drop pipe shall be smaller than the diameter of the entering sewer by two diameters, provided that the minimum diameter of the drop pipe shall not be less than 8" diameter.

4. Service Lead Material

Service leads shall be a minimum of 6" diameter. Pipe shall be PVC SDR35, Resin #12454B, or ductile iron. Where ductile iron pipe is called for on the plans, the lead shall be Class 52 ductile iron with push-on joints (AWWA C-111).

All pipes for leads shall include end stoppers for all stubs capable of withstanding a standard low pressure air test on the main sewer without leaking. Stoppers may be of an integrally cast breakout design.

Joining of dissimilar pipes will be with use of a "Band Seal", using a flexible rubber sleeve sealed tightly to each pipe with a stainless steel clamp.

INSTALLATION SPECIFICATIONS FOR SEWAGE COLLECTION

1. Protection of Water Main Lines from Sanitary Sewers and Storm Sewers

Water mains shall be protected for horizontal and vertical separation in accordance with the requirements of the "Technical Policy Statements", or the requirements of MWRDGC, whichever applies.

2. Depth of Pipe Cover NOTE: THE MINIMUM SANITARY BURY DEPTH IS THE SAME AS THE MINIMUM WATER BURY DEPTH. SEE MINIMUM BURY DEPTHS IN ILAW STANDARDS BY DISTRICT

A minimum depth of 5'-0" shall be maintained for all sanitary sewer pipes. The 5'-0" depth shall be from proposed ground elevation to the crown of the pipe.

3. Pipe Installation

PVC plastic pipe shall be installed in accordance with the requirements of ASTM Standard D-2321. Only Class I embedment materials shall be allowed.

4. Unsuitable Soil

If unsuitable soil conditions are encountered under sanitary sewer mains which require removal of unsuitable material below the depth of the standard bedding, the material removed shall be replaced with granular material of the graduation approved by Illinois-American.

5. Service Lines

All sanitary sewer service lines must be inspected by Illinois-American Water Company prior to back filling. Illinois-American must be provided with a minimum of 48 hours advanced notice (630/739-8639) to arrange for inspection. Notice is not considered valid until acknowledged by the Illinois-American representative. Sanitary sewer service connections shall be a minimum of 6" diameter unless otherwise noted on the plans.

Tee or wye fittings shall be provided on the sanitary sewer main for all sanitary sewer service connections, except those which are made directly to a manhole. Wyes shall be laid so that material discharge is compatible with the direction of flow in the main.

Service connections into manholes shall be made with uniform circular flow channels at the crown elevation of the sewer main, using a flexible sleeve (ASTM C-923), or approved equal. The service connection shall enter the manhole no more than two feet above the manhole invert for mains 24 inch and smaller. The invert shall match the crown of the main sewer when the main is larger than 24 inch.

Risers shall be provided on service lines where the sewer main is greater than 12 feet below the proposed ground elevation and shall extend from the sewer main up to a point 9 feet below the proposed ground elevation.

All sanitary sewer service lines must have a clean-out installed at the property line in right-of-way. To be installed per Clean-out detail.

6. Connecting to an Existing Main

When it is necessary to connect a new sewer service to an existing sewer main by means other than an existing wye, tee or at an existing manhole, one of the following methods shall be used:

1. Saw cut the sewer main by means of a Sewer Tap or similar device, and properly install a hub wye saddle or hub tee saddle, using a two-part epoxy glue compound.
2. With a pipe cutter, neatly and accurately cut out desired length of pipe for insertion of proper wye fitting using "Band Seal" or similar couplings to hold it firmly in place.
3. When a manhole is required to be installed on an existing main, a section of the main is to be removed and the new manhole is to be "spliced" into the line using mission couplings. The manhole is to be supplied with flexible manhole sleeves for connection to the main. A "doghouse" style manhole is not allowed.

7. Connection to an Existing Manhole

A direct connection to an existing manhole is to be made by core drilling the manhole and connecting the new main to the manhole by use of a flexible manhole sleeve ("boot") or a concrete manhole adapter (Fernco concrete manhole adapter, or approved equal).

8. Cleaning

In preparation for final inspection, all sanitary sewers shall be jet rod cleaned. Jet cleaning may also be required prior to testing.

9. Unauthorized Connections

Connections to the sanitary sewer system with the following items shall not be permitted: down-spouts or roof drains; sump pumps; footing drains or drainage tiles; window wells or area drains; driveway drains, etc. No storm water or groundwater shall be allowed to enter the sanitary sewer system.

TESTING

1. Testing of Sanitary Sewers

Testing for sanitary sewers for leakage will be witnessed by an Illinois-American representative or approved site inspector after all service connections have been stubbed to the property line. Infiltration, exfiltration or air pressure tests will be required at Illinois-American's discretion. Note that the sewer must be clean to the satisfaction of Illinois- American at the time of testing. If additional cleaning is required, the cost for this will not be borne by Illinois-American Water Company, and shall be paid by the contractor.

All sanitary sewers, including manholes, will be tested for leakage and shall satisfactorily meet the tests and requirements prior to acceptance of the work. Illinois-American or approved site inspector may order leakage tests made on sections of sewer as they are completed. Right is reserved to order the tests performed before back fill is placed over the pipe joints.

The Developer / Contractor shall furnish all labor, testing materials, and equipment (such as plugs and standpipes) and shall perform the tests described herein under the supervision and to the satisfaction of Illinois-American. There are five tests which will be employed for gravity sewers:

1.) Infiltration test, exfiltration test or air pressure test
2.) Deflection testing for thermoplastic pipe
3.) Sonar Televising
4.) Manhole vacuum test

2. Air Pressure Tests

The section of sewer to be tested shall have been trench back filled and cleared. The sewer pipe shall be pressurized to 5 PSIG above the average back pressure of groundwater over the sewer pipe and the air pressure allowed to stabilize for at least two minutes.

After the stabilization period, the line shall be pressurized to 3.5 PSIG and the time, in minutes, measured for a pressure drop to 2.5 PSIG. If ground- water is present, the air pressure within shall be increased to 3.5 PSIG above the level of the groundwater at the highest elevation of the sewer and the drop of one pound of air pressure measured in minutes (2.31 ft. of water = 1 PSIG).

Air leakage test results shall not be less than the time per inch of pipe diameter per length of sewer pipe as specified in the table entitled "Air Test Table" as shown in Standard Specifications for Water and Sewer Main Construction in Illinois, and as shown within the standard details.

3. Infiltration Test

This test may be used only when groundwater levels are at least 2.0 feet above the crown of the pipe for the entire length of the section to be tested during the entire period of the test. Groundwater levels may be measured in an open trench, in standpipes previously placed in back filled trenches during the back filling operations, or with piezometers installed in the manhole wall. Infiltration through joints shall be measured by using a watertight weir or any other approved device for volumetric measurement installed at the lower end of the section under the test.

The maximum allowable rate of infiltration shall not exceed 100 gallons per twenty-four (24) hours per mile per inch diameter of the sewer pipe, for any section of the system.

Manholes will be tested by saturating the soil around the manhole. Test will be satisfactory if there are no visible leaks.

4. Deflection Testing for Flexible Thermo-Plastic Pipe

The entire length of the main shall be tested for excessive deflection by pulling a "Go-No-Go" mandrel through the main from manhole to manhole.

Whenever possible and practical, the testing shall initiate at the downstream line and proceed toward the upstream lines.

Where deflection is found to be in excess of the allowable testing limits, the developer shall excavate the point of excess deflection and carefully compact around the point where the deflection was found. The line shall then be retested for deflection. However, after the initial testing, should the deflected pipe fail to return to the original size (inside diameter) the line shall be replaced.

The deflection limits for flexible pipes shall not exceed 5% of the "Base I.D." of the pipe. A period of time will be required for the trench and pipe to come to equilibrium before the deflection test is performed. In all sewer systems the deflection test shall be performed no sooner than 30 days after the trench is back filled over the pipe.

5. Televising

The Contractor shall produce a record video using a pan-and-tilt, radial viewing, pipe inspection camera that pans 275 degrees and rotates 360 degrees. The television camera used for the inspection shall be specifically designed and constructed for such inspection. The camera shall be operative in 100% humidity conditions. The Contractor shall use a camera with an accurate footage counter which displays on the monitor the exact distance of the camera from the centerline of the starting manhole. The Contractor shall use a camera with camera height adjustment so that the camera lens is always centered at one-half the inside diameter, or higher, in the pipe being televised. Lighting for the camera shall be suitable to allow a clear picture of the entire periphery of the pipe. A reflector in front of the camera may be required to enhance lighting in dark or large diameter pipe. The video camera shall be capable of showing on the tape the City name, Project name, Contractor name, date, line size and material, line identification (plan manhole numbers at both ends) and ongoing footage counter. The camera, television monitor, and other components of the video system shall be capable of producing picture quality to the satisfaction of the Owner, and if unsatisfactory, equipment shall be removed and replaced with adequate equipment. DVD video shall be supplied for all television surveys. All videos shall be submitted to the Owner and will become the property of the Owner. Videotapes shall be labeled with the above referenced information. The camera shall be moved through the line in either direction at a moderate rate, stopping when necessary to permit proper documentation of the sewer's condition. In no case will the television camera be pulled at a speed greater than 15 feet per minute. Manual winches, power winches, TV cable, and powered rewinds or other devices that do not obstruct the camera view or interfere with proper documentation of the sewer conditions shall be used to move the camera through the sewer line. During the internal inspection, the television camera shall be temporarily stopped at each defect along the line. The nature and location of the defect shall be recorded by the Contractor. The camera shall also be stopped at all service connections and identified by address or lot number. The camera operator shall slowly pan and tilt at beginning and ending manhole connections, each service connection, joints, visible defects and at pipe material transitions. TV inspection shall be continuous for pipe segments between manholes. Do not leave gaps in the video of a segment between manholes and do not show a single segment on more than one video, unless specifically approved by the Owner. The purpose of recording shall be to supply a visual and audio record of problem areas of the lines that may be replayed. Video recordings shall include an audio track recorded by the inspection technician during the actual inspection work describing the parameters of the line being inspected (i.e. location, depth, diameter, pipe material), as well as describing connections, defects and unusual conditions observed during the inspection.

6. Manhole Testing

Vacuum testing of each manhole shall be carried out immediately after assembly, after all connections are made, and prior to backfilling. All lift holes shall be plugged with an approved non-shrink grout. No grout will be placed in the horizontal joints before testing. All pipes entering the manhole shall be plugged, taking care to securely brace the plugs from being drawn into the manhole. The test head shall be place at the inside of the top of the frame and the seal inflated in accordance with the manufacturer's recommendation. If using a "plate" style manhole tester, position the plate on the frame. A vacuum of 10 inches of mercury shall be drawn and the vacuum pump shut off. With the valves closed, that time shall be measured for the vacuum to drop to 9 inches. The manhole shall pass if the time is greater than 60 seconds for a 48" diameter manhole, 75 seconds for a 60" manhole and 90 seconds for a 72" manhole. If the manhole fails the test, complete necessary repairs and repeat test procedures until a satisfactory test is obtained.

ILLINOIS-AMERICAN WATER COMPANY STANDARD

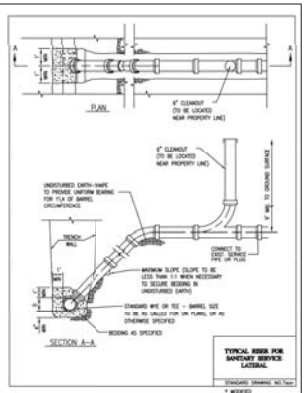
BASED ON EQUATIONS FROM ASTM C828
SPECIFICATION TIME (MIN SEC) REQUIRED FOR PRESSURE DROP FROM 3 1/2 TO 2 1/2 PSIG WHEN TESTING ONE PIPE DIAMETER ONLY

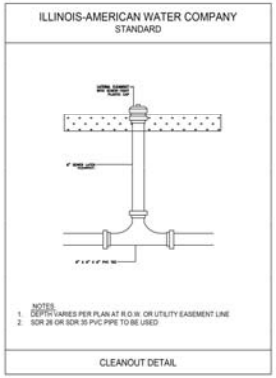
PIPE DIAMETER, INCHES								
	4"	6"	8"	10"	12"	15"	18"	21"	24"
25	0:04	0:10	0:18	0:28	0:40	1:02	1:29	2:01	2:38
50	0:09	0:20	0:35	0:55	1:19	2:04	2:58	4:03	5:17
75	0:13	0:30	0:53	1:23	1:59	3:06	4:27	6:04	7:55
100	0:18	0:40	1:10	1:50	2:38	4:08	5:56	8:05	10:34
125	0:22	0:50	1:28	2:18	3:18	5:09	7:26	9:55	11:20
150	0:26	0:59	1:46	2:45	3:58	6:11	9:30		
175	0:31	1:09	2:03	3:13	4:37	7:05			
200	0:35	1:19	2:21	3:40	5:17				12:06
225	0:40	1:29	2:38	4:08	5:43			10:25	13:36
250	0:44	1:39	2:56	4:35			8:31	11:35	13:57
275	0:48	1:49	3:14	4:43			9:21	12:44	16:38
300	0:53	1:58	3:31				10:12	13:53	18:09
350	1:02	2:19	3:47			8:16	11:54	16:12	21:10
400	1:10	2:38			6:03	9:27	12:36	18:31	24:12
450	1:19	2:50			6:48	10:38	15:19	20:50	27:13
500	1:28			5:14	7:34	11:49	17:01	23:09	30:14

DEFLECTION CRITERIA

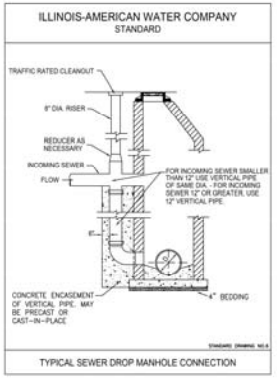
DIAMETER	BASE I.D. PER UNIBELL	5% MANDREL O.D.
6 IN.	5.79 IN.	5.50 IN.
8 IN.	7.76 IN.	7.37 IN.
10 IN.	9.71 IN.	9.23 IN.
12 IN.	11.56 IN.	10.98 IN.
15 IN.	14.14 IN.	13.43 IN.

SANITARY SEWER MAIN AIR TEST TABLE

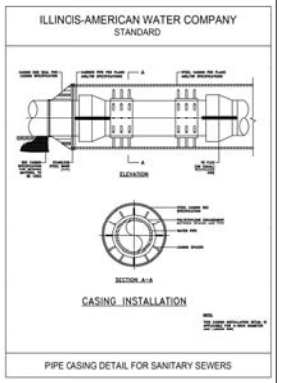




CLEANOUT DETAIL

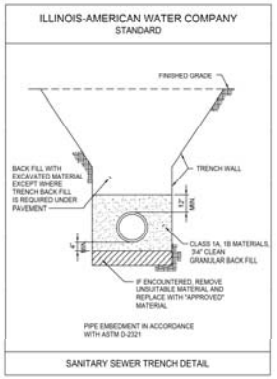


TYPICAL SEWER DROP MANHOLE CONNECTION

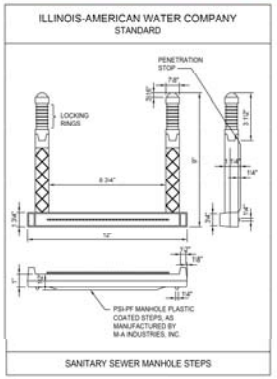


PIPE CASING DETAIL FOR SANITARY SEWERS

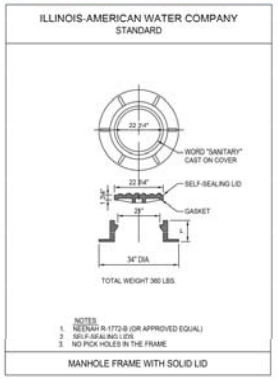
CONTACT LOCAL DISTRICT FOR MANHOLE STEPS. SOME REQUIRE STEPS AND OTHERS REQUIRE THE STEPS TO BE REMOVED.



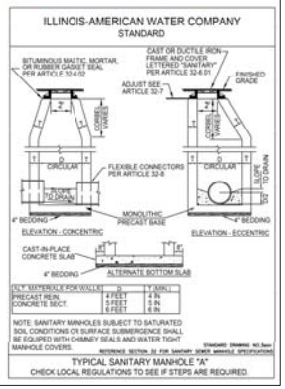
SANITARY SEWER TRENCH DETAIL



SANITARY SEWER MANHOLE STEPS



MANHOLE FRAME WITH SOLID LID



TYPICAL SANITARY MANHOLE "A"
CHECK LOCAL REGULATIONS TO SEE IF STEPS ARE REQUIRED

IL AMERICAN WATER DETAILS & SPECS #1

C-11

NO.	REVISION	DATE
1	NONE	2/27/2024
2	NONE	11/22/2024

Prepared For:

NSS GROUP, INC.
8060 Lawndale
Skokie, IL 60077

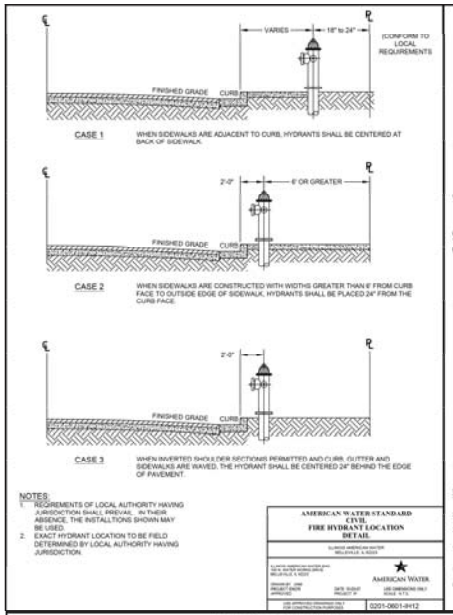
HOMER GLEN DEVELOPMENT
NWC of Bell Road and Glengary Drive - Lot 5
Homer Glen, Illinois

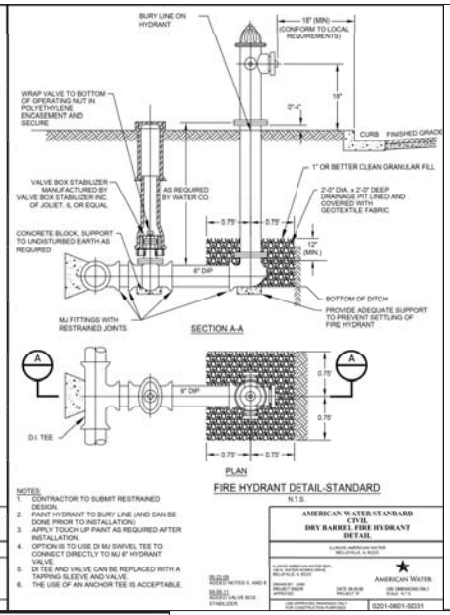
Prepared By:

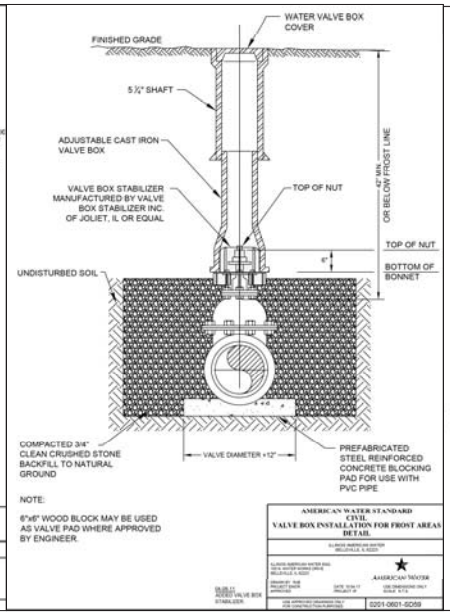
WatermarkEngineering RESOURCES
2631 Ginger Woods Pkwy | Aurora, IL 60502 | (630) 375-1800
watermark-engineering.com

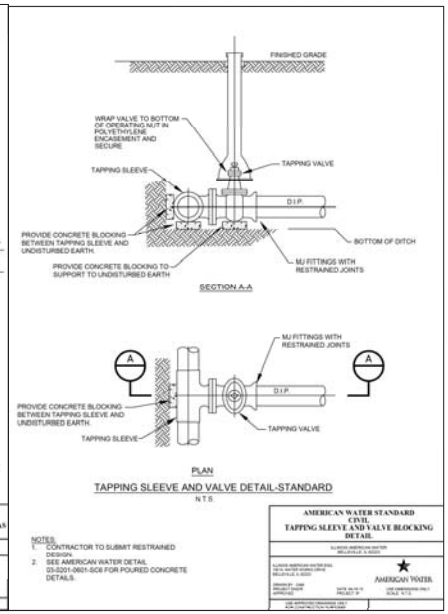
CHECKED BY: J. MILLER
DESIGN BY: R. NELSON
DRAWN BY: JOSH MILLER
DATE: JANUARY 10, 2024
SCALE: NONE
PROJECT NO.: 21-074

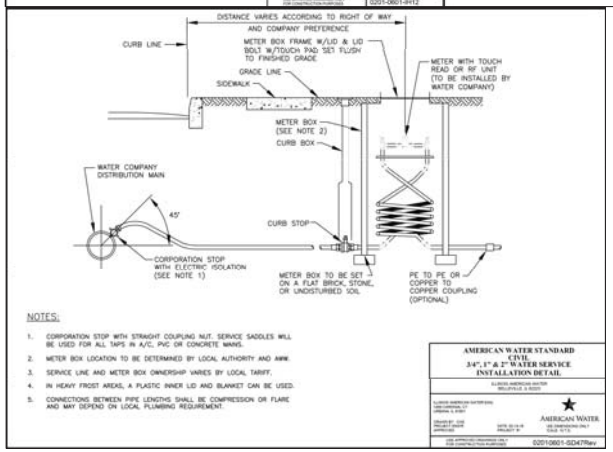
ILAW DETAILS & SPECS #1











NO.	DATE	REVISIONS
1	2/27/2024	NONE
2	4/12/2024	PER ILAWC COMMENTS DATED 11/16/2024

Prepared For:

NSS GROUP, INC.
8060 Lawndale
Skokie, IL 60077

HOMER GLEN DEVELOPMENT
NWC of Bell Road and Glengary Drive - Lot 5
Homer Glen, Illinois

Prepared By:

WatSermark Engineering Resources
watermark-engineering.com | 2631 Ginger Woods Pkwy | Aurora, IL 60502 | (630) 375-1800

CHECKED BY: J. MILLER
DESIGN BY: R. NELSON
DRAWN BY: JOSH MILLER
DATE: JANUARY 10, 2024
SCALE:
PROJECT NO: 21-074

IL AMERICAN WATER DETAILS & SPECS #2

C-12

ILAW DETAILS & SPECS #2

J:\dwgs\21jobs\21074\21074.dwg, 21074

PROJECT SPECIFICATIONS

1. CONTRACTOR IS TO FOLLOW ALL ORDINANCES AND REQUIREMENTS OF THE STATE, COMMUNITY, LOCAL DISTRICTS AND THE ILLINOIS ACCESSIBILITY CODE (IAC). ALL PROPOSED IMPROVEMENTS ARE TO BE CONSTRUCTED IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" AS WELL AS THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER CONSTRUCTION IN ILLINOIS" CURRENT EDITIONS.
2. THE CONTRACTOR SHALL INDEMNIFY WATERMARK ENGINEERING RESOURCES, LTD (THE DESIGN ENGINEER), ARCHITECT AND OWNER, THEIR AGENTS, ETC., FROM ALL LIABILITY INVOLVED WITH THE CONSTRUCTION. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR CONDUCTING WORK IN ACCORDANCE WITH THE CONTRACT DOCUMENTS, SPECIFICATIONS, AND ALL GOVERNMENTAL AGENCIES HAVING JURISDICTION OVER THIS DEVELOPMENT.
3. THE CONTRACTOR IS RESPONSIBLE TO OBTAIN ALL PERMITS THAT ARE REQUIRED BY THE LOCAL AGENCIES.
4. PRIOR TO BID AND PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL INSPECT THE SITE TO VERIFY THAT THERE ARE NO DISCREPANCIES BETWEEN THE PLANS AND THE ACTUAL CONDITIONS AT THE SITE. IF ANY DISCREPANCIES ARE FOUND, AT ANY TIME BEFORE OR DURING CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE DESIGN ENGINEER IMMEDIATELY (BEFORE ANY ADDITIONAL IMPROVEMENTS ARE INSTALLED) IN ORDER TO OBTAIN WRITTEN CONFIRMATION BY THE DESIGN ENGINEER AS TO ANY REVISIONS THAT MAY NEED TO BE MADE TO THE PLANS.
5. PRIOR TO CONSTRUCTION, CONTRACTOR IS TO CONTACT THE DESIGN ENGINEER AND ARCHITECT TO VERIFY THAT THEY ARE WORKING FROM THE MOST CURRENT SET OF PLANS AND SPECIFICATIONS.
6. THE CONTRACTOR SHALL NOTIFY THE DESIGN ENGINEER, ALL GOVERNMENTAL AGENCIES HAVING JURISDICTION, AND ALL UTILITY COMPANIES THAT MAY BE AFFECTED BY THE PROPOSED CONSTRUCTION 2 WORKING DAYS PRIOR TO THE START OF CONSTRUCTION TO ARRANGE APPROPRIATE CONSTRUCTION INSPECTIONS.
7. THE MUNICIPALITY SHALL HAVE THE AUTHORITY TO INSPECT, APPROVE, AND REJECT THE CONSTRUCTION OF THE IMPROVEMENTS.
8. PRIOR TO CONSTRUCTION OF ANY IMPROVEMENTS, THE CONTRACTOR MUST CALL J.U.L.I.E. FOR THE LOCATION AND STAKING OF EXISTING UNDERGROUND UTILITIES (GAS, ELECTRIC, TELEPHONE) AT 1-800-892-0123, 48 HOURS PRIOR TO DIGGING.
9. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING RECORD DRAWINGS PER THE MUNICIPALITY AND/OR ANY OTHER AGENCY REQUIREMENTS. ANY CHANGES TO THE DRAWINGS MUST BE REPORTED TO THE DESIGN ENGINEER BEFORE WORK PROGRESSES.
10. THE PROPOSED IMPROVEMENTS MUST BE CONSTRUCTED IN ACCORDANCE WITH THE ENGINEERING PLANS AS APPROVED BY THE MUNICIPALITY.
11. ALL QUANTITIES ARE THE RESPONSIBILITY OF THE CONTRACTOR AND ARE TO BE VERIFIED PRIOR TO CONSTRUCTION. IF DISCREPANCIES OCCUR, THE CONTRACTOR IS TO CONTACT THE DESIGN ENGINEER IMMEDIATELY AND NO WORK IS TO BE DONE UNTIL APPROVED BY THE DESIGN ENGINEER.
12. ANY RESTORATION NEEDED BECAUSE OF CONSTRUCTION SHALL BE PROVIDED BY THE CONTRACTOR AT NO ADDITIONAL COST.
13. TRENCH BACKFILL MATERIAL, CRUSHED STONE OR LIMESTONE (CA-6) IS REQUIRED UNDER AND WITHIN TWO FEET (2') OF SIDEWALKS AND PAVED AREAS. THIS BACKFILL SHALL BE IN SIX INCH (6") LIFTS AND COMPACTED TO 95% STANDARD PROCTOR.
14. CONTRACTOR IS TO PROVIDE ALL TEMPORARY SIGNAGE AS REQUIRED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION AND LOCAL MUNICIPALITIES.
15. ALL EXISTING DRAIN TILES THAT ARE ENCOUNTERED ARE TO BE RESTORED TO THEIR ORIGINAL CONDITION OR REROUTED TO THE PROPOSED STORM SEWER SYSTEM.
16. RESTORATION OF EXISTING RIGHT-OF-WAYS IS TO BE COMPLETED WITH FOUR INCH (4") MINIMUM TOPSOIL AND SALT TOLERANT SOD UNLESS OTHERWISE NOTED.
17. THE WATER SYSTEM CANNOT BE SHUT DOWN WITHOUT CONSENT BY THE OWNER OF THE SYSTEM.
18. ALL FRAME ADJUSTMENTS SHALL BE MADE WITH PRE-CAST CONCRETE RINGS CONFORMING TO ASTM C-39 AND CANNOT EXCEED TWELVE INCHES (12").
19. FRAMES SHALL BE SET WITH EZ STIK8 (OR EQUAL) MATERIAL TO PREVENT LEAKAGE.
20. THE REINFORCED CONCRETE SECTIONS SHALL BE LAID IN MORTAR, SEALED WITH EXTERNAL SEALING BANDS, OR SEALED USING MASTIC JOINT SEALER. WHEN MASTIC JOINT SEALER IS USED, THE MATERIAL SHALL COMPLETELY FILL THE JOINT AFTER THE UNITS HAVE BEEN BROUGHT TOGETHER.
21. STEPS IN STRUCTURES SHALL BE MADE OF COPOLYMER POLYPROPYLENE PLASTIC WITH CONTINUOUS ONE HALF INCH (1/2") GRADE SIXTY (60) STEEL REINFORCEMENT, STEP PSI-PF, AS MANUFACTURED BY M.A. INDUSTRIES, INC., OR APPROVED EQUAL. STEPS TO BE SPACED SIXTEEN INCHES (16") ON-CENTER.
22. ALL INSTRUMENTS ARE TO BE PROPERLY CALIBRATED PRIOR TO CONSTRUCTION USE.
23. ALL PARKING LOT LIGHT POLES ARE TO BE LOCATED AT THE INTERSECTION OF PARKING LOT STRIPING OR IN LANDSCAPE AREAS WITH A MINIMUM OF 2' CLEARANCE BETWEEN THE BACK OF CURB AND THE EDGE OF THE PARKING LOT LIGHT BASE UNLESS OTHERWISE SPECIFIED.
24. GENERAL CONTRACTOR TO BECOME FAMILIAR WITH AND APPLY THE ADA MINIMAL REQUIREMENTS AND REPORT TO ARCHITECT/DESIGN ENGINEER ANY DISCREPANCIES BEFORE CONSTRUCTION. THIS INCLUDES, BUT NOT LIMITED TO, TRANSITIONS TO EXISTING CONDITIONS.
25. CONSTRUCTION MEANS, METHODS AND JOB SITE SAFETY IS THE SOLE AND EXCLUSIVE RESPONSIBILITY OF THE CONTRACTOR.
26. PAVING, SIDEWALK, AND CURBING IS NOT TO BE INSTALLED IN SUCH A WAY THAT IT WILL BLOCK THE FLOW OF WATER AWAY FROM THE BUILDING INCLUDING BUT NOT LIMITED TO WEEP HOLES, WICKS, DRAINAGE SCUPPERS OR PIPES, AND LANDSCAPE.

GRADING

1. GEOTECHNICAL REPORTS AS PREPARED BY OWNER (OR REPRESENTATIVE) SHALL BE REFERRED TO PRIOR TO EARTH MOVING AND/OR UTILITY CONSTRUCTION.
2. UNSTABLE SOIL SHALL BE REMOVED OR STABILIZED.
3. CONTRACTOR IS TO MAINTAIN A POSITIVE DRAINAGE PATTERN AT THE END OF EACH DAY. CARE SHOULD BE TAKEN TO INSURE THAT DRAINAGE IS NOT REROUTED OR BLOCKED IN A WAY THAT MAY BE INJURIOUS TO ADJACENT LAND.
4. THE SUB-BASE BELOW STRUCTURES, PAVEMENTS OR NEW STRUCTURAL FILL SHALL BE PROOF ROLLED. IF SOIL RUTS, PUMPS, DEFLECTS EXCESSIVELY OR EXHIBITS EXCESSIVE MOVEMENT OR MOISTURE, THEN THE UNSTABLE SOIL SHALL BE UNDERCUT AND REPLACED WITH STRUCTURAL FILL OR DISCING AND DRYING TO NEAR OPTIMUM MOISTURE SO SOIL CAN BE PROPERLY COMPACTED. THIS PROCESS IS TO BE OBSERVED BY A GEOTECHNICAL ENGINEER.
5. ALL FILLS SHALL BE PLACED IN 8" LIFTS COMPACTED TO A MINIMUM OF 98% STANDARD LABORATORY DENSITY PER ASTM D698 UNDER AND WITHIN INFLUENCE OF THE BUILDING, A MINIMUM OF 95% STANDARD LABORATORY DENSITY PER ASTM D698 UNDER AND WITHIN THE INFLUENCE OF ALL OTHER IMPERVIOUS AREAS, AND A MINIMUM OF 90% STANDARD LABORATORY DENSITY PER ASTM D698 IN ALL LANDSCAPE AREAS.
6. EROSION CONTROL SHALL BE PROVIDED PRIOR TO ANY DISTURBANCES. SEE EROSION CONTROL PLANS FOR ADDITIONAL SPECIFICATIONS AND DETAILS.
7. PROVIDE TOPSOIL RESPREAD PER THE FOLLOWING UNLESS OTHERWISE NOTED:
   A. 4" MINIMUM IN GRASS OR SOD AREAS.
   B. 6" MINIMUM IN PLANTING AREAS.
   C. 12" MINIMUM IN LANDSCAPE ISLANDS.
8. ALL TOPSOIL TO BE FRIABLE (NOT COHESIVE), WEED FREE, AND FREE OF ROCKS, LARGE ROOTS AND UNNATURAL DEBRIS.
9. ALL GRADING IS TO BE CONSTRUCTED TO WITHIN A TOLERANCE OF 0.10' OF THE PROPOSED ELEVATIONS. SEE PAVEMENT SPECIFICATIONS FOR PAVEMENT TOLERANCES.

PAVEMENT

1. ALL PAVEMENTS SHALL BE DESIGNED AND CONSTRUCTED IN ACCORDANCE WITH THE FOLLOWING REFERENCES AS THEY APPLY: STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, ILLINOIS DEPARTMENT OF TRANSPORTATION, LATEST EDITION; MANUAL FOR STRUCTURAL DESIGN OF PORTLAND CEMENT CONCRETE PAVEMENT, ILLINOIS DEPARTMENT OF TRANSPORTATION, LATEST EDITION; DESIGN MANUAL, ILLINOIS DEPARTMENT OF TRANSPORTATION, LATEST EDITION.
2. ALL BASE COURSE AND SUB-BASE AREAS SHALL BE COMPACTED TO 95% STANDARD LABORATORY DENSITY, PER I.D.O.T. SECTION 301. BEFORE THE BASE COURSE MATERIALS ARE INSTALLED, THE SUB-BASE SHALL BE PROOF-ROLLED TO THE SATISFACTION OF THE ENGINEER, HIS AGENT, AND/OR THE SOILS ENGINEER. COMPACTION AND DENSITY TESTS SHALL BE TAKEN AT THE OWNER'S OPTION.
3. ALL CONCRETE TO BE MINIMUM 3500 PSI, SALT TOLERANT, 6 BAG MIX WITH A SPRAY ON SEALER.
4. EXPANSION AND CONTRACTION JOINTS SHALL BE TOOL FINISHED.
5. BINDER COURSE TO BE PLACED WHEN TEMPERATURE IS AT LEAST 40°F AND RISING. SURFACE COURSE TO BE PLACED WHEN TEMPERATURE IS AT LEAST 45°F AND RISING.
6. ALL PROPOSED PAVEMENT, SIDEWALKS, AND CURBS ARE TO BE CONSTRUCTED TO WITHIN A TOLERANCE OF 0.05' OF THE PROPOSED ELEVATIONS EXCEPT IN THE ACCESSIBLE STALLS OR ACCESSIBLE ROUTES.
7. PRIOR TO SEAL COATING, ALL ASPHALT AREAS ARE TO BE CLEAN AND DRY. ALL LOOSE MATERIALS ARE TO BE REMOVED. ALL GREASE TO BE REMOVED. ALL CRACKS ARE TO BE FILLED PER IDOT STANDARDS. ALL PAINTED STRIPING TO BE MODIFIED SHALL BE "BLACKED OUT" WITH BLACK PAINT (1 COAT MINIMUM, 2 COATS IF NECESSARY), ALLOWED TO THOROUGHLY DRY PER PAINT MANUFACTURER, PRIOR TO SEAL COATING. ALL AREAS THAT ARE ADJACENT TO THE SEAL COATED AREA ARE TO BE MASKED (I.E. SIDEWALKS, CONCRETE SURFACES, BRICK SURFACES, GUTTERS, CATCHBASINS/INLETS, ETC.) PRIOR TO SEAL COATING TO BE APPLIED. AIR TEMPERATURE TO BE 50°F AND RISING. APPLICATION RATE TO BE SUCH THAT ALL SURFACES OF THE ASPHALT BEING COATED IS THOROUGHLY COVERED IN ONE COAT. SPRAYING IS NOT ALLOWED. ALL SEAL COATING SHOULD BE APPLIED BY SQUEEGEE OR BRUSHES. THE BITUMINOUS SEAL COATING MATERIAL SHOULD NOT BE ALLOWED TO ENTER STORM SEWERS AND SHOULD BE ALLOWED TO DRY AT LEAST 18 HOURS PRIOR TO VEHICULAR USE. CRACK FILLER AND SEAL COATING MATERIALS ARE TO BE FREE OF COAL TAR.

WATER MAIN SPECIFICATIONS

1. HORIZONTAL SEPARATION
   A. WATER MAINS AND SEWERS: WATER MAINS SHALL BE LAID AT LEAST TEN FEET HORIZONTALLY FROM ANY EXISTING OR PROPOSED DRAIN, STORM SEWER, SANITARY SEWER, COMBINED SEWER OR SEWER SERVICE CONNECTION.
   B. WHEN IT IS IMPOSSIBLE MAY BE LAID CLOSER THAN TEN FEET TO A SEWER LINE OR SEWER SERVICE CONNECTION WHEN:
      i) LOCAL CONDITIONS PREVENT A LATERAL SEPARATION OF TEN FEET;
      ii) THE WATER MAIN INVERT IS AT LEAST EIGHTEEN INCHES (18") ABOVE THE CROWN OF THE SEWER; AND
      II) THE WATER MAIN IS EITHER IN A SEPARATE TRENCH OR IN THE SAME TRENCH ON AN UNDISTURBED EARTH SHELF LOCATED TO ONE SIDE OF THE SEWER.
   C. BOTH THE WATER MAIN AND SEWER PIPE SHALL BE CONSTRUCTED OF PUSH JOINT OR MECHANICAL JOINT DUCTILE IRON PIPE, PRESSURE PIPE, PRESTRESSED CONCRETE PIPE, OR PVC SDR18 PIPE WITH AWWA C-900 JOINTS, MEETING THE REQUIREMENCTS OF SECTION 653.111 OF THE IEPA'S TITLE 35 SUBTITLE F, WHEN IT IS IMPOSSIBLE TO MEET (A) OR (B) ABOVE. THE DRAIN OR SEWER SHALL BE PRESSURE TESTED TO THE MAXIMUM EXPECTED SURCHARGE HEAD BEFORE BACKFILLING.
2. VERTICAL SEPARATION
   A. A WATER MAIN SHALL BE LAID SO THAT ITS INVERT IS EIGHTEEN INCHES (18") ABOVE THE CROWN OF THE DRAIN OR SEWER WHENEVER WATER MAINS CROSS STORM SEWERS, SANITARY SEWERS OR SEWER SERVICE CONNECTIONS. THE VERTICAL SEPARATION SHALL BE MAINTAINED FOR THAT PORTION OF THE WATER MAIN LOCATED WITHIN TEN FEET HORIZONTALLY OF ANY SEWER OR DRAIN CROSSED. A LENGTH OF WATER MAIN PIPE SHALL BE CENTERED OVER THE SEWER TO BE CROSSED WITH JOINTS EQUIDISTANT FROM THE SEWER OR DRAIN.
   B. BOTH THE WATER MAIN AND SEWER SHALL BE CONSTRUCTED OF PUSH JOINT OR MECHANICAL JOINT DUCTILE PIPE, PRESTRESSED CONCRETE PIPE, OR PVC PIPE MEETING THE REQUIREMENTS OF SECTION 635.111 OF THE IEPA'S TITLE F, SUBTITLE F, AND CONSTRUCTION SHALL EXTEND ON EACH SIDE OF THE CROSSING UNTIL THE PERPENDICULAR DISTANCE FROM THE WATER MAIN TO THE SEWER DRAIN LINE IS AT LEAST TEN FEET (10') WHEN:
      i) IT IS IMPOSSIBLE TO OBTAIN THE PROPER VERTICAL SEPARATION AS DESCRIBED IN (A) ABOVE; OR
      II) THE WATER MAIN PASSES UNDER A SEWER OR DRAIN.
   C. A VERTICAL SEPARATION OF EIGHTEEN INCHES (18") BETWEEN THE INVERT OF THE SEWER OR DRAIN AND THE CROWN OF THE WATER MAIN SHALL BE MAINTAINED WHERE A WATER MAIN CROSSES UNDER A SEWER. SUPPORT THE SEWER OR DRAIN LINES TO PREVENT SETTLING AND BREAKING THE WATER MAIN.
3. WATER MAINS AND SERVICES SHALL BE CONSTRUCTED SO THAT THE MINIMUM DEPTH IS FIVE AND ONE HALF FEET (5 1/2') MEASURED FROM FINISHED GRADE TO THE TOP OF THE PIPE, UNLESS OTHERWISE SPECIFIED AND/OR APPROVED BY THE REVIEW ENGINEER.
4. ALL WATER MAIN FITTINGS MAY OR MAY NOT BE SHOWN ON THE PLANS AND SHOULD BE INCLUDED IN THE COST OF THE WATER MAIN ITSELF FOR BIDDING PURPOSES. ALL WATER MAIN SHALL BE DUCTILE IRON CLASS 52 CEMENT LINED CONFORMING TO ANSI A-21.51 WITH ANSI A-21.11 JOINTS, OR TYPE "K" COPPER PIPE WITH SWEATED JOINTS.
5. FIRE HYDRANTS SHALL MEET AWWA C-502 AND BE TRAVERSE CITY IRON WORKS, EAST JORDAN 5 BR, OR APPROVED EQUAL, WITH FIVE AND ONE QUARTER INCH (5 1/4")VALVE OPENING, TWO TWO AND ONE HALF INCH (2 1/2") HOSE NOZZLES AND ONE FIVE INCH (5") PUMPER NOZZLE. FIRE HYDRANT SHALL BE EQUIPPED WITH AN AUXILIARY RESILIENT SEAL GATE VALVE COMPLETE WITH ROADWAY BOX, TYLER, 6850 SERIES, ITEM 668-S. FIRE HYDRANTS MUST HAVE THEIR DISCHARGE AT LEAST 18 INCHES BUT NOT MORE THAN TWENTY-FOUR INCHES (24") FROM THE SURFACE OF THE ADJACENT GROUND.
6. HYDRANTS SHALL BE INSTALLED NO CLOSER THAN THREE FEET (3') NOR FURTHER THAN EIGHT FEET (8') FROM THE BACK OF CURB OR EDGE OF PAVEMENT TO THE FIVE INCH (5") STEAMER NUT. NO BARRIERS, TREES, SHRUBS, WALLS OR OTHER OBSTACLES WHICH MAY HIDE OR IMPEDE THE USE OF A FIRE HYDRANT SHALL BE INSTALLED, MAINTAINED, CONSTRUCTED, OR ENLARGED, WITHIN FORTY-EIGHT INCHES (48") OF A HYDRANT.
7. ALL STRUCTURE LIDS SHALL BE IMPRINTED "WATER".
8. ALL WATERTIGHT FRAMES AND LIDS SHALL BE NEENAH R-1916-C. ALL OTHER FRAMES AND LIDS SHALL BE NEENAH R-1550-A WITH A CONCEALED PICK HOLE.
9. ALL FRAMES AND LIDS SHALL CONFORM TO ASTM A-48.
10. BEFORE BEING PLACED INTO SERVICE, ALL NEW MAINS AND REPAIRED PORTIONS OF, OR EXTENSIONS TO EXISTING MAINS SHALL BE CHLORINATED SO THAT THE INITIAL CHLORINE RESIDUAL IS NOT LESS THAN FIFTY (50) mg/L AND THAT A CHLORINE RESIDUAL OF NOT LESS THAN TWENTY-FIVE (25) mg/L REMAINS IN THE WATER AFTER STANDING TWENTY-FOUR (24) HOURS IN THE PIPE.

STORM SEWER SPECIFICATIONS

1. ALL REINFORCED CONCRETE PIPE SHALL CONFORM TO ASTM C-76 SPECIFICATIONS WITH ASTM C-443 FLAT GASKET JOINTS, OR ASTM C-361 "O-RING" JOINTS WHEN WATER MAIN QUALITY JOINTS ARE REQUIRED.
2. ALL PLASTIC PIPE SHALL BE P.V.C. WITH SDR26 WALL THICKNESS AND CONFORM TO D-3034 SPECIFICATIONS WITH ASTM D-3212 GASKET TYPE JOINTS.
3. ALL WATERMAIN QUALITY PLASTIC PIPE SHALL BE P.V.C. CONFORMING TO NSF STANDARD 14 AND: ASTM STANDARD D 2241 OR AWWA STANDARD C900 OR C905. JOINTING SHALL BE PRESSURE SLIP JOINTED. ELASTOMERIC SEALS (GASKETS) USED FOR PUSH-ON JOINTS SHALL COMPLY WITH ASTM STANDARD F477, AND SHALL BE PRESSURE RATED IN ACCORDANCE WITH ASTM D3139 OR ASTM D 3212.
4. ALL STRUCTURE LIDS SHALL BE IMPRINTED "STORM".
5. ALL FRAMES AND LIDS SHALL CONFORM TO ASTM A-48.
6. ALL SEWERS ARE TO BE INSTALLED FROM THE DOWNSTREAM END UPSTREAM. IF ANY CONFLICTS OR INFORMATION INCONSISTENT WITH SITE CONDITIONS ARE ENCOUNTERED, THE DESIGN ENGINEER IS TO BE CONTACTED PRIOR TO THE INSTALLATION OF ANYTHING.
7. IN PAVED AREAS, ALL FRAMES AND LIDS SHALL BE: NEENAH R-2050 OR R-2502 WITH TYPE D GRATE AT LOW POINTS; OR NEENAH R-3281-A IN CURB AND GUTTER; OR NEENAH R-1550-A WITH SOLID LID, UNLESS OTHERWISE SPECIFIED.
8. IN NON-PAVED AREAS, ALL FRAMES AND LIDS SHALL BE: NEENAH R-2090 OR R-2060 WITH TYPE B GRATE AT LOW POINTS; OR NEENAH R-1550-A WITH SOLID LID, UNLESS OTHERWISE SPECIFIED.
9. ALL DOWNSPOUTS AND FOOTING DRAINS SHALL DISCHARGE TO THE STORM SEWER.
10. ALL FLARED END SECTIONS (FES) ARE TO BE INSTALLED WITH TRASH GRATES.

SANITARY SEWER SPECIFICATIONS

1. SEE SHEET C-11 FOR ILLINOIS AMERICAN WATER SANITARY SEWER SPECIFICATIONS.

"AMERICANS WITH DISABILITIES ACT" (ADA) MINIMAL REQUIRMENTS:

1. GENERAL CONTRACTOR TO BECOME FAMILIAR WITH AND APPLY THE ADA MINIMAL REQUIREMENTS AND REPORT TO ARCHITECT/ENGINEER ANY DISCREPANCIES BEFORE CONSTRUCTION.
2. ACCESSIBLE ROUTES ON AN ACCESSIBLE SITE AND FOR ANY NEW SITE IMPROVEMENTS SHALL BE PROVIDED TO SERVE ALL ACCESSIBLE SPACES OR ELEMENTS.
3. THE MINIMUM CLEAR WIDTH OF AN ACCESSIBLE ROUTE PER CODE IS 36".
4. EACH ACCESSIBLE PARKING SPACE IS TO BE:
   4.1. CAR:
      A MINIMUM OF 192" WIDE, CONSISTING OF A 96" WIDE ACCESS AISLE AND A 96" WIDE PARKING SPACE, UNLESS OTHERWISE NOTED. (SEE DETAIL). THE ACCESS AISLE SHALL BE PERMITTED TO BE PLACED ON EITHER SIDE OF THE PARKING SPACE. SEE DETAIL FOR REQUIRED DEPTH.
   4.2 VAN:
      A MINIMUM OF 192" WIDE, CONSISTING OF A 96" WIDE ACCESS AISLE AND A 96" WIDE PARKING SPACE, UNLESS OTHERWISE NOTED (SEE DETAIL). WHEN VAN ACCESSIBLE PARKING SPACES ARE ANGLED, THE ACCESS AISLE SHALL BE LOCATED ON THE PASSENGER SIDE OF THE PARKING SPACE. SEE DETAIL FOR REQUIRED DEPTH.
5. ACCESSIBLE PARKING SPACES ARE TO BE LOCATED AS CLOSE TO THE ACCESSIBLE BUILDING ENTRANCE AS POSSIBLE AND SHALL BE IDENTIFIED WITH A SIGN.
6. RAMPS MUST NOT EXTEND OUT FROM THE CURB INTO THE ACCESS AISLE OF ANY ACCESSIBLE PARKING SPACE.
7. TWO 90 DEGREE ACCESSIBLE PARKING SPACES MAY SHARE AN ACCESS AISLE.
8. ACCESS AISLES SHALL BE MARKED SO AS TO DISCOURAGE PARKING IN THEM. (SEE DETAIL)
9. ALL ADA PARKING STALLS, ACCESS AISLES AND CROSSWALKS SHALL BE STRIPED USING 4" WIDE DOUBLE LAYER OF HIGH QUALITY YELLOW PAINT, UNLESS OTHERWISE NOTED.
10. ACCESSIBLE PARKING SPACES AND ACCESS AISLES SHALL NOT EXCEED A SLOPE OF 1:50 (2.00%) IN ANY DIRECTION.
11. EACH ACCESSIBLE PARKING SPACE SHALL HAVE AN IDENTIFICATION SIGN (SEE DETAIL).
12. A 24" ELECTRONIC LEVEL WILL BE USED BY MANY INSPECTORS IN THE POST CONSTRUCTION CONDITION TO MEASURE ADA SLOPES. A 24" LEVEL HAS A NARROWER TOLERANCE THAN LONGER ELECTRONIC LEVELS AND REPRESENTS THE WHEELBASE OF A TYPICAL WHEELCHAIR. AS SUCH, A PROPERLY CALIBRATED, 24" ELECTRONIC LEVEL IS RECOMMENDED FOR SETTING AND MEASURING SLOPES IN ALL ADA ACCESSIBLE AREAS THROUGHOUT THE CONSTRUCTION PROCESS.

RAMPS

13. AN ACCESSIBLE ROUTE WITH A RUNNING SLOPE GREATER THAN 1:20 (5.00%) IS A RAMP AND SHALL COMPLY WITH THE RAMP REQUIREMENTS.
14. AN ACCESSIBLE ROUTE MAY CROSS OPEN PAVEMENT OR FOLLOW A RAMP AS REQUIRED BY SITE-SPECIFIC CONDITIONS. THE RUNNING SLOPE OF AN ACCESSIBLE ROUTE ACROSS OPEN PAVEMENT MUST NOT EXCEED 1:20 (5.00%), WITH A CROSS SLOPE NOT EXCEEDING 1:50 (2.00%). SLOPES EXCEEDING 1:20 (5.00%), BUT LESS THAN 1:12 (8.33%), CONSTITUTE RAMPS AND MUST CONFORM TO THE REQUIREMENTS FOR RAMP DESIGN (HANDRAILS, CURBS, LANDINGS, RISE AND RUN LIMITS, ETC.) AS DETAILED ON THE CIVIL AND ARCHITECTURAL PLANS. NO RAMP SHALL HAVE A RUNNING SLOPE EXCEEDING 1:12 (8.33%), NOR HAVE A CROSS SLOPE EXCEEDING 1:50 (2.00%).
15. THE GENERAL CONTRACTOR/CONTRACTOR SHALL MEASURE THE SUBGRADE AND ACROSS FORMS PRIOR TO INSTALLATION OF ASPHALT OR CONCRETE IMPROVEMENTS TO ASSURE THE FINAL IMPROVEMENTS WILL MEET THESE MINIMAL ADA REQUIREMENTS. ANY DISCREPANCIES SHALL BE REPORTED TO THE CIVIL ENGINEER PRIOR TO INSTALLATION OF THE IMPROVEMENTS.

CURB RAMPS

16. A CURB RAMP SHALL BE PROVIDED WHEREVER AN ACCESSIBLE ROUTE CROSSES A CURB.
17. CURB RAMPS HAVE A MAXIMUM SLOPE OF 1:12 (8.33%) AND DO NOT REQUIRE HANDRAILS.
18. IF A CURB RAMP IS LOCATED WHERE PEDESTRIANS MUST WALK ACROSS THE RAMP, OR WHERE IT IS NOT PROTECTED BY HANDRAILS, OR GUARDRAILS, IT SHALL HAVE FLARED SIDES; THE MAXIMUM SLOPE OF THE FLARE SHALL BE 1:12 (8.33%).

PROJECT SPECIFICATIONS

NO.	REVISIONS	DATE
1	NONE	2/27/2024
2	NONE	4/22/2024

Prepared For:

NSS GROUP, INC.
8060 Lawndale
Skokie, IL 60077

HOMER GLEN DEVELOPMENT
NWC of Bell Road and Glengary Drive - Lot 5
Homer Glen, Illinois

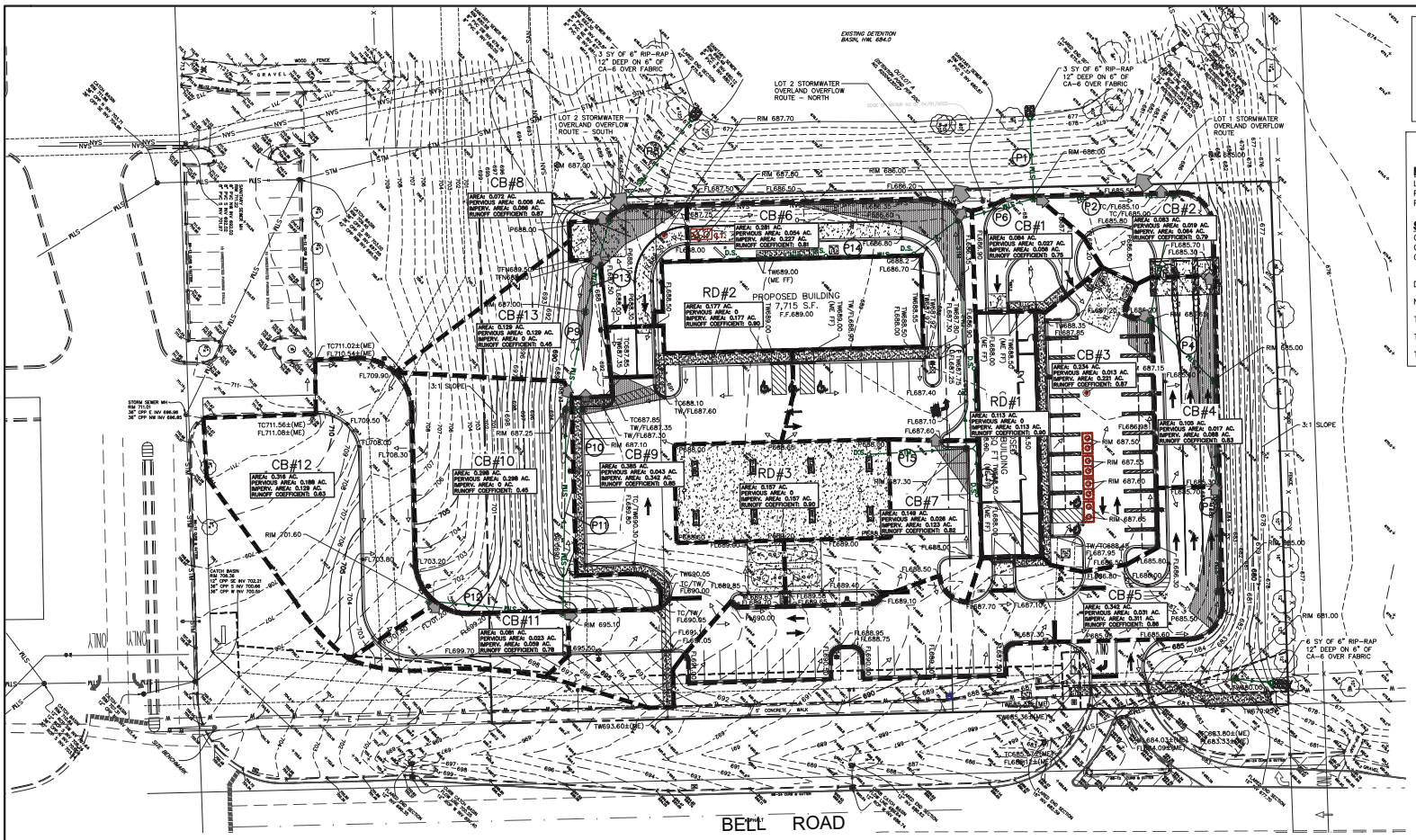
Prepared By:

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CHECKED BY: J. MILLER
DESIGN BY: R. NELSON
DRAWN BY: JOSH MILLER
DATE: JANUARY 10, 2024
SCALE: NONE
PROJECT NO.: 21-074

C-13

PROJECT SPECIFICATIONS



GENERAL NOTES:

1. THESE PLANS ARE BASED ON THE ALTA/NSPS LAND TITLE SURVEY (SURVEY PROJECT #22-22484 DATED 09/11/2023) PREPARED BY: GENTILE AND ASSOCIATES, INC. 550 E. ST. CHARLES PLACE, LOMBARD, ILLINOIS 60148 (630) 916-6262
2. PRIOR TO CONSTRUCTION, CONTRACTOR TO CONTACT THE DESIGN ENGINEER AND ARCHITECT TO VERIFY THAT THEY ARE WORKING FROM THE MOST CURRENT SET OF PLANS AND SPECIFICATIONS.

SITE STORMWATER DATA

PROPOSED SITE DATA

LOT AREA	=	134,282 SF	(3.08 AC.)
PROPOSED IMPERVIOUS	=	90,289 SF	(2.07 AC) (78.3%)
PROPOSED PERVIOUS	=	43,993 SF	(1.01 AC) (21.7%)

SITE RUNOFF CURVE NUMBER

CN IMPERVIOUS AREA	(2.07 AC)	= 98
CN PERVIOUS AREA	(1.01 AC)	= 74
COMPOSITE CN VALUE		= [(98*2.07) + (74*1.01)]/3.08 = 90.1
DETENTION BASIN CN		= 94
		90.1 ≤ 94, THEREFORE OK

NO ADDITIONAL STORAGE REQUIRED

THERE ARE NO WETLANDS ON THIS PROPERTY.

THERE IS NO FLOODPLAIN ON THIS PROPERTY.

THERE WILL BE NO PERMANENT SOIL STOCKPILES ON SITE.

Inlet Capacity Calculations for Car Wash - Homer Glen, IL

F.F. Elev.: 688.00 Lot 1 - Carwash
689.00 Lot 2 - Convenience Store

ISWS Bulletin 75 - 10 min rainfall intensity, i (in/hr): 10-yr Recurrence Interval 6.48 100-yr Recurrence Interval 10.80

Catchment Label on Stormwater Exhibit	DRAINAGE AREA: Surface catchment area (AC)	Impervious Area (c = 0.90) (AC)	Pervious Area (c = 0.45) (AC)	Runoff Coefficient, c	INLET: Inlet Type	Open area (SF)	Inlet Weir Length (FT)	Rim Elev (FT)	Overflow Elev (FT)	Height over inlet before overflow, h (FT)	INLET CAPACITY: Flow capacity of inlet, Q (CFS)	10-YEAR FLOW: Flow from Contributing Area (10-YR) (CFS)	Bypass Flow from Upstream Inlet (cfs) (CFS)	Total Flow, Q_{10}* (CFS)	100-YEARFLOW: Flow from Contributing Area (100-YR) (CFS)	Bypass Flow from Upstream Inlet (CFS)	Total Flow, Q_{100}* (CFS)	COMMENT: Inlet Capacity > 10-Year Total Flow	Inlet Capacity > 100-Year Total Flow
CB#1	0.0837	0.0564	0.0273	0.75	IDOT 11V CB	0.59	2.25	686.08	686.04	0.04	0.69	0.41	0	0.41	0.68	0	0.68	Yes	Yes
CB#2	0.0830	0.0635	0.0195	0.79	Curb box	1.00	2.23	685.08	685.00	0.00	0.00 (overflow weir)	0.43	0	0.43	0.71	0	0.71	N/A	N/A
CB#3	0.2338	0.2204	0.0134	0.87	Curb box	1.00	2.23	685.61	686.15	0.50	6.43	1.32	0	1.32	2.21	0	2.21	Yes	Yes
CB#4	0.1049	0.0880	0.0169	0.83	Curb box	1.00	2.23	685.08	685.30	0.30	4.17	0.56	0	0.56	0.94	0	0.94	Yes	Yes
CB#5	0.3418	0.3114	0.0304	0.86	Curb box	1.00	2.23	685.08	685.30	0.30	4.17	1.90	0	1.90	3.17	0	3.17	Yes	Yes
CB#6	0.2814	0.2273	0.0541	0.81	Curb box	1.00	2.23	686.08	686.50	0.50	6.43	1.48	0	1.48	2.47	0	2.47	Yes	Yes
CB#7	0.1487	0.1228	0.0259	0.82	Curb box	1.00	2.23	687.30	687.60	0.30	4.17	0.79	0	0.79	1.32	0	1.32	Yes	Yes
CB#8	0.0716	0.0661	0.0055	0.87	Curb box	1.00	2.23	687.08	687.50	0.50	6.43	0.40	0	0.40	0.67	0	0.67	Yes	Yes
CB#9	0.3841	0.3415	0.0426	0.85	Curb box	1.00	2.23	687.10	687.60	0.50	6.43 (+ bypass flow)	2.12	0.32	2.44	3.53	1.46	5.24	Yes	Yes
CB#10	0.2977	0	0.2977	0.45	Inlet	0.90	0.00	687.25	687.65	0.40	3.06	0.87	0	0.87	1.45	0	1.45	Yes	Yes
CB#11	0.0813	0.0588	0.0225	0.78	IDOT 11V CB	0.59	2.25	695.10	695.14	0.04	0.69 (+ bypass flow)	0.41	0.29	0.69	0.68	0.01	0.69	Yes	Yes
CB#12	0.3161	0.1282	0.1879	0.63	IDOT 11V CB	0.59	2.25	701.66	701.64	0.04	0.69 (- bypass flow)	1.30	-0.61	0.69	216	-1.47	0.69	Yes	Yes
CB#13	0.1290	0	0.1290	0.45	Inlet	0.90	0.00	687.08	687.50	0.50	3.42	0.38	0	0.38	063	0	0.63	Yes	Yes
RD#1	0.1128	0.1128	0	0.90															
RD#2	0.1774	0.1774	0	0.90															
RD#3	0.1568	0.1568	0	0.90															
Total:	3.0040	2.1314	0.8726	0.78										12.36			20.87		

Composit runoff coefficient: 0.78

* Q= c*i*A

** Inlet Capacity = Orifice Flow + Weir Flow (if applicable)
Q = C*A*sqrt(2*g*h) where C=0.67, g = 32.2 ft/s^2 and A = Varies with inlet type
Qweir=Cw*Lw*Hw^(3/2) where Cw=3.33, Lw= from catalog, Hw=Depth of water (ft)

STORMWATER LEGEND

= OVERLAND OVERFLOW ROUTE

= PONDING AROUND INTAKE BEFORE OVERLAND OVERFLOW WOULD OCCUR

30 0 15 30 60 120

STORMWATER EXHIBIT

1 of 1

NO.	REVISIONS	DATE
1	NONE	2/7/2024
2	NONE	11/07/2024

Prepared For:

NSS GROUP, INC.
8060 Lawndale
Skokie, IL 60077

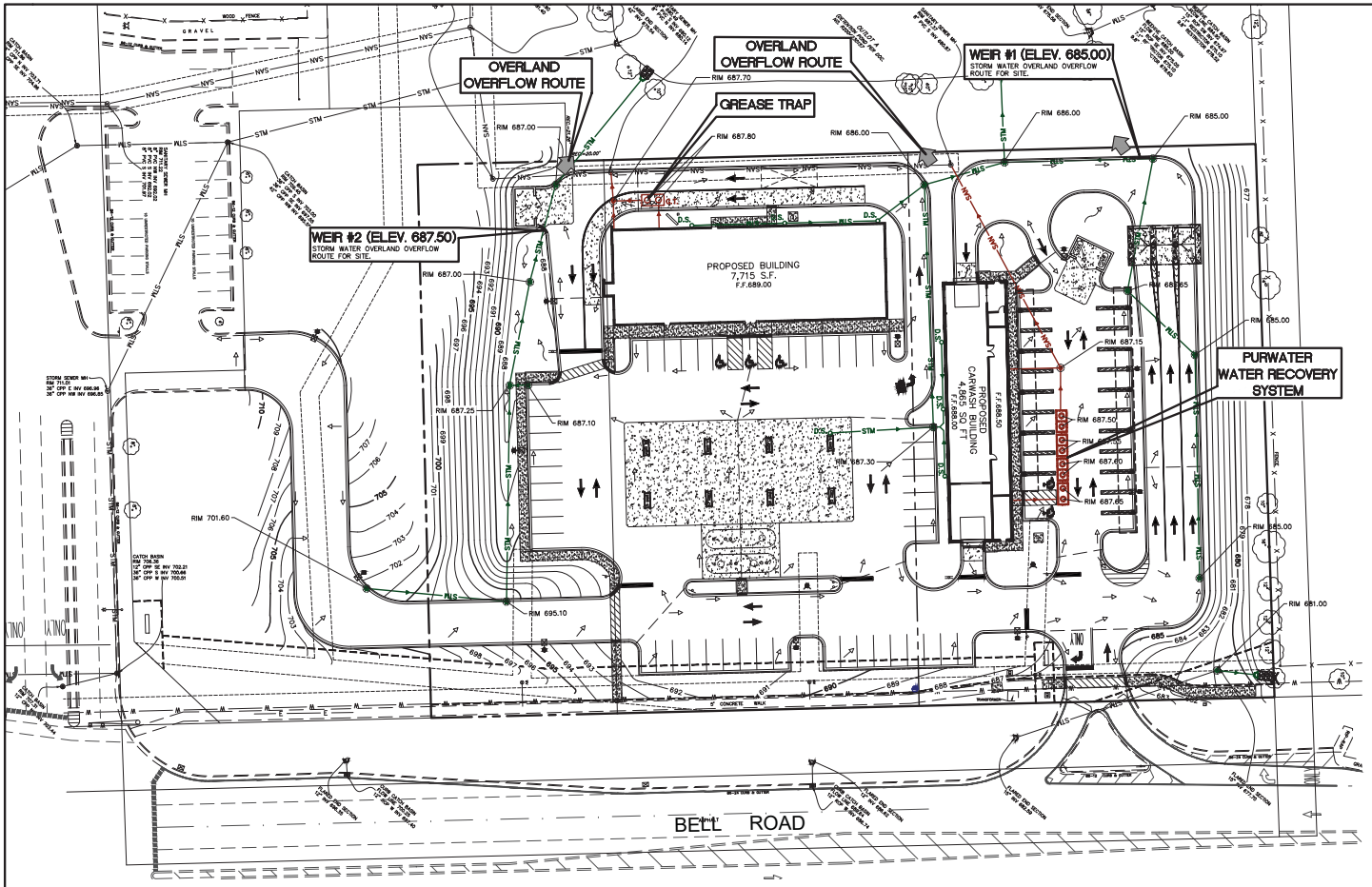
HOMER GLEN DEVELOPMENT
NWC of Bell Road and Glengary Drive - Lot 5
Homer Glen, Illinois

Prepared By:

WatermarkEngineering RESOURCES
watermark-engineering.com | 2631 Ginger Woods Pkwy | Aurora, IL 60502 | (630) 375-1800

CHECKED BY: J. MILLER
DESIGN BY: R. NELSON
DRAWN BY: JOSH MILLER
DATE: JANUARY 10, 2024
SCALE: 1" = 30'
PROJECT NO.: 21-074

STORM WATER EXHIBIT



THE OWNER SHALL ASSUME RESPONSIBILITY FOR THE FOLLOWING PERPETUAL MAINTENANCE ACTIVITIES

MAINTENANCE PLAN

1. GENERAL
   REGULAR INSPECTIONS AND ROUTINE MAINTENANCE OF GENERAL AREAS SHALL BE PERFORMED ON A MONTHLY OR AS-NEEDED BASIS. SPECIFIC ITEMS OF CONCERN INCLUDE:
   - ___ LITTER AND DEBRIS SHALL BE CONTROLLED.
   - ___ LANDSCAPED AREAS SHALL BE MAINTAINED WITH REGULAR MOWING AND RESTORED WITH APPROPRIATE SEEDING/ VEGETATION AS NECESSARY.
   - ___ ACCUMULATED SEDIMENT SHALL BE DISPOSED OF PROPERLY, ALONG WITH ANY WASTES GENERATED DURING MAINTENANCE OPERATIONS.
   - ___ RIPRAP AREAS SHALL BE REPAIRED WITH THE ADDITION OF NEW RIPRAP, AS NECESSARY, OF SIMILAR SIZE AND SHAPE.
   - ___ ROADS SHALL BE SWEPT, VACUUMED AND/OR WASHED ON A REGULAR BASIS.

2. STORMWATER COLLECTION SYSTEM
   THE OWNER SHALL PERFORM MONTHLY INSPECTIONS OF ALL COMPONENTS OF THE STORMWATER COLLECTIONS SYSTEM. THE MONTHLY INSPECTION SHALL OCCUR BETWEEN MARCH AND NOVEMBER AND INCLUDE THE FOLLOWING SPECIFIC AREAS OF CONCERN.

   STORM INLETS/MANHOLES
   - ___ REMOVE ACCUMULATED LEAVES AND OTHER DEBRIS FROM GRATES.
   - ___ RESET COVERS/ LIDS ON AS-NEEDED BASIS.
   - ___ REMOVE ACCUMULATED SEDIMENT FROM THE BOTTOM OF MANHOLE WHEN 50% OF SUMP IS FILLED.

   STORM SEWERS/ CULVERTS
   - ___ VISUALLY INSPECT PIPES BY REMOVING MANHOLE LIDS, MAKE REPAIRS AS NECESSARY.
   - ___ STORM SEWERS AND CULVERTS SHALL BE CHECKED FOR SILTATION DEPOSITS AT INLETS, OUTLETS, AND WITHIN THE CONDUIT, CLEAN OUT AS NECESSARY.
   - ___ RESTORE RIPRAP AT OUTFALLS IF EROSION OBSERVED.
   - ___ REPLANT AND RESEED ANY ERODED AREAS.

   OVERLAND FLOW ROUTES (DITCHES/SWALES)
   - ___ ANNUAL VISUAL INSPECTIONS SHALL BE PERFORMED THAT VERIFY THE DESIGN CAPACITY OF THE OVERLAND FLOW ROUTES IS MAINTAINED. THE SLOPE AND CROSS-SECTIONAL AREA OF THE DITCH/SWALE SHALL BE VERIFIED DURING THIS INSPECTION.
   - ___ REMOVE ANY OBSTRUCTIONS THAT HAVE BEEN PLACED IN THE DRAINAGE PATH.
   - ___ SEED AND SOD ANY ERODED AREAS.
   - ___ RESTORE RIPRAP AS NECESSARY.
   - ___ REGRADE TO PROVIDE POSITIVE DRAINAGE AS NECESSARY (A PROFESSIONAL LAND SURVEYOR MAY BE REQUIRED TO CHECK GRADES TO ENSURE POSITIVE DRAINAGE).
   - ___ REGULAR MOWING TO CONTROL VEGETATION.
   - ___ ROTOTILL BOTTOM OF DRY SWALES IF NOT DRAWING DOWN WITHIN 48-HOURS.

3. VEGETATED AREAS
   - ___ NEED FOR PLANTING, RESEEDING OR SODDING. SUPPLEMENT ALTERNATIVE NATIVE VEGETATION IF A SIGNIFICANT PORTION HAS NOT ESTABLISHED (50% OF THE SURFACE AREA AFTER SECOND GROWING SEASON). RESEED WITH ALTERNATIVE NATIVE GRASS SPECIES IF ORIGINAL GRASS COVER HAS NOT BEEN SUCCESSFULLY ESTABLISHED.
   - ___ EVIDENCE OF GRAZING, MOTORBIKES, OR OTHER VEHICLES, REPAIR.
   - ___ CHECK FOR INVASIVE VEGETATION, REMOVE WHEN POSSIBLE.
   - ___ REGULAR MOWING TO CONTROL VEGETATION; IT IS RECOMMENDED THAT NATIVE VEGETATION REMAIN UNCUT.
   - ___ DEAD OR DAMAGED NON-NATIVE GRASSY AREAS – REPAIR WITH SEEDING WITH FERTILIZATION OR SEEDING WITH MULCH.
   - ___ COMPENSATORY STORAGE AREA SHALL BE RESEEDED WITH APPROPRIATE VEGETATION ACCORDING TO THE APPROVED PLANTING PLAN.

4. QUALIFIED SEWER CONSTRUCTION
   - ___ PERFORM MANHOLE INSPECTIONS ONCE EVERY FIVE YEARS, MAKE REPAIRS AS NECESSARY.
   - ___ PERFORM SEWER INSPECTIONS ONCE EVERY FIVE YEARS, MAKE REPAIRS AS NECESSARY.
   - ___ PERFORM REGULAR SEWER CLEANING SO THAT EVERY SEWER SEGMENT IS CLEANED ONCE EVERY FIVE YEARS.
   - ___ REMOVE ANY OBSTRUCTIONS PLACED IN MAINTENANCE EASEMENTS THAT MAY IMPEDE MAINTENANCE EQUIPMENT ACCESS.

5. GREASE TRAP
   - ___ SERVICE BY A VACUUM OR PUMPING TRUCK EVERY 90 DAYS OR SOONER IF NECESSARY.
   - ___ THE UNIT MUST BE EMPTIED COMPLETELY. ONCE THE TANK IS EMPTIED, IT SHOULD BE RINSED WITH WATER TO REMOVE ANY OIL, GREASE OF SOLIDS IN THE UNIT.
   - ___ IF TOOLS ARE NECESSARY FOR COMPLETE REMOVAL OF CRUSTED GREASE OR SOLIDS, CARE SHOULD BE TAKEN NOT TO DAMAGE INTERNAL PVC PIPING, BAFFLES AND TANK WALLS.
   - ___ CHECK THE CONDITION OF THE GASKETS AND/OR O-RING UNDER THE ACCESS COVER. CLEAN AND REPLACE IF NECESSARY.

6. PURWATER WATER RECOVERY SYSTEM
   - ___ CHECK HMI SCREEN FOR FAULT MESSAGES DAILY.
   - ___ CHECK PUMP PRESSURE WEEKLY.
   - ___ CLEAN BASKET STRAINER WEEKLY.
   - ___ VERIFY FLOW THROUGH U/F VALVE WEEKLY.
   - ___ PUMP OUT SETTLING TANKS EVERY 6 MONTHS. WASH TANK WALLS DOWN WHILE EMPTY AND PUMP OUT. INSPECT FOOT VALVES AND RECIRCULATION LINES.

PROPERTY INDEX NUMBER (P.I.N.)
05-02-213-002-0000, 05-02-213-003-0000

LEGAL DESCRIPTION AS SURVEYED

PARCEL 1:
LOT 5 IN MENARDS SUBDIVISION, BEING PART OF THE NORTHEAST QUARTER AND THE SOUTHEAST QUARTER OF SECTION 2, TOWNSHIP 36 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED DECEMBER 22, 2004 AS DOCUMENT NO. R2004230157, IN WILL COUNTY, ILLINOIS.

PARCEL 2:
THE NORTH 100.00 FEET OF LOT 4 LYING EASTERLY OF THE WESTERLY LINE OF LOT 5, AND ITS SOUTHERLY EXTENSION THEREOF MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHEAST CORNER OF SAID LOT 4; THENCE SOUTH 01 DEGREE, 24 MINUTES, 16 SECONDS EAST ALONG EASTERLY LINE OF SAID LOT 4, 100.00 FEET; THECAE SOUTH 88 DEGREES 34 MINUTES 46 SECONDS WEST ALONG A LINE 100.00 FEET SOUTH OF AND PARALLEL WITH THE NORTH LINE OF SAID LOT 4, 279.26 FEET; THENCE NORTH 1 DEGREE 25 MINUTES 14 SECONDS WEST ALONG SAID WESTERLY LINE AND SOUTHERLY EXTENSION OF LOT 5, 100.00 FEET TO THE MOST NORTHERLY NORTHWEST CORNER OF SAID LOT 4; THENCE NORTH 88 DEGREES 34 MINUTES 46 SECONDS EAST, ALONG THE NORTH LINE OF SAID LOT 4, 279.29 FEET TO THE POINT OF BEGINNING, IN MENARDS SUBDIVISION, BEING A SUBDIVISION OF PART OF THE NORTHEAST QUARTER AND THE SOUTHEAST QUARTER OF SECTION 2, TOWNSHIP 36 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED DECEMBER 22, 2004 AS DOCUMENT NO. R2004230157, IN WILL COUNTY, ILLINOIS.

TOTAL AREA: 134,280.54 SQ. FT., 3.08 AC. (MORE OR LESS)

30 0 15 30 60 120

BMP OPERATION & MAINTENANCE PLAN

NO.	REVISIONS	DATE
1	PER VILLAGE COMMENTS DATED 2/23/2024	2/27/2024
2	NONE	1/12/2024

Prepared For:

NSS GROUP, INC.
8060 Lawndale
Skokie, IL 60077

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NWC of Bell Road and Glengary Drive - Lot 5
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Prepared By:

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DATE: JANUARY 10, 2024
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1 of 1

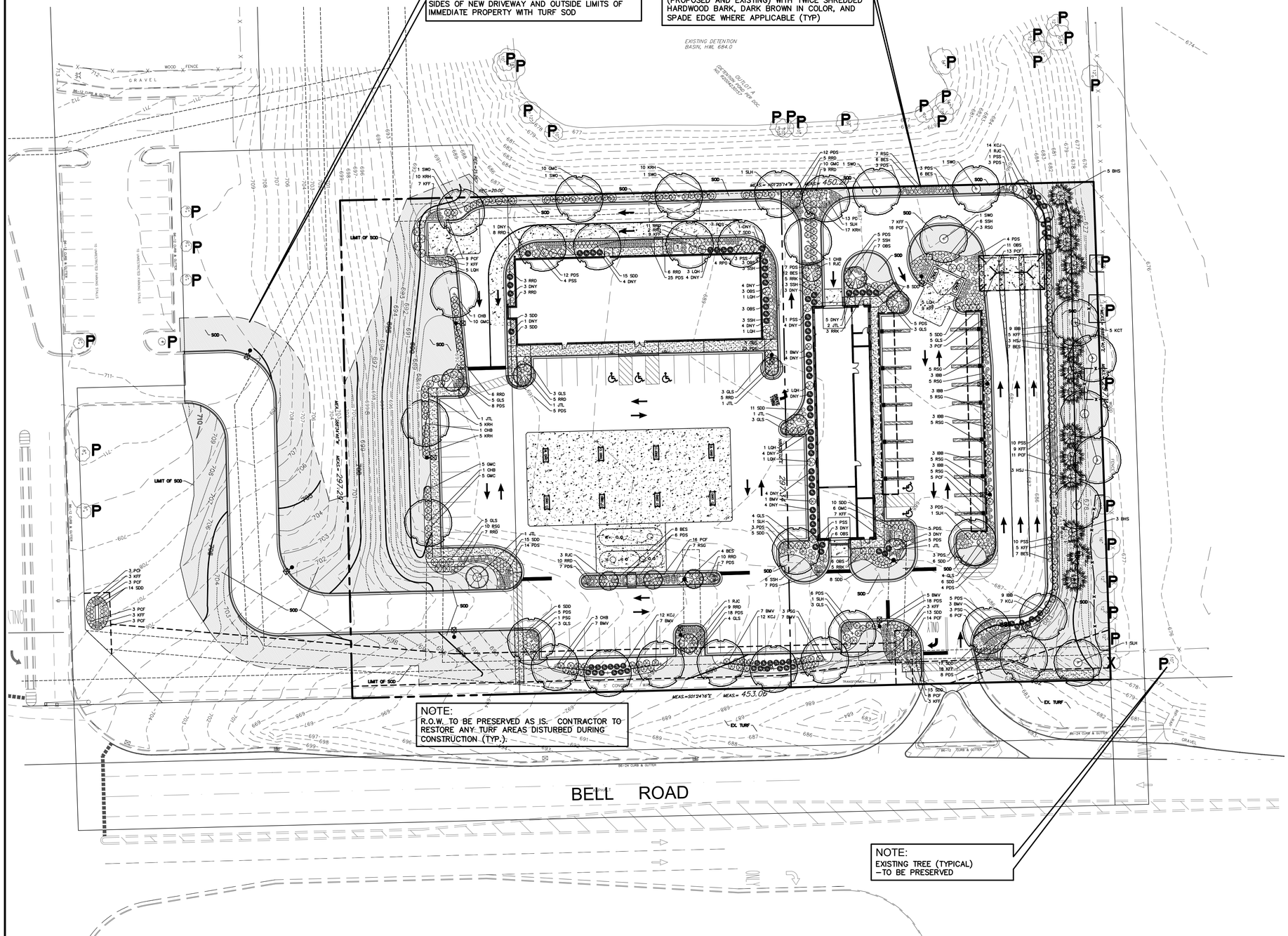
BMP O&M PLAN

ATTACHMENT 14

RECEIVED 1.26.26

NOTE:
CONTRACTOR TO RESTORE AREA ADJACENT TO BOTH SIDES OF NEW DRIVEWAY AND OUTSIDE LIMITS OF IMMEDIATE PROPERTY WITH TURF SOD

NOTE:
CONTRACTOR TO MULCH ALL PLANT BEDS (PROPOSED AND EXISTING) WITH TWICE SHREDDED HARDWOOD BARK, DARK BROWN IN COLOR, AND SPADE EDGE WHERE APPLICABLE (TYP)



NOTE:
R.O.W. TO BE PRESERVED AS IS. CONTRACTOR TO RESTORE ANY TURF AREAS DISTURBED DURING CONSTRUCTION (TYP.).

NOTE:
EXISTING TREE (TYPICAL)
–TO BE PRESERVED

TREE PRESERVATION AND REMOVALS KEY

X = REMOVE EXISTING TREE INCLUDING STUMP AND STUMP GRINDINGS/REMOVE BRUSH.

P = EXISTING TREE TO BE PROTECTED

= TREE PROTECTION FENCE

Call Before You Dig
JULIE ILLINOIS ONE-CALL SYSTEM
Simply Call 811

NOTE:
SEE SHEET L–2 FOR ALL PLAN NOTES AND PLANTING DETAILS.

SITE DATA

TOTAL PROPERTY AREA = 134,282 S.F. (3.08 AC.)

TOTAL IMPERVIOUS AREA = 90,386 S.F. (2.07 AC.)(67.1%)

PARKING REQUIRES = 39 (SEE P.U.D. DOCUMENTS)
PARKING PROPOSED = 88 (INCLUDES 16 PUMP AND 22 VACUUM SPACES)

LOT 1 DATA

LOT 1 AREA = 56,156 S.F. (1.29 AC.)

IMPERVIOUS AREA = 35,863 S.F. (0.82 AC.) (63.9%)

VACUUM SPACES (INCLUDES 1 ADA SPACE)	22
ADA ACCESSIBLE SPACES	1
STANDARD SPACES	3
TOTAL SPACES	26

BUILDING AREA = 4,865 S.F.
1 STORY, 30'–11" TALL BUILDING

F.A.R. = 0.09

LOT 2 DATA

LOT 2 AREA = 78,126 S.F. (1.79 AC.)(INC. ADDITIONAL 100 FT.)

IMPERVIOUS AREA = 54,426 S.F. (1.25 AC.) (69.7%)

ADA ACCESSIBLE SPACES	3
PUMP STATIONS	16
STANDARD SPACES	43
TOTAL SPACES	62

BUILDING AREA = 7,710 S.F.
1 STORY, 22'–1" TALL BUILDING

F.A.R. = 0.10

PLANT LIST

SHADE, ORNAMENTAL AND CONIFEROUS TREES

QTY.	ABRV.	BOTANICAL NAME	COMMON NAME	SIZE
8	BHS	Picea glauca var. densata	Black Hills Spruce	6' Ht.
7	CHB	Celtis occidentalis 'Chicagoland'	Chicagoland Hackberry	2 1/2" Cal.
6	HSJ	Juniperus virginiana 'Hillspire'	Hillspire Eastern Red Cedar	6' Ht.
8	JTL	Syringa reticulata	Japanese Tree Lilac	2" Cal.
5	KCT	Gymnocladus dioicus 'Espresso' (Male O	Espresso Kentucky Coffee Tree	2 1/2" Cal.
7	PSG	Ginkgo biloba 'Princeton Sentry' (Male O	Princeton Sentry Ginkgo	2 1/2" Cal.
8	RJC	Malus 'Red Jewel'	Red Jewel Crabapple	2" Cal.
4	RPO	Quercus robur 'Regal Prince'	Regal Prince Oak	2 1/2" Cal.
6	SLH	Gleditsia triacanthos var. inermis 'Skylin	Skyline Honeylocust	2 1/2" Cal.
6	SWO	Quercus bicolor	Swamp White Oak	2 1/2" Cal.

FLOWERING AND EVERGREEN SHRUBS

QTY.	ABRV.	BOTANICAL NAME	COMMON NAME	SIZE
38	BMV	Viburnum dentatum 'Chistom'	Blue Muffin Viburnum	5 Gal.
45	GLS	Rhus aromatica 'Gro-Low'	Gro-Low Sumac	5 Gal.
46	GMC	Ribes alpinum 'Green Mound'	Green Mound Alpine Currant	5 Gal.
33	IBB	Aronia melanocarpa 'Morton'	Iriquois Beauty Black Chokeberry	5 Gal.
47	KRH	Diervilla 'G2X885411'	Kodiak Red Honeysuckle	3 Gal.
18	LQH	Hydrangea paniculata 'SMHPLQF'	Little Quick Fire Hydrangea	3 Gal.
43	PSS	Spiraea betulifolia 'COURISPI01'	Pink Sparkler Spiraea	3 Gal.
13	RRK	Rosa 'Radrazz'	Knock Out Rose	3 Gal.
60	DNY	Taxus x media 'Densiformis'	Densiformis Yew	5 Gal.
45	KCJ	Juniperus x pfitzeriana 'Kallay's Compact	Kallay's Compact Juniper	5 Gal.

PERENNIALS, ORNAMENTAL GRASS AND GROUNDCOVERS

QTY.	ABRV.	BOTANICAL NAME	COMMON NAME	SIZE
50	BES	Rudbeckia fulgida 'Goldsturm'	Goldsturm Black-eyed Susan	1 Gal.
95	KFF	Calamagrostis x acutiflora 'Karl Foerster'	Karl Foerster Feather Reed Grass	3 Gal.
44	OBS	Heuchera 'Obsidian'	Obsidian Coralbells	1 Gal.
113	PCF	Echinacea 'Magnus'	Magnus Purple Coneflower	1 Gal.
258	PDS	Sporobolus heterolepis	Prairie Dropseed	1 Gal.
100	RRD	Hemerocallis 'Rosy Returns'	Rosy Returns Daylily	1 Gal.
57	RSG	Panicum virgatum 'Shenandoah'	Red Switch Grass	3 Gal.
157	SDD	Hemerocallis 'Stella de' Oro	Stella de Oro Daylily	1 Gal.
28	SSH	Hosta 'Sum and Substance'	Sum and Substance Hosta	1 Gal.
	SOD	Sodded Lawn, Bluegrass Variety*		

*Stake all sod installed on 3:1 slopes or greater.

JOSEPH D. DAVITO ISA CERTIFIED ARBORIST IL-9913A

LICENSED LANDSCAPE ARCHITECT JOSEPH D. DAVITO 157-000925 STATE OF ILLINOIS

30 0 15 30 60 120

NOTE: ALL BASE INFOMATION PROVIDED BY WATERMARK ENGINEERING RESOURCES (630)375–1800 PER PROJECT NUMBER 21–074.

LANDSCAPE PLAN

NO.	REVISIONS	DATE
1	PER PLAN COMMISSION MEETING ON 11/5/2026	12/1/2026

Prepared For:

NSS GROUP, INC.
8060 Lawndale
Skokie, IL 60077

HOMER GLEN DEVELOPMENT
NWC of Bell Road and Glengary Drive - Lot 5
Homer Glen, Illinois

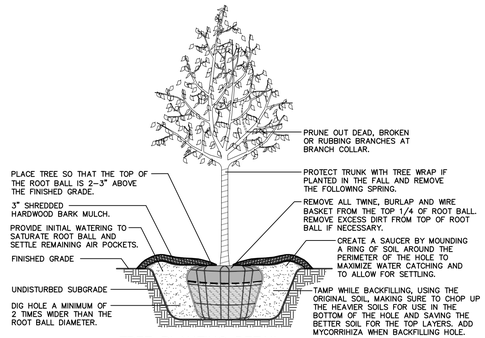
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JDD PROJECT NO.: 25-017

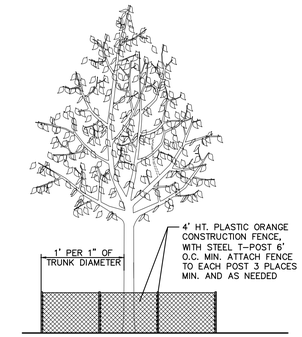
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LANDSCAPE PLAN



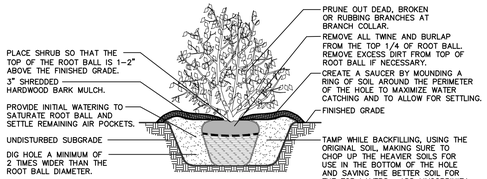
TREE PLANTING DETAIL

NOT TO SCALE. USE ONLY ZONE HARDY PLANT MATERIAL.



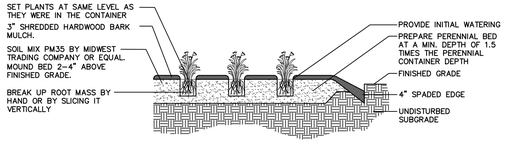
TREE PROTECTION DETAIL

NOT TO SCALE.



SHRUB PLANTING DETAIL

NOT TO SCALE. USE ONLY ZONE HARDY PLANT MATERIAL.



PERENNIAL PLANTING DETAIL

NOT TO SCALE. USE ONLY ZONE HARDY PLANT MATERIAL.

LANDSCAPE NOTES

1. ALL PLANT MATERIAL SHALL BE HARDY TO THE ZONE IT IS BEING PLANTED IN. ALL TREES AND SHRUBS ARE TO BE BALLED AND BURLAPED UNLESS OTHERWISE NOTED AND SHALL BE GROWN IN ACCORDANCE WITH THE STANDARDS SET FORTH BY THE LATEST EDITION OF AMERICAN STANDARD FOR NURSERY STOCK PUBLISHED BY AMERICANHORT.
2. PLANT SIZES CALLED OUT ON THIS PLAN ARE THE MINIMUM SIZE REQUIRED. PLANTS WHICH FAIL TO MEET THE SIZES LISTED, SHALL BE REJECTED AT THE EXPENSE OF THE CONTRACTOR.
3. CONTRACTOR MUST VERIFY ALL MATERIAL QUANTITIES AS DEPICTED ON THE DRAWING. THE PLANT LIST PROVIDED ON THIS PLAN IS FOR CONVENIENCE ONLY.
4. SUBSTITUTIONS MAY NOT BE MADE WITHOUT THE APPROVAL OF THE LANDSCAPE ARCHITECT/DESIGNER.
5. THE CONTRACTOR SHALL NOTIFY ALL APPROPRIATE AGENCIES AND UTILITY LOCATORS PRIOR TO CONSTRUCTION. CONTRACTOR SHALL NOT BEGIN ANY WORK ON-SITE UNTIL ALL UTILITIES HAVE BEEN LOCATED. CONTRACTOR SHALL OBTAIN "AS-BUILT" PLANS FOR ALL IRRIGATION AND LIGHTING PRIOR TO CONSTRUCTION.
6. CONTRACTOR IS RESPONSIBLE FOR PROTECTING ALL UTILITIES INCLUDING IRRIGATION AND LIGHTING. ALL DAMAGE SHALL BE REPAIRED TO A NEW CONDITION IN ACCORDANCE WITH ALL CODES AT NO COST TO THE OWNER - SEE NOTE 5.
7. ALL UNSUITABLE MATERIAL (CONCRETE, AGGREGATE STONE, CRUSHED ASPHALT, BRICK ETC.) SHALL BE REMOVED, INCLUDING HAUL OFF, PRIOR TO PLANTING AND SHALL BE THE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR.
8. SOIL MIX PM35 BY MIDWEST TRADING COMPANY OR EQUAL SHALL BE ROTOTILLED INTO ALL PERENNIAL AND ANNUAL PLANTING BEDS PRIOR TO THE INSTALLATION OF THE PLANT MATERIAL. A SLOW RELEASE, GRANULAR FERTILIZER SHALL BE APPLIED TO ALL ANNUAL AND PERENNIAL PLANTING BEDS AT THE RECOMMENDED RATE, AND SHALL BE ROTOTILLED IN WITH THE ABOVE SOIL MIXTURE BEFORE THE PLANT MATERIAL IS INSTALLED.
9. CONTRACTOR TO PROVIDE THOROUGH INITIAL WATERING OF ALL PLANTINGS WITHIN 12 HOURS OF INSTALLATION TO ENSURE ALL AIR POCKETS HAVE BEEN REMOVED AROUND ROOT BALL.
10. ALL PLANT BED AREAS ARE TO BE MULCHED WITH 3" OF DOUBLE SHREDDED HARDWOOD MULCH AND SHALL BE SEPARATED WITH A SPADE EDGE ALONG PERIMETERS ADJACENT TO TURF AREAS. FINAL GRADE (AFTER SETTLING) SHALL BE 1" BELOW ADJACENT CURBS.
11. ALL TURF AREAS ARE TO BE A MINIMUM OF A FIVE WAY BLUEGRASS BLEND, UNLESS OTHERWISE NOTED. CONTRACTOR IS RESPONSIBLE FOR WATERING ALL INSTALLED TURF AREAS UNTIL TIME OF KNITTING. IF TURF SEED AND SOD OCCUR ON THE SAME PROJECT, CONTRACTOR SHALL VERIFY AND USE SEED MIXTURES TO MATCH SOD.
12. AREAS TO BE SODDED SHALL BE WITH AN "APPROVED TURFGRASS SOD" OF PREMIUM GRADE. SOD SHALL BE A 5 WAY BLEND OF IMPROVED KENTUCKY BLUEGRASS VARIETIES THAT HAS BEEN GROWN LOCALLY TO THE PROJECT SITE. SOD MUST BE MATURED FOR 2 FULL GROWING SEASONS PRIOR TO HARVEST CUTTING AND BE HEALTHY WITH WELL ESTABLISHED ROOTS. SOD SHALL BE FREE OF DISEASE, INSECTS AND DEBRIS. SOD SHALL BE UNIFORM IN LEAF COLOR, TEXTURE, AND DENSITY. SOD SHALL BE DELIVERED, INSTALLED, AND WATERED WITHIN 24 HOURS OF HARVEST IN WHICH TEMPERATURES DO NOT EXCEED 90 DEGREES (F) NOR LESS THAN 55 DEGREES (F). SOD SHALL BE MACHINE-CUT AT A MINIMUM UNIFORM SOIL THICKNESS (1.5" OF SOD IS DESIRED) BUT SOD THICKNESS SHALL BE A THICKNESS NECESSARY FOR PLANT VIABILITY. SOD SHALL BE LAID IN STAGGERED STRAIGHT LINES, TIGHTLY AGAINST EACH OTHER WITHOUT STRETCHING OR OVERLAPPING. SOD STAKES SHALL USED ON ALL SLOPES 4:1 OR GREATER.
13. CONTRACTOR SHALL REPAIR ALL DISTURBED AREAS (INTENDED OR UNINTENDED) AT A MINIMUM, TO THE ORIGINAL CONDITION UNLESS OTHERWISE NOTED.
14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE HEALTH AND VIABILITY OF THE PROPOSED PLANT MATERIAL INCLUDING WATERING, PROTECTION FROM PHYSICAL DAMAGE FROM THE TIME PLANT IS SELECTED THROUGH IT'S INSTALLATION.
15. CONTRACTOR IS RESPONSIBLE FOR ALL PLANT MATERIAL REMAINING PLUMB UNTIL THE END OF THE GUARANTEE PERIOD. PLANTS MAY NOT BE STAKED UNLESS APPROVED BY THE LANDSCAPE ARCHITECT/DESIGNER.
16. CONTRACTOR TO GUARANTEE PLANT MATERIAL AND LABOR FOR A MINIMUM OF ONE YEAR FROM THE TIME OF INSTALLATION.
17. THE CONTRACTOR IS RESPONSIBLE FOR BECOMING FAMILIAR WITH AND ABIDING BY THE LANDSCAPE ORDINANCES FOR THE SPECIFIC JURISDICTION IN WHICH THE WORK IS TAKING PLACE.
18. BIDDERS SHALL BE RESPONSIBLE FOR EXAMINING THE SITE, PRIOR TO PREPARING BID, TO BECOME FAMILIAR WITH THE SPECIFIC SITE CONSTRAINTS.
19. ALL EXISTING ON-SITE PLANT MATERIAL NOT EFFECTED BY CONSTRUCTION OR THE PROPOSED LANDSCAPE, SHALL BE BE PROTECTED AS PART OF THIS PLAN. EXISTING LANDSCAPE IN AREAS OF CONSTRUCTION AND PROPOSED LANDSCAPE SHALL BE REMOVED AS PART OF THIS PLAN.
20. THE CONTRACTOR SHALL FURNISH ALL LABOR, MATERIALS AND EQUIPMENT NECESSARY FOR THE COMPLETION OF ALL THE ITEMS SHOWN ON THE PLANS.
21. IF IRRIGATION IS DEEMED NECESSARY, THE DESIGN AND INSTALLATION OF THE IRRIGATION SYSTEM SHALL BE THE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR. AN IRRIGATION PLAN ALONG WITH AN AS BUILT OF THE IRRIGATION SYSTEM SHALL BE PREPARED FOR OWNER REVIEW AND APPROVAL. CONTRACTOR SHALL GUARANTEE PERFORMANCE, PARTS, AND LABOR FOR A PERIOD OF 1 YEAR FROM THE DATE OF FINAL APPROVAL.
22. IF EXISTING IRRIGATION IS PRESENT ON SITE, CONTRACTOR SHALL ADJUST, ADD TO, OR SUBTRACT FROM, THE EXISTING IRRIGATION SYSTEM TO ACCOMMODATE ANY PROPOSED ALTERATIONS/ADDITIONS TO THE EXISTING LANDSCAPE. CONTRACTOR SHALL PROVIDE THE OWNER AN AS BUILT OF THE IRRIGATION SYSTEM AND ALL CHANGES TO THE SYSTEM AFFECTED BY THIS PROJECT.
23. PROVIDE TOPSOIL RE-SPREAD PER THE FOLLOWING UNLESS OTHERWISE NOTED:
    A. 4" MINIMUM IN GRASS OR SOD AREAS
    B. 6" MINIMUM IN PLANTING AREAS
    C. 12" MINIMUM IN LANDSCAPE ISLANDS

TREE PRESERVATION NOTES

1. ALL GRADING AND CONSTRUCTION EQUIPMENT SHALL BE FORBIDDEN FROM ENCROACHING WITHIN THE ROOT ZONE OF A TREE TO BE PRESERVED. NO EXCESS SOIL, ADDITIONAL FILL, LIQUIDS OR CONSTRUCTION DEBRIS SHALL BE PLACED WITHIN THE ROOT ZONE OF ANY TREE THAT IS REQUIRED TO BE PRESERVED.
2. CRUSHED LIMESTONE HYDROCARBONS AND OTHER MATERIALS DETRIMENTAL TO TREES SHALL NOT BE DUMPED WITHIN THE ROOT ZONE OF ANY TREE NOR AT ANY HIGHER LOCATION WHERE DRAINAGE TOWARD THE TREE COULD CONCEIVABLY EFFECT THE HEALTH OF THE TREE.
3. APPROPRIATE FENCING (SEE DETAIL) SHALL TEMPORARILY BE INSTALLED AT THE PERIPHERY OF THE ROOT ZONE OF TREE(S) DESIGNATED FOR PRESERVATION, AS INDICATED ON THE PLAN.
   TREE PROTECTION FENCE TO BE EXTRUDED POLYETHYLENE. COLOR TO BE BRIGHT SAFETY ORANGE.
4. ALL REQUIRED FENCING SHALL BE IN PLACE PRIOR TO CONSTRUCTION ACTIVITY. THE FENCING SHALL REMAIN IN PLACE DURING THE ENTIRE CONSTRUCTION PERIOD. ALL FENCING MUST BE SECURED TO 5'L. STEEL T-POSTS DRIVEN INTO THE GROUND AND SPACED NO FURTHER THAN 6' APART, OR CLOSER AS NECESSARY.
5. NO ATTACHMENTS, FENCES OR WIRES, OTHER THAN APPROVED MATERIALS FOR BRACING, GUYING OR WRAPPING SHALL BE ATTACHED TO ANY VEGETATION DURING THE CONSTRUCTION PERIOD.
6. DURING CONSTRUCTION, ALL REASONABLE STEPS NECESSARY TO PREVENT THE DESTRUCTION OR DAMAGE OF TREES (OTHER THAN THOSE SPECIFIED TO BE REMOVED) SHALL BE TAKEN.
7. NO SOIL IS TO BE REMOVED FROM WITHIN THE ROOT ZONE OF ANY TREE THAT IS TO REMAIN.

JOSEPH D. DAVITO ISA CERTIFIED ARBORIST IL-9913A

JOSEPH D. DAVITO LICENSED LANDSCAPE ARCHITECT 157-000925 STATE OF ILLINOIS

30 0 15 30 60 120

NOTE: ALL BASE INFOMATION PROVIDED BY WATERMARK ENGINEERING RESOURCES (630)375-1800 PER PROJECT NUMBER 21-074.

LANDSCAPE DETAILS PLAN

NO.	REVISIONS	DATE
1	NO REVISIONS	12/1/2026

Prepared For:

NSS GROUP, INC.
8060 Lawndale
Skokie, IL 60077

HOMER GLEN DEVELOPMENT
NWC of Bell Road and Glengary Drive - Lot 5
Homer Glen, Illinois

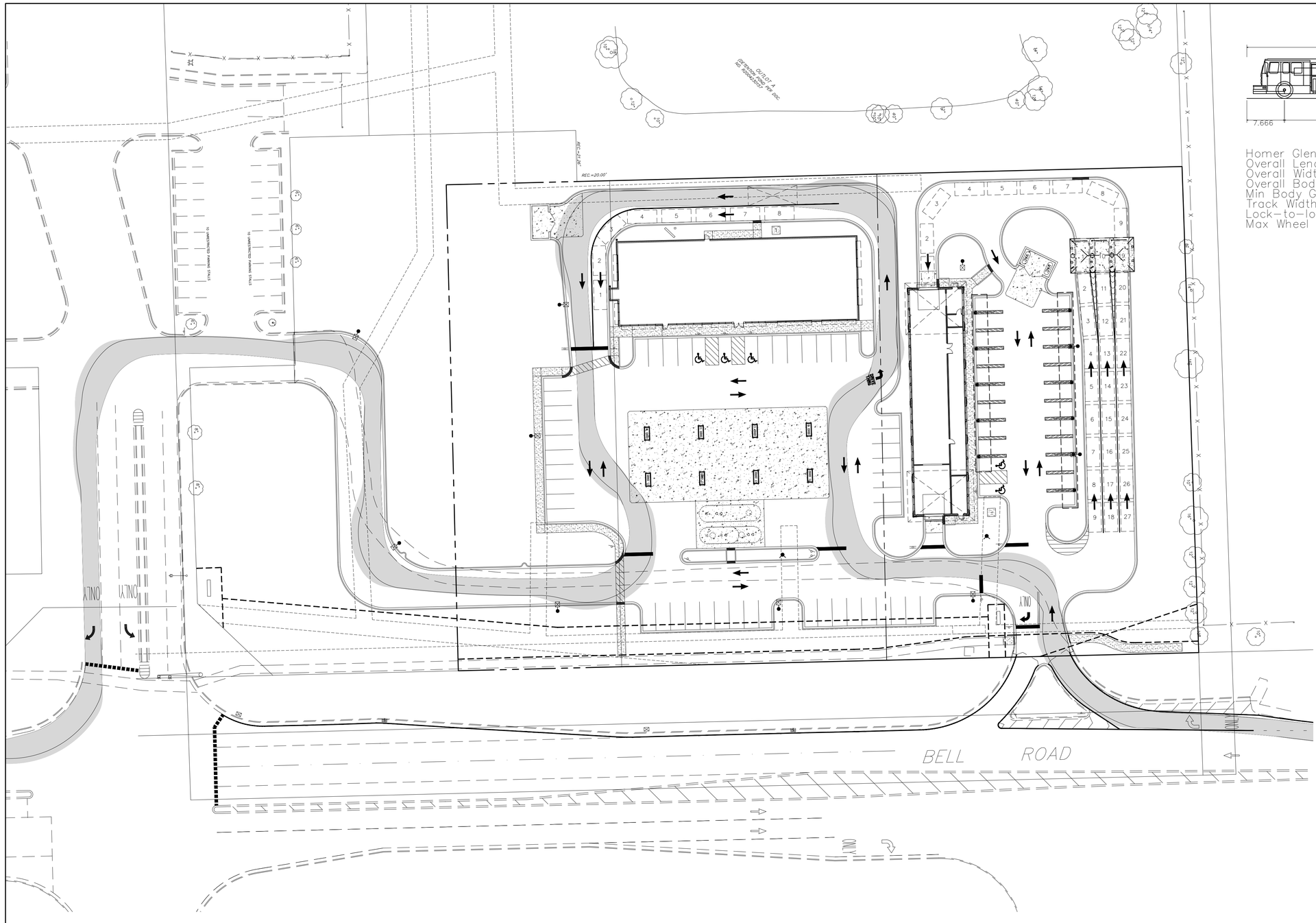
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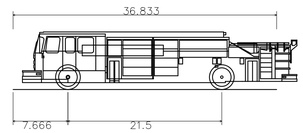
J. DAVITO DESIGN, INC.
LANDSCAPE ARCHITECTURAL DESIGN
ISLAND LAKE, IL 60042
WWW.JDAVITODESIGN.COM
2735 KINGSTON DRIVE
(847) 469-8797

CHECKED BY:	J. DAVITO
DESIGN BY:	J. DAVITO
DRAWN BY:	J. DAVITO
DATE:	DECEMBER 18, 2023
SCALE:	1" = 30'
JDD PROJECT NO.:	25-017

L-2

LANDSCAPE DETAILS PLAN





Homer Glen Fire Truck	
Overall Length	36.833ft
Overall Width	9.917ft
Overall Body Height	8.044ft
Min Body Ground Clearance	0.955ft
Track Width	9.877ft
Lock-to-lock time	5.00s
Max Wheel Angle	40.00°

30 0 15 30 60 120

FIRE TRUCK CIRCULATION PLAN

NO.	REVISIONS	DATE:
1	PER VILLAGE AND CLIENT REVIEW	5/17/2022
2	PER CLIENT REVIEW	6/03/2022
3	PER VILLAGE COMMENTS	7/29/2022
4	PER PLAN COMMISSION	8/15/2022
5	PER CLIENT AND MENARDS	12/21/2022
6	ADDED OUTLOT A AND REMOVED LOT 4	1/4/2023
7	ADDED TWO POLES FOR ACCESS DRIVE	5/8/2023
8	ADDED PROPERTY AND EXPANDED GAS STATION	6/9/2023
9	PER VILLAGE COMMENTS	8/2/2023
10	PER VILLAGE COMMENTS DATED 9/8/2023	9/13/2023

Prepared For:

NSS GROUP, INC.
8060 Lawndale
Skokie, IL 60077

HOMER GLEN DEVELOPMENT
NWC of Bell Road and Glengary Drive - Lot 5
Homer Glen, Illinois

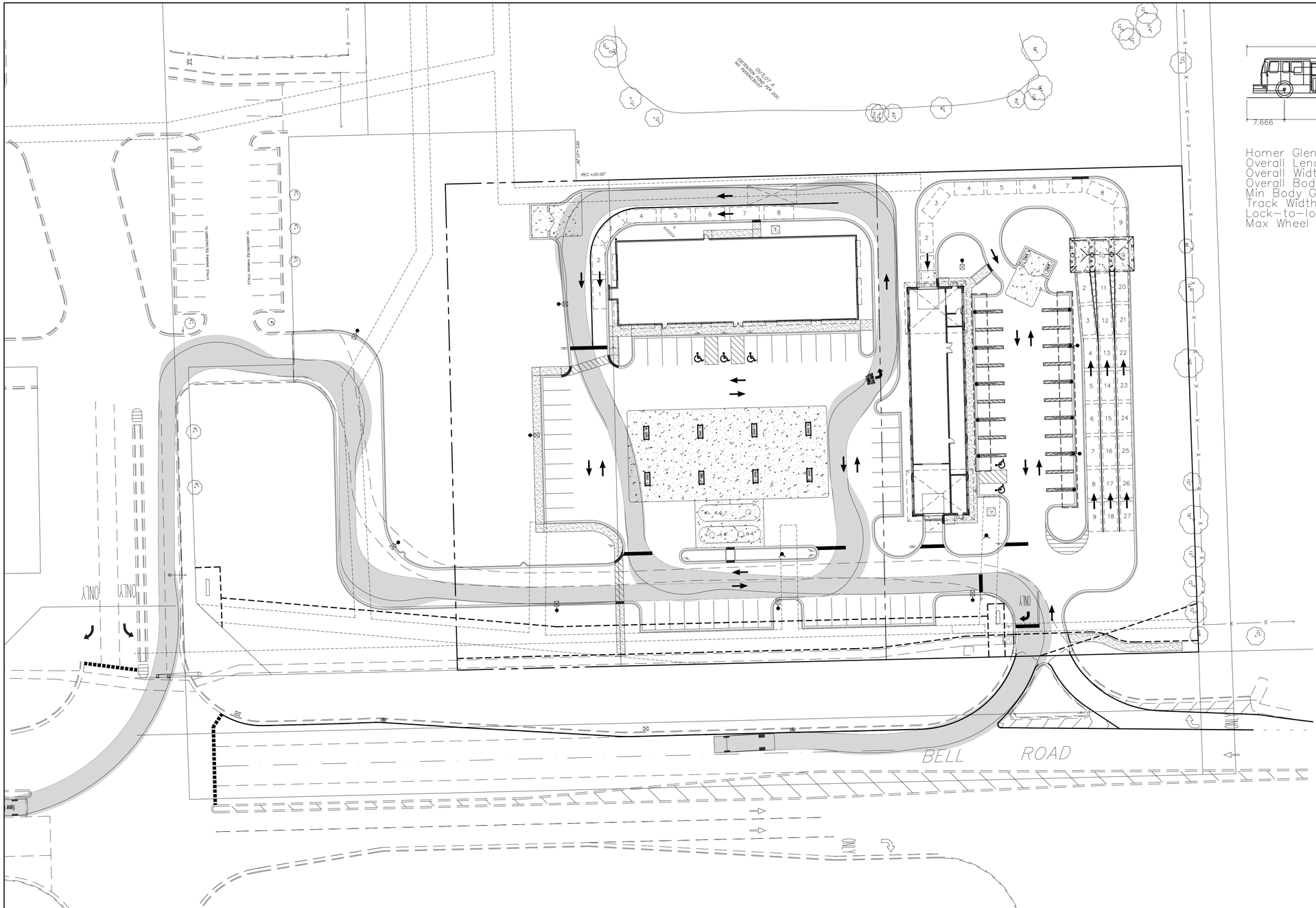
Prepared By:

WaterMark Engineering RESOURCES
watermark-engineering.com | 2631 Ginger Woods Pkwy | Aurora, IL 60502 | (630) 375-1800

CHECKED BY: J. MILLER
DESIGN BY: J. MILLER
DRAWN BY: JOSH MILLER
DATE: MARCH 7, 2022
SCALE: 1" = 30'
PROJECT NO.: 21-074

1 of 2

FIRE TRUCK CIRCULATION PLAN



Homer Glen Fire Truck

Overall Length	36.833ft
Overall Width	9.917ft
Overall Body Height	8.044ft
Min Body Ground Clearance	0.955ft
Track Width	9.877ft
Lock-to-lock time	5.00s
Max Wheel Angle	40.00°

30 0 15 30 60 120

FIRE TRUCK CIRCULATION PLAN

NO.	REVISIONS	DATE
1	PER VILLAGE AND CLIENT REVIEW	5/17/2022
2	PER CLIENT REVIEW	6/03/2022
3	PER VILLAGE COMMENTS	7/29/2022
4	PER PLAN COMMISSION	8/15/2022
5	PER CLIENT AND MENARDS	12/21/2022
6	ADDED OVERALL AREA AND LOT 4	1/4/2023
7	ADDED TWO POLES FOR ACCESS DRIVE	5/8/2023
8	ADDED PROPERTY AND EXPANDED GAS STATION	6/9/2023
9	PER VILLAGE COMMENTS	8/2/2023
10	PER VILLAGE COMMENTS DATED 9/8/2023	9/13/2023

Prepared For:

NSS GROUP, INC.
8060 Lawndale
Skokie, IL 60077

HOMER GLEN DEVELOPMENT
NWC of Bell Road and Glengary Drive - Lot 5
Homer Glen, Illinois

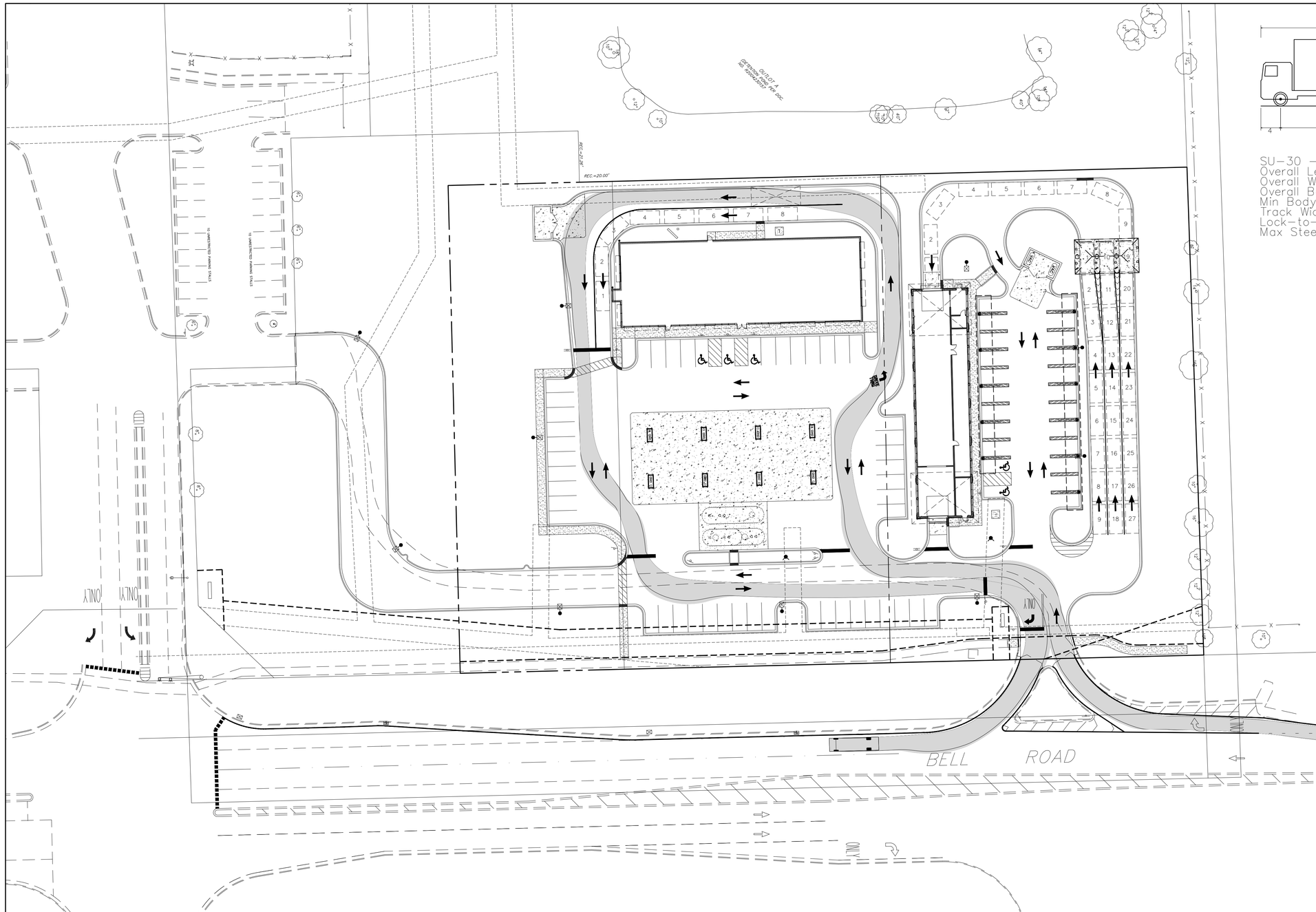
Prepared By:

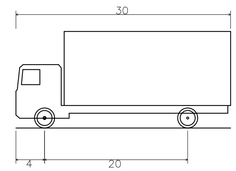
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CHECKED BY:	J. MILLER
DESIGN BY:	J. MILLER
DRAWN BY:	JOSH MILLER
DATE:	MARCH 7, 2022
SCALE:	1" = 30'
PROJECT NO.:	21-074

2 of 2

FIRE TRUCK CIRCULATION PLAN





SU-30 – Single Unit Truck	
Overall Length	30.000ft
Overall Width	8.000ft
Overall Body Height	13.500ft
Min Body Ground Clearance	1.367ft
Track Width	8.000ft
Lock-to-lock time	5.00s
Max Steering Angle (Virtual)	31.80°

NO.	REVISIONS	DATE:
1	PER VILLAGE AND CLIENT REVIEW	5/17/2022
2	PER CLIENT REVIEW	6/03/2022
3	PER VILLAGE COMMENTS	7/29/2022
4	PER PLAN COMMISSION	8/15/2022
5	PER CLIENT AND MENARDS	12/21/2022
6	ADDED OVERALL AREA EXHIBIT & LOT 4	4/14/2023
7	ADDED TWO POLES FOR ACCESS DRIVE	5/8/2023
8	ADDED PROPERTY AND EXPANDED GAS STATION	6/9/2023
9	PER VILLAGE COMMENTS	8/2/2023
10	PER VILLAGE COMMENTS DATED 9/8/2023	9/13/2023

Prepared For:

NSS GROUP, INC.
8060 Lawndale
Skokie, IL 60077

HOMER GLEN DEVELOPMENT
NWC of Bell Road and Glengary Drive - Lot 5
Homer Glen, Illinois

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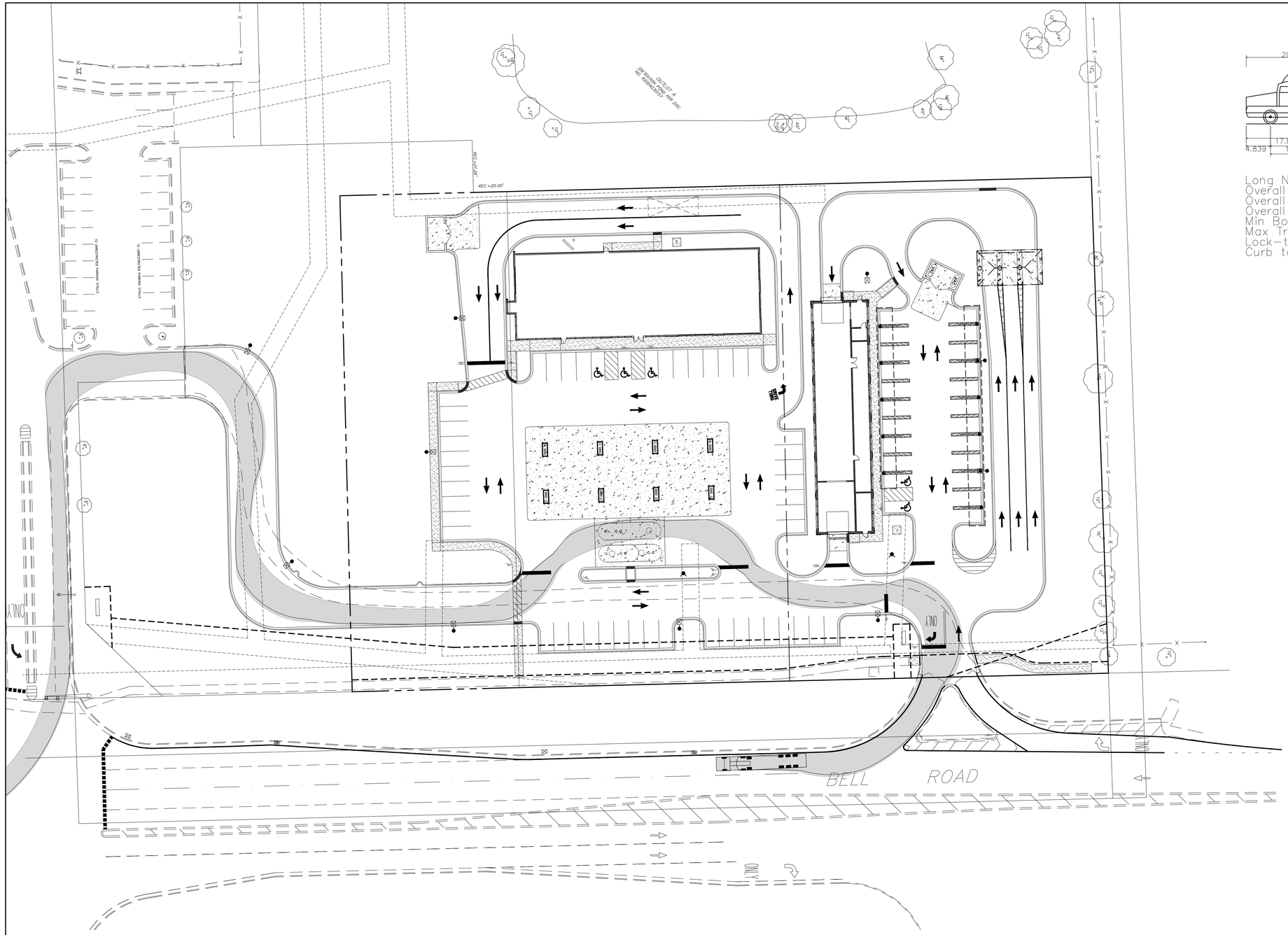
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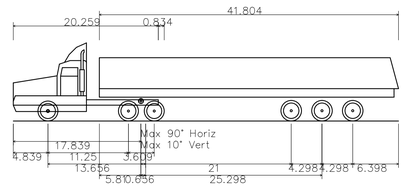
DELIVERY TRUCK CIRCULATION PLAN

CHECKED BY:	J. MILLER
DESIGN BY:	J. MILLER
DRAWN BY:	JOSH MILLER
DATE:	MARCH 7, 2022
SCALE:	1" = 30'
PROJECT NO.:	21-074

1 of 1

DELIVERY TRUCK CIRCULATION PLAN





Long Nose Oil Tanker	
Overall Length	53.833ft
Overall Width	8.202ft
Overall Body Height	10.920ft
Min Body Ground Clearance	1.329ft
Max Track Width	8.202ft
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	21.325ft

NO.	REVISIONS	DATE:
1	PER VILLAGE AND CLIENT REVIEW	5/17/2022
2	PER CLIENT REVIEW	6/03/2022
3	PER VILLAGE COMMENTS	7/29/2022
4	PER PLAN COMMISSION	8/15/2022
5	PER CLIENT AND MENARDS	12/21/2022
6	ADDED SIGNAGE AND REVISED LOT 4	1/11/2023
7	ADDED TWO POLES FOR ACCESS DRIVE	5/8/2023
8	ADDED PROPERTY AND EXPANDED GAS STATION	6/9/2023
9	PER VILLAGE COMMENTS	8/2/2023
10	PER VILLAGE COMMENTS DATED 9/8/2023	9/13/2023

Prepared For:

NSS GROUP, INC.
8060 Lawndale
Skokie, IL 60077

HOMER GLEN DEVELOPMENT
NWC of Bell Road and Glengary Drive - Lot 5
Homer Glen, Illinois

Prepared By:

Watermark Engineering RESOURCES
watermark-engineering.com | 2631 Ginger Woods Pkwy | Aurora, IL 60502 | (630) 375-1800

CHECKED BY:	J. MILLER
DESIGN BY:	J. MILLER
DRAWN BY:	JOSH MILLER
DATE:	MARCH 7, 2022
SCALE:	1" = 30'
PROJECT NO.:	21-074

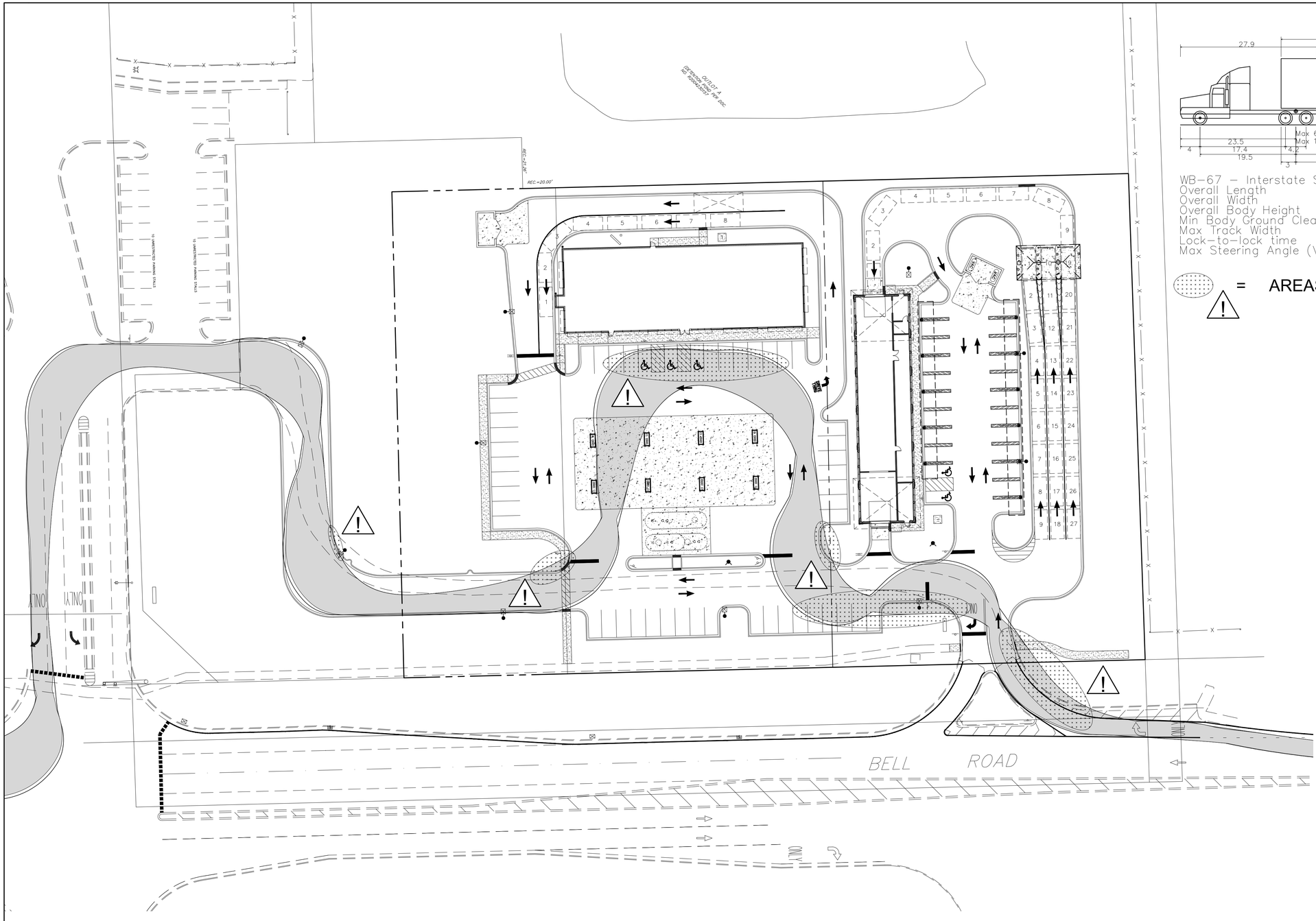
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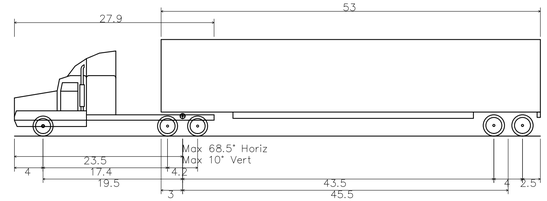
TANKER TRUCK CIRCULATION PLAN

1 of 1

TANKER TRUCK CIRCULATION PLAN

J: \dwgs\21 jobs\21074\21074.dwg, 21074





WB-67 – Interstate Semi-Trailer

Overall Length	73.501ft
Overall Width	8.500ft
Overall Body Height	13.500ft
Min Body Ground Clearance	1.334ft
Max Track Width	8.500ft
Lock-to-lock time	6.00s
Max Steering Angle (Virtual)	28.40°

= AREAS OF TRUCK ENCROACHMENT

30 0 15 30 60 120

WB-67 CIRCULATION PLAN

NO.	REVISIONS	DATE
1	PER VILLAGE AND CLIENT REVIEW	5/17/2022
2	PER CLIENT REVIEW	6/03/2022
3	PER VILLAGE COMMENTS	7/29/2022
4	PER PLAN COMMISSION	8/15/2022
5	PER CLIENT AND MENARDS	12/21/2022
6	ADDED SIGNAGE AND REFLECTIVITY	1/11/2023
7	ADDED TWO POLES FOR ACCESS DRIVE	5/8/2023
8	ADDED PROPERTY AND EXPANDED GAS STATION	6/9/2023
9	PER VILLAGE COMMENTS	8/2/2023
10	PER VILLAGE COMMENTS DATED 9/8/2023	9/13/2023

Prepared For:

NSS GROUP, INC.
8060 Lawndale
Skokie, IL 60077

HOMER GLEN DEVELOPMENT
NWC of Bell Road and Glengary Drive - Lot 5
Homer Glen, Illinois

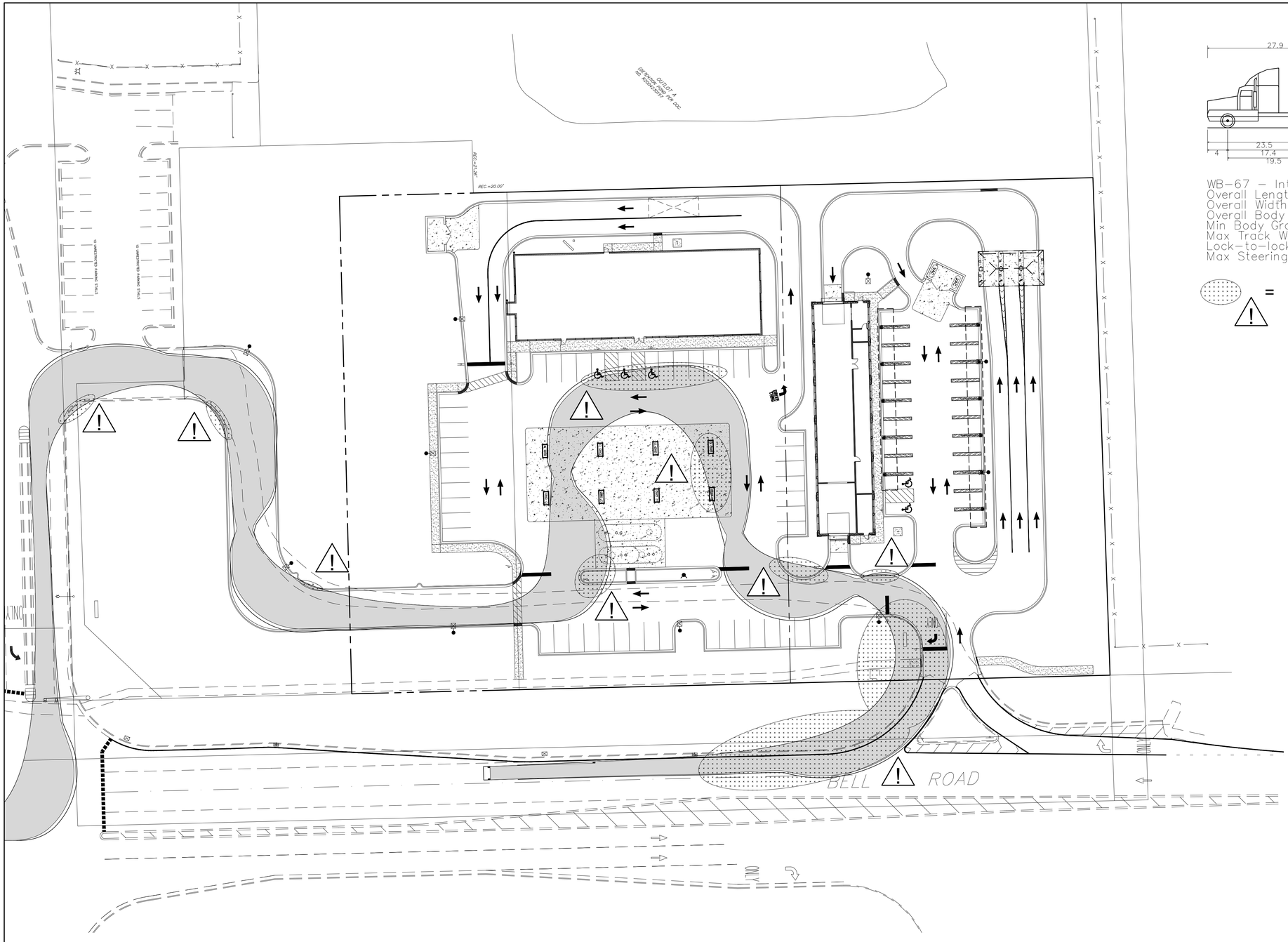
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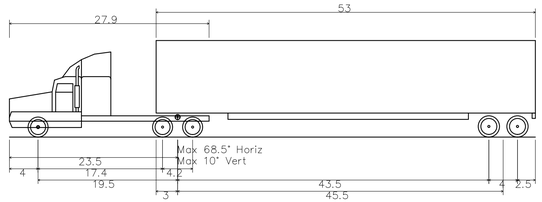
Watermark Engineering RESOURCES
watermark-engineering.com | 2631 Ginger Woods Pkwy | Aurora, IL 60502 | (630) 375-1800

CHECKED BY: J. MILLER
DESIGN BY: J. MILLER
DRAWN BY: JOSH MILLER
DATE: MARCH 7, 2022
SCALE: 1" = 30'
PROJECT NO.: 21-074

1 of 2

WB-67 CIRCULATION PLAN





WB-67 – Interstate Semi-Trailer

Overall Length	73.501ft
Overall Width	8.500ft
Overall Body Height	13.500ft
Min Body Ground Clearance	1.334ft
Max Track Width	8.500ft
Lock-to-lock time	6.00s
Max Steering Angle (Virtual)	28.40°

= AREAS OF TRUCK ENCROACHMENT

30 0 15 30 60 120

WB-67 CIRCULATION PLAN

J:\dwgs\21jobs\21074\21074.dwg, WB-67 Truck Exhibit

NO.	REVISIONS	DATE
1	PER VILLAGE AND CLIENT REVIEW	5/17/2022
2	PER CLIENT REVIEW	6/03/2022
3	PER VILLAGE COMMENTS	7/29/2022
4	PER PLAN COMMISSION	8/15/2022
5	PER CLIENT AND MENARDS	12/21/2022
6	ADDED SIGNAGE AND REMOVED LOT 4	1/11/2023
7	ADDED TWO POLES FOR ACCESS DRIVE	5/8/2023
8	ADDED PROPERTY AND EXPANDED GAS STATION	6/9/2023
9	PER VILLAGE COMMENTS	8/2/2023
10	PER VILLAGE COMMENTS DATED 8/8/2023	9/13/2023

Prepared For:

NSS GROUP, INC.
8060 Lawndale
Skokie, IL 60077

HOMER GLEN DEVELOPMENT
NWC of Bell Road and Glengary Drive - Lot 5
Homer Glen, Illinois

Prepared By:

Watermark Engineering RESOURCES
watermark-engineering.com | 2631 Ginger Woods Pkwy | Aurora, IL 60502 | (630) 375-1800

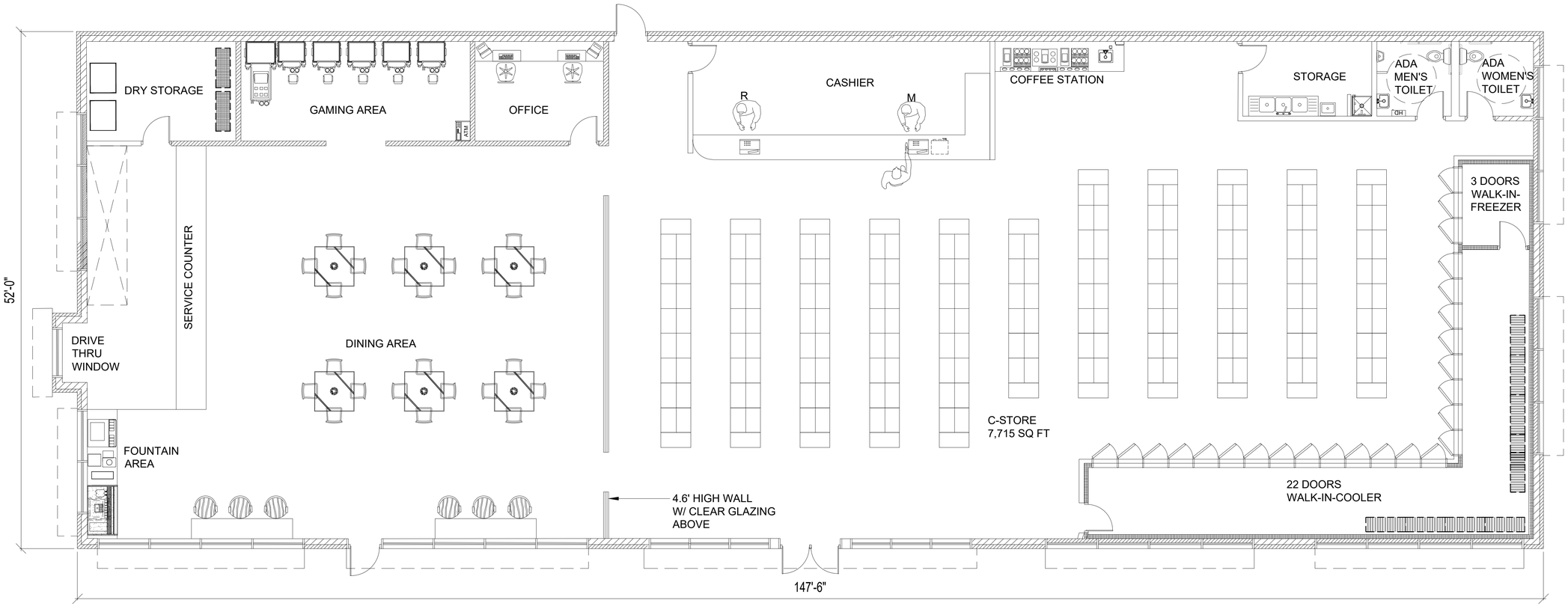
CHECKED BY:	J. MILLER
DESIGN BY:	J. MILLER
DRAWN BY:	JOSH MILLER
DATE:	MARCH 7, 2022
SCALE:	1" = 30'
PROJECT NO.:	21-074

2 of 2

WB-67 CIRCULATION PLAN

Attachment 16 - Floor Plans

Square Footage of:
C-Store - 4,929.12 sf
Restaurant - 2,781.29 sf



1 PROPOSED C-STORE PLAN
SCALE: 3/16" = 1'-0"
NORTH

Document Record:

Issued Date	Description
10.24.2021	PRELIM. DESIGN OWNER REVIEW
01.19.2022	PRELIM. DESIGN OWNER REVIEW
03.23.2022	PRELIM. DESIGN OWNER REVIEW
06.03.2022	STAFF / DESIGN REVISIONS
06.08.2022	STAFF REVISIONS
07.26.2022	STAFF REVISIONS
07.27.2022	STAFF REVISIONS
10.05.2022	MONUMENT SIGN REVISIONS
12.21.2022	SITE PLAN REVISIONS
07.26.2023	PROJECT REVISIONS

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PUROHIT ARCHITECTS
251 BRADWELL ROAD,
INVERNESS, IL 60010

Tel. (847) 496-5322
Cell. (847) 942-8777
info@purohitarchitects.com
www.purohitarchitects.com

Proposed Schematic Site Plan for:

Mixed-Use Commercial Development

S. Bell Road & W. 143rd Street, Homer Glen, IL

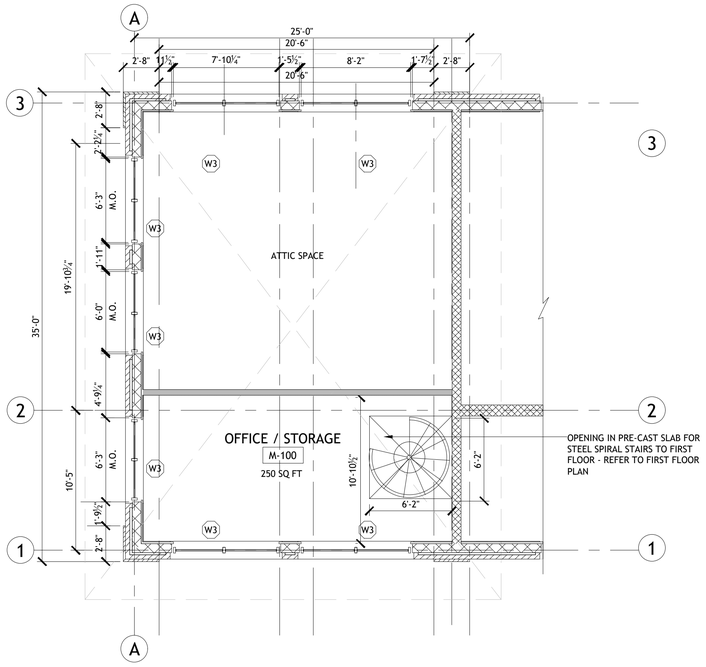
Issue Date: JULY 26, 2023
Drawn By: PAI

Sheet:
PROPOSED C-STORE FLOOR PLAN A-2

PAI PROJECT NUMBER
21171.00

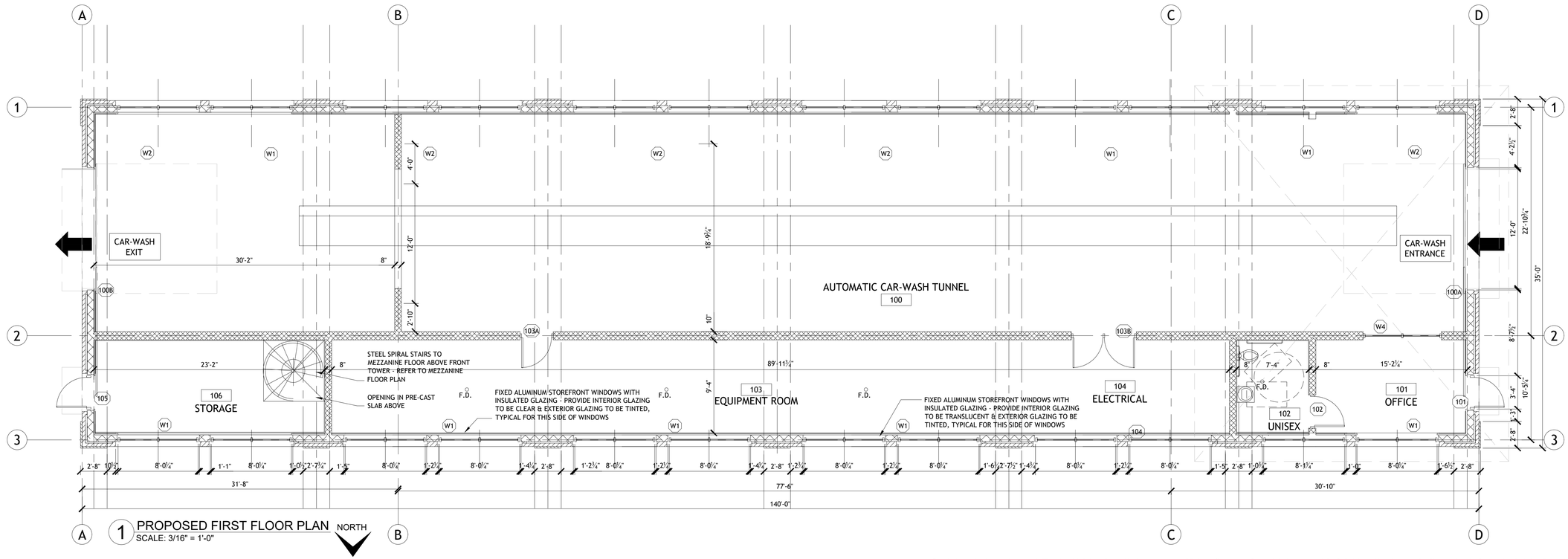
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2 PROPOSED MEZZANINE FLOOR PLAN
SCALE: 3/16" = 1'-0"

NORTH



1 PROPOSED FIRST FLOOR PLAN
SCALE: 3/16" = 1'-0"

NORTH

Document Record:

Issued Date	Description
10.24.2021	PRELIM. DESIGN OWNER REVIEW
01.19.2022	PRELIM. DESIGN OWNER REVIEW
03.23.2022	PRELIM. DESIGN OWNER REVIEW
06.03.2022	STAFF / DESIGN REVISIONS
06.08.2022	STAFF REVISIONS
07.26.2022	STAFF REVISIONS
07.27.2022	STAFF REVISIONS
10.05.2022	MONUMENT SIGN REVISIONS
12.21.2022	SITE PLAN REVISIONS
07.26.2023	PROJECT REVISIONS

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PUROHIT ARCHITECTS
251 BRADWELL ROAD,
INVERNESS, IL 60010

Tel. (847) 496-5322
Cell. (847) 942-8777
info@purohitarchitects.com
www.purohitarchitects.com

Proposed Schematic Site Plan for:

Mixed-Use Commercial Development

S. Bell Road & W. 143rd Street, Homer Glen, IL

Issue Date: JULY 26, 2023
Drawn By: PAI
Sheet:

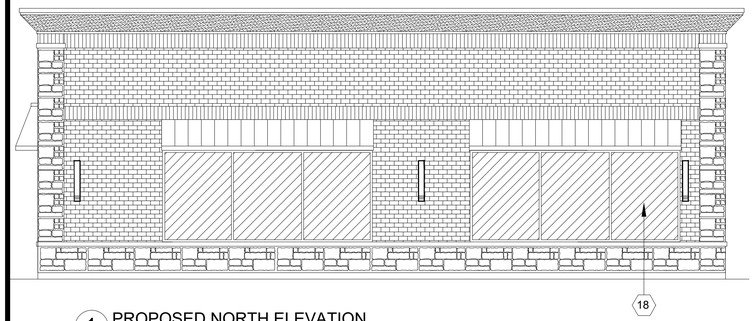
PROPOSED CARWASH MEZZANINE & FIRST FLOOR A-3

PAI PROJECT NUMBER
21171.00

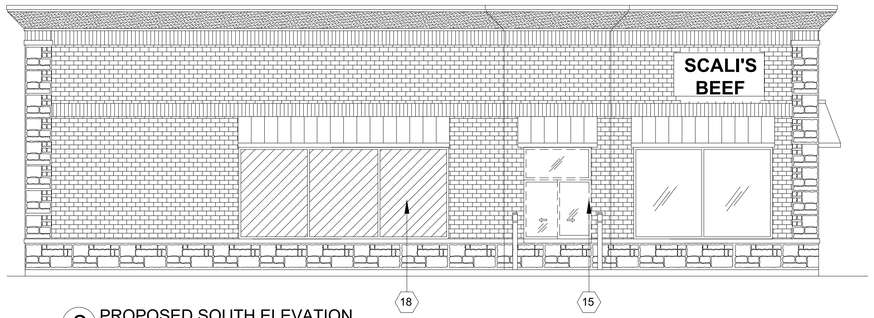
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Attachment 17 - Proposed Elevations



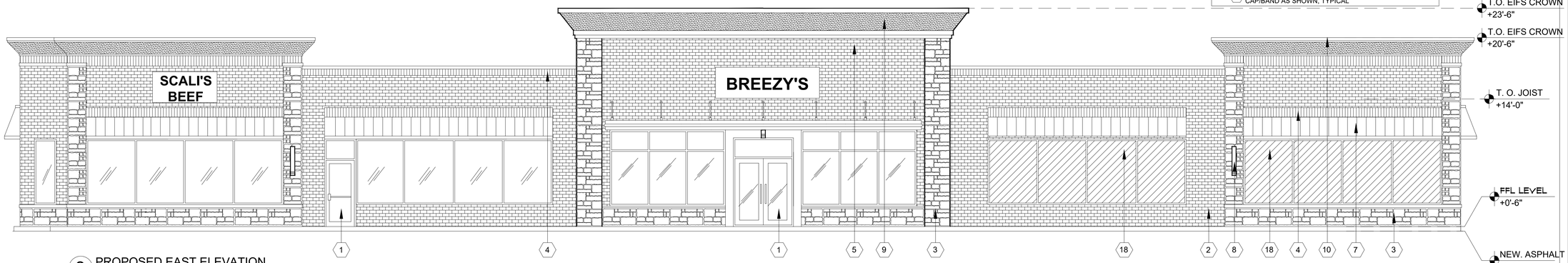
1 PROPOSED NORTH ELEVATION
SCALE: 3/16" = 1'-0"



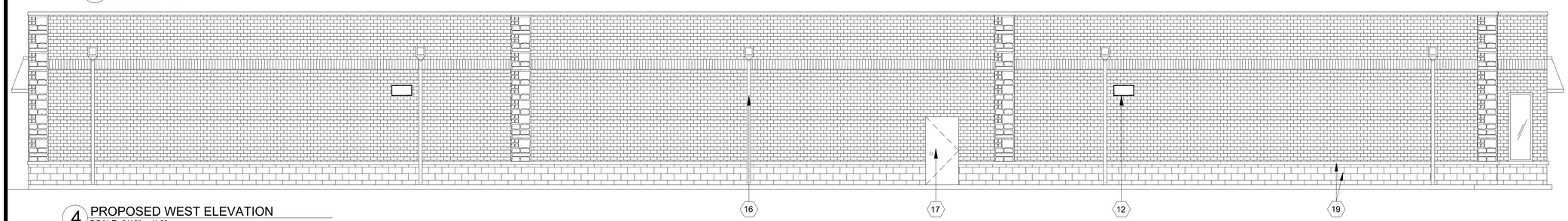
2 PROPOSED SOUTH ELEVATION
SCALE: 3/16" = 1'-0"

ELEVATION FINISH

1. ALUMINUM GLASS DOOR AND FRAME GLAZING TO BE TEMPERED SAFETY GLAZING.
2. JUMBO FACE BRICK VENEER.
3. LIME STONE VENEER.
4. JUMBO BRICK VENEER SOLDIER COURSE .
5. ORNAMENTAL EIFS CROWN MOLDING.
6. ORNAMENTAL STONE INSERT.
7. METAL AWNING
8. DECORATIVE DOWN LIGHT FIXTURE - REFER TO PHOTOMETRIC PLAN FOR SPECIFICATIONS.
9. ORNAMENTAL EIFS TRIM BOARD W/ DECORATIVE BRACKET.
10. 6" PRE-FINISHED GALVANIZED METAL COPING (COLOR SELECTED BY OWNER)
11. BRONZED ANODIZED ALUMINUM STORE FRONT SYSTEM W/ TEMPERED SAFETY GLAZING.
12. WALL MOUNTED LIGHT FIXTURE - REFER TO PHOTOMETRIC PLAN FOR SPECIFICATIONS
13. CAR WASH DOOR
14. 8" THICK CMU BLOCK WALL
15. DRIVE THRU WINDOW
16. DOWNSPOUT
17. METAL DOOR
18. DUMMY WINDOW
19. CAST STONE BASE WITH 4" HIGH MASONRY CAP/BAND AS SHOWN, TYPICAL



3 PROPOSED EAST ELEVATION
SCALE: 3/16" = 1'-0"



4 PROPOSED WEST ELEVATION
SCALE: 3/16" = 1'-0"

Document Record:

Issued Date	Description
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03.23.2022	PRELIM. DESIGN OWNER REVIEW
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10.05.2022	MONUMENT SIGN REVISIONS
12.21.2022	SITE PLAN REVISIONS
07.26.2023	PROJECT REVISIONS

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Proposed Schematic Site Plan for:

Mixed-Use Commercial Development

S. Bell Road & W. 143rd Street, Homer Glen, IL

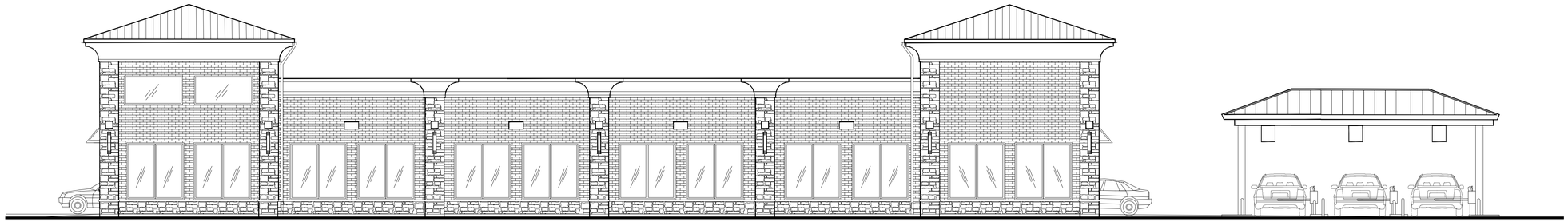
Issue Date: JULY 26, 2023
Drawn By: PAI

Sheet:
PROPOSED C-STORE ELEVATIONS A-4

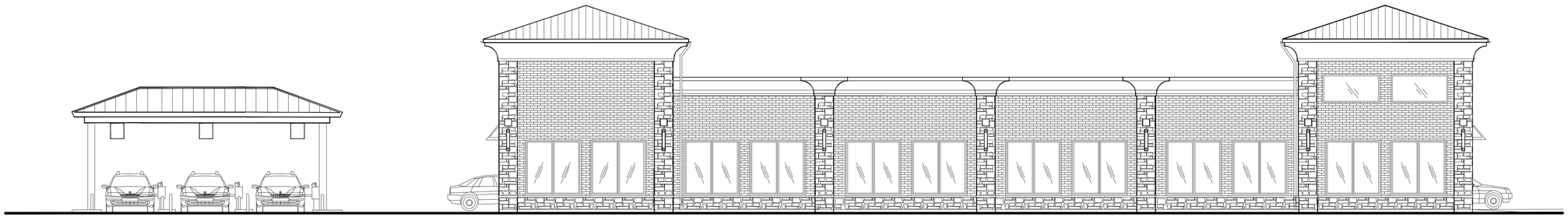
PAI PROJECT NUMBER
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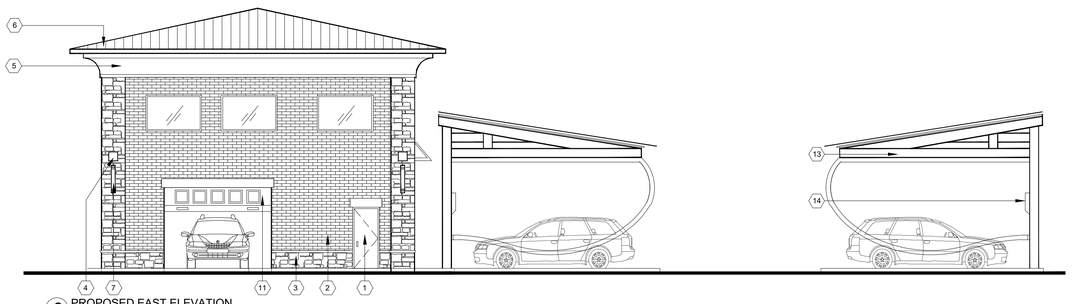
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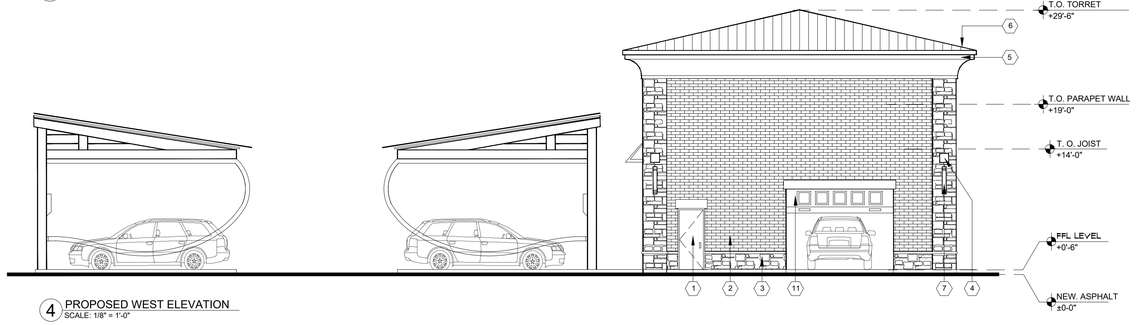
1 PROPOSED NORTH ELEVATION
SCALE: 1/8" = 1'-0"



2 PROPOSED SOUTH ELEVATION
SCALE: 1/8" = 1'-0"



3 PROPOSED EAST ELEVATION
SCALE: 1/8" = 1'-0"



4 PROPOSED WEST ELEVATION
SCALE: 1/8" = 1'-0"

ELEVATION FINISH

KEY NOTES:

1. HOLLOW METAL DOOR
2. STONE CUT FINISH FACE BRICKS MODULAR SIZE
3. LIME STONE VENEER.
4. ORNAMENTAL STONE INSERT.
5. STUCCO
6. METAL ROOF
7. UP & DOWN EXTERIOR LIGHT FIXTURE.
8. 6" PRE-FINISHED GLAVINZED METAL COPING (COLOR SLECTED BY OWNER)
9. BRONZED ANODIZED ALUMINUM STORE FRONT SYSTEM W/ TEMPERED SAFETY GLAZING.
10. CAR WASH DOOR 10' X 12'
11. METAL CANOPY
12. VACUUM
13. PREFINISHED SCUPPER AND DOWNSPOUT. MILL ALUMINUM

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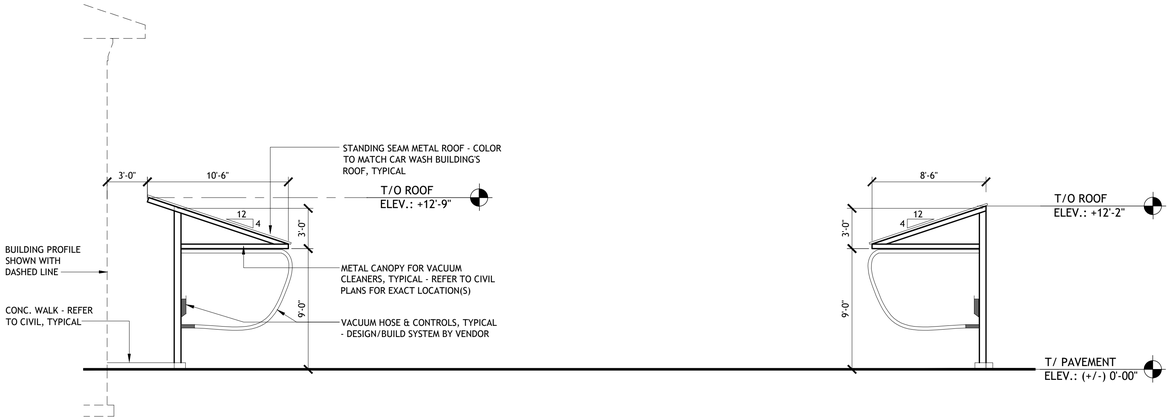
Issue Date: JULY 26, 2023
Drawn By: PAI
Sheet:

PROPOSED CARWASH ELEVATIONS A-5

PAI PROJECT NUMBER
21171.00

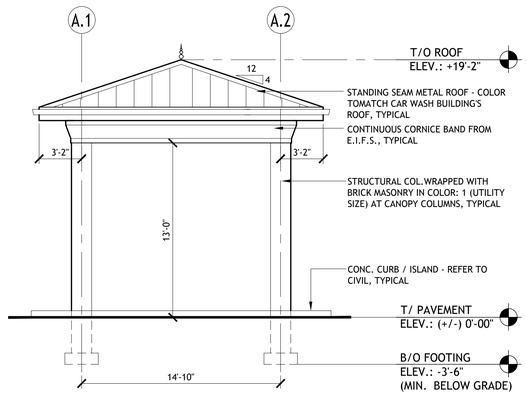
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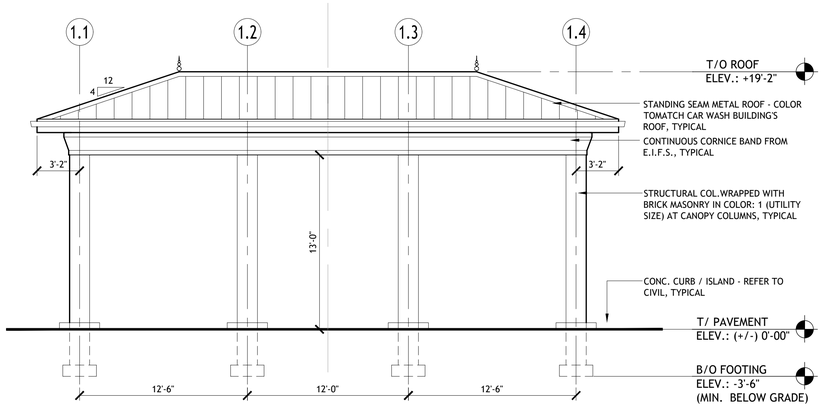


PROPOSED EAST ELEVATION - VACUUM CANOPIES

SCALE: 3/16" = 1'-0" **4**



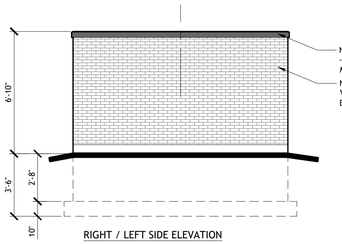
EAST ELEVATION
(WEST ELEVATION: MIRRORED)



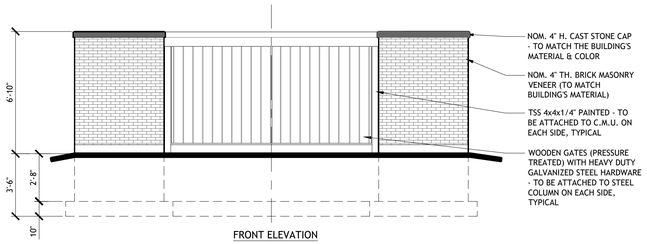
NORTH ELEVATION
(SOUTH ELEVATION: MIRRORED)

PROPOSED ELEVATIONS - PAY STATION CANOPY

SCALE: 3/16" = 1'-0" **3**



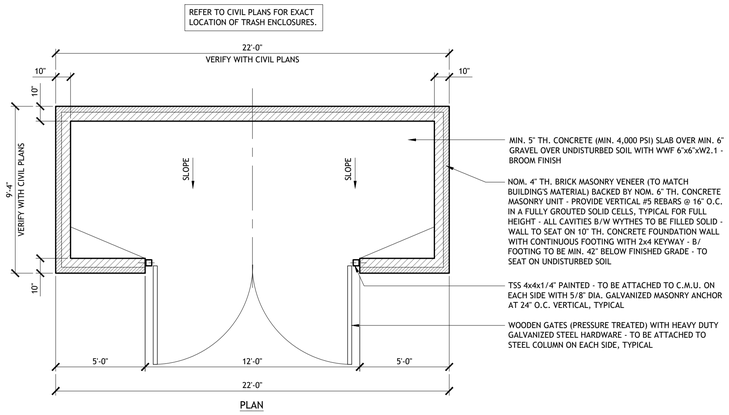
RIGHT / LEFT SIDE ELEVATION



FRONT ELEVATION

PROPOSED TRASH ENCLOSURE ELEVATIONS

SCALE: 1/4" = 1'-0" **2**



PLAN

PROPOSED TRASH ENCLOSURE PLAN

SCALE: 1/4" = 1'-0" **1**

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Proposed Schematic Site Plan for:

Mixed-Use Commercial Development

S. Bell Road & W. 143rd Street, Homer Glen, IL

Issue Date: JULY 26, 2023
Drawn By: PAI

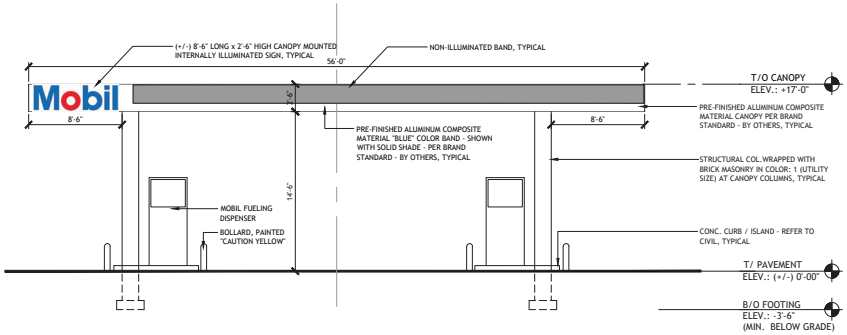
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PROPOSED
SITE DETAILS

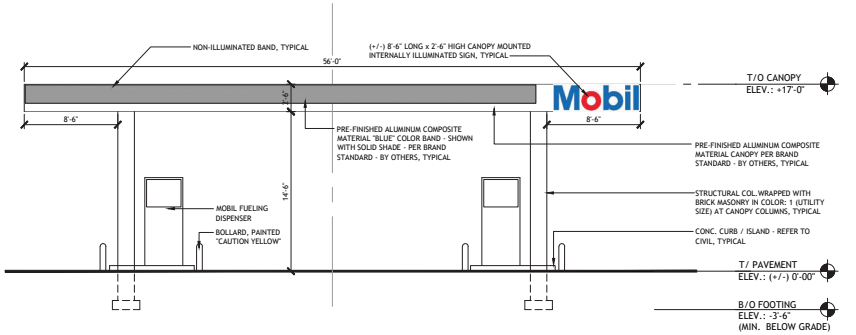
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PAI PROJECT NUMBER
21171.00

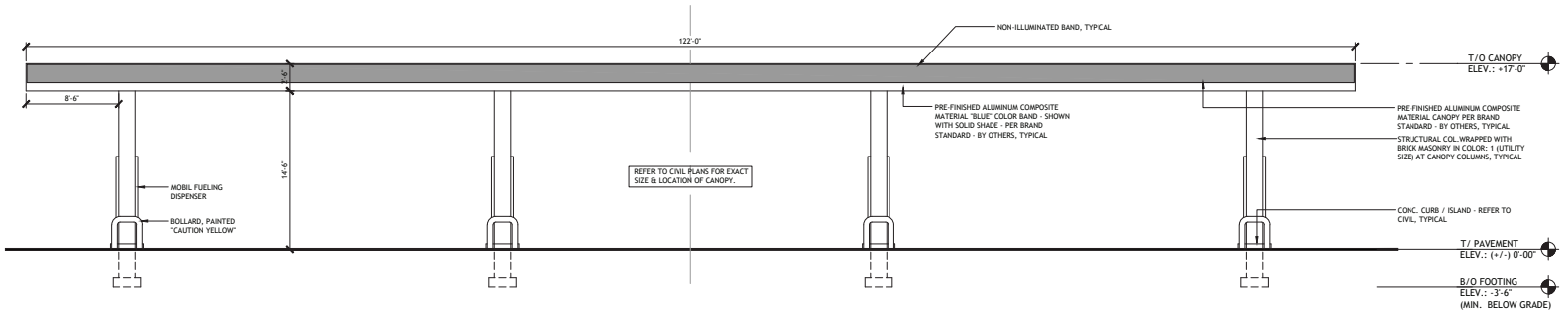
Attachment 18 - Proposed Elevations, Gas Canopy



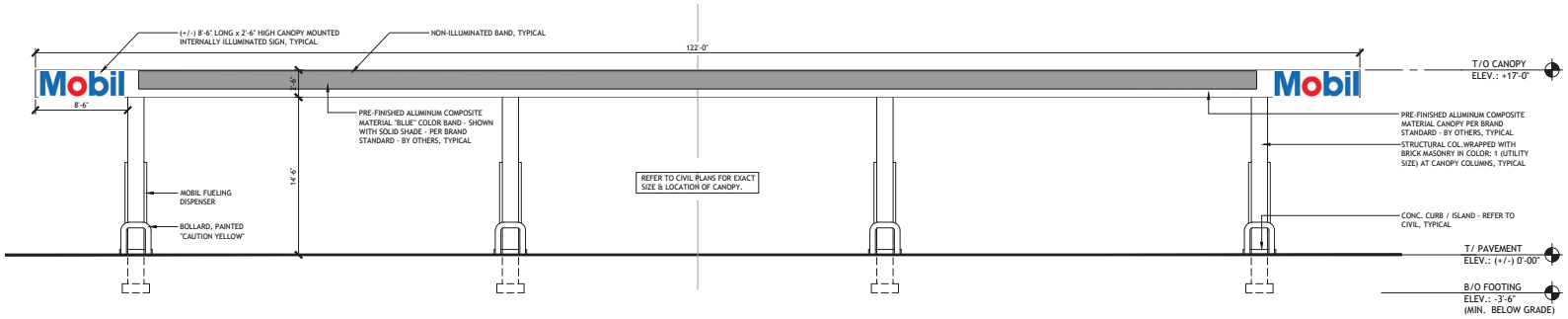
PROPOSED NORTH ELEVATION - GAS STATION CANOPY 3
SCALE: 3/16" = 1'-0"



PROPOSED SOUTH ELEVATION - GAS STATION CANOPY 4
SCALE: 3/16" = 1'-0"



PROPOSED WEST ELEVATION - GAS STATION CANOPY 2
SCALE: 3/16" = 1'-0"



PROPOSED EAST ELEVATION - GAS STATION CANOPY 1
SCALE: 3/16" = 1'-0"

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Proposed Schematic Site Plan for:

Mixed-Use Commercial Development

S. Bell Road & W. 143rd Street, Homer Glen, IL

Issue Date: JAN. 08, 2026
Drawn By: PAI
Sheet:

PROPOSED SITE DETAILS

A2.2b

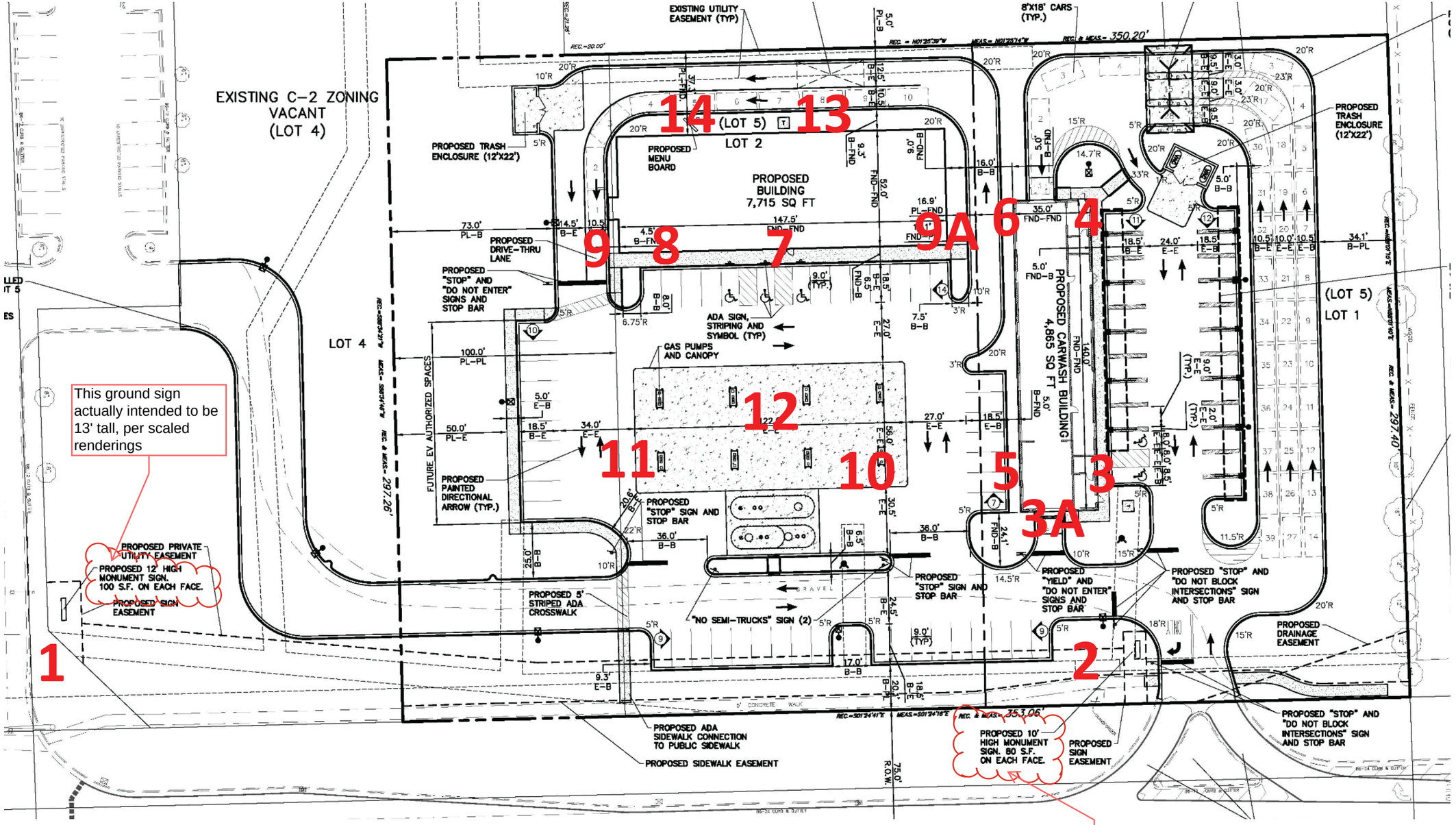
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Attachment 19 - Proposed Sign Plan (provided by applicant)

SIGN PLAN
LOT 5 (LOT 4) MENARDS SUBDIVISION



GAS STATION SIGN:
SIGN PANEL AREA: 5'-0" x 3'-7" = 17.80 SQ. FT.

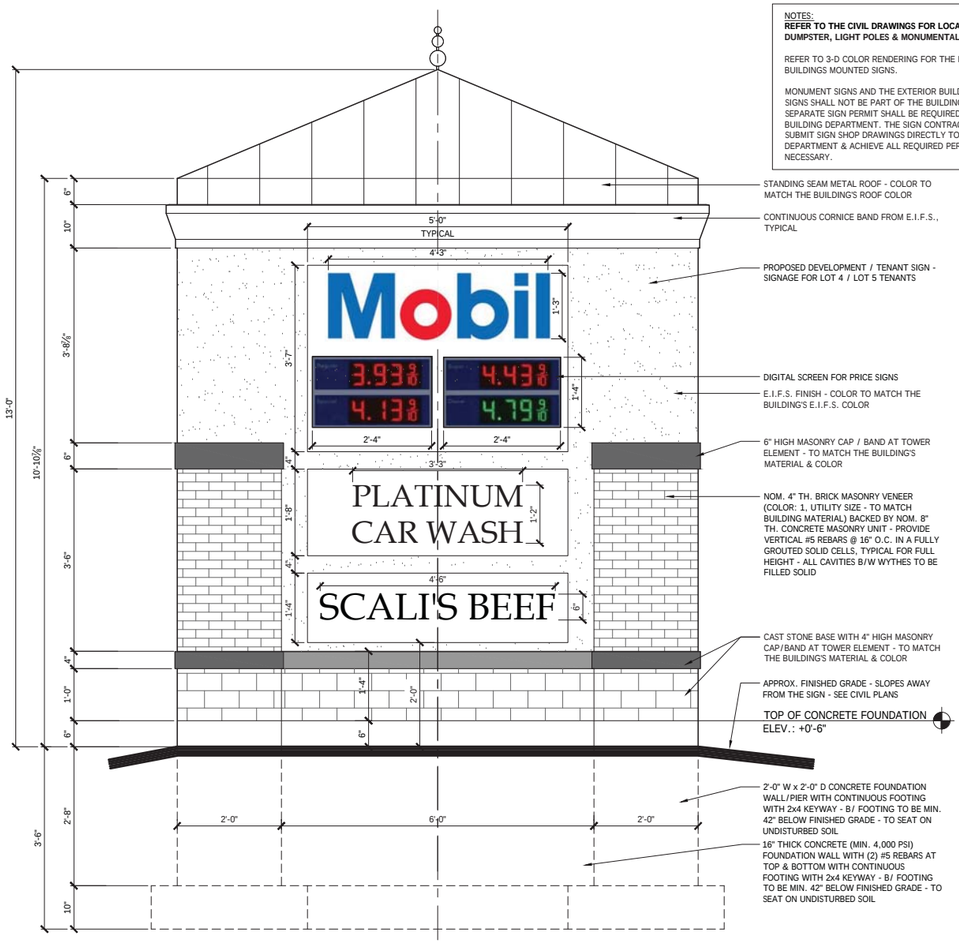
SIGN TEXT AREA: 5.31 SQ. FT. + 6.28 SQ. FT. = 11.59 SQ. FT.

CAR WASH SIGN:
SIGN PANEL AREA: 5'-0" x 1'-8" = 8.20 SQ. FT.

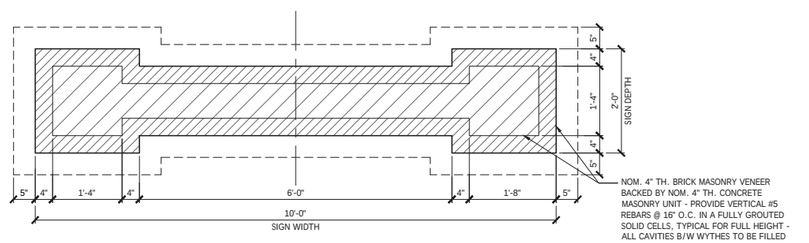
SIGN TEXT AREA: 3'-3" x 1'-2" = 3.77 SQ. FT.

RESTAURANT SIGN:
SIGN PANEL AREA: 5'-0" x 1'-4" = 6.70 SQ. FT.

SIGN TEXT AREA: 4'-6" x 0'-6" = 2.25 SQ. FT.



LOT 4: PROPOSED MONUMENT SIGN - NORTH & SOUTH ELEVATION



LOT 4: PROPOSED MONUMENT SIGN - PLAN

LOT 4: PROPOSED MONUMENT SIGN - SOUTH ELEVATION 1

SCALE: 3/4" = 1'-0"

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NOTES:
REFER TO THE CIVIL DRAWINGS FOR LOCATIONS OF DUMPSTER, LIGHT POLES & MONUMENTAL SIGN.

REFER TO 3-D COLOR RENDERING FOR THE LOCATION OF BUILDINGS MOUNTED SIGNS.

MONUMENT SIGNS AND THE EXTERIOR BUILDING MOUNTED SIGNS SHALL NOT BE PART OF THE BUILDING PERMIT. A SEPARATE SIGN PERMIT SHALL BE REQUIRED FROM THE BUILDING DEPARTMENT. THE SIGN CONTRACTOR SHALL SUBMIT SIGN SHOP DRAWINGS DIRECTLY TO THE BUILDING DEPARTMENT & ACHIEVE ALL REQUIRED PERMIT WHEN NECESSARY.

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Proposed Schematic Site Plan for:

Mixed-Use Commercial Development

S. Bell Road & W. 143rd Street, Homer Glen, IL

Issue Date: JULY 26, 2023
Drawn By: PAI

Sheet:
PROPOSED
SIGN DETAILS
A2.1b

PAI PROJECT NUMBER
21171.00

GAS STATION SIGN:
SIGN PANEL AREA: 4'-4" x 2'-10" = 12.32 SQ. FT.

SIGN TEXT AREA: 3.57 SQ. FT. + 4.64 SQ. FT. = 8.21 SQ. FT.

CAR WASH SIGN:
SIGN PANEL AREA: 4'-4" x 1'-3" = 5.42 SQ. FT.

SIGN TEXT AREA: 2'-8" x 1'-2" = 3.07 SQ. FT.

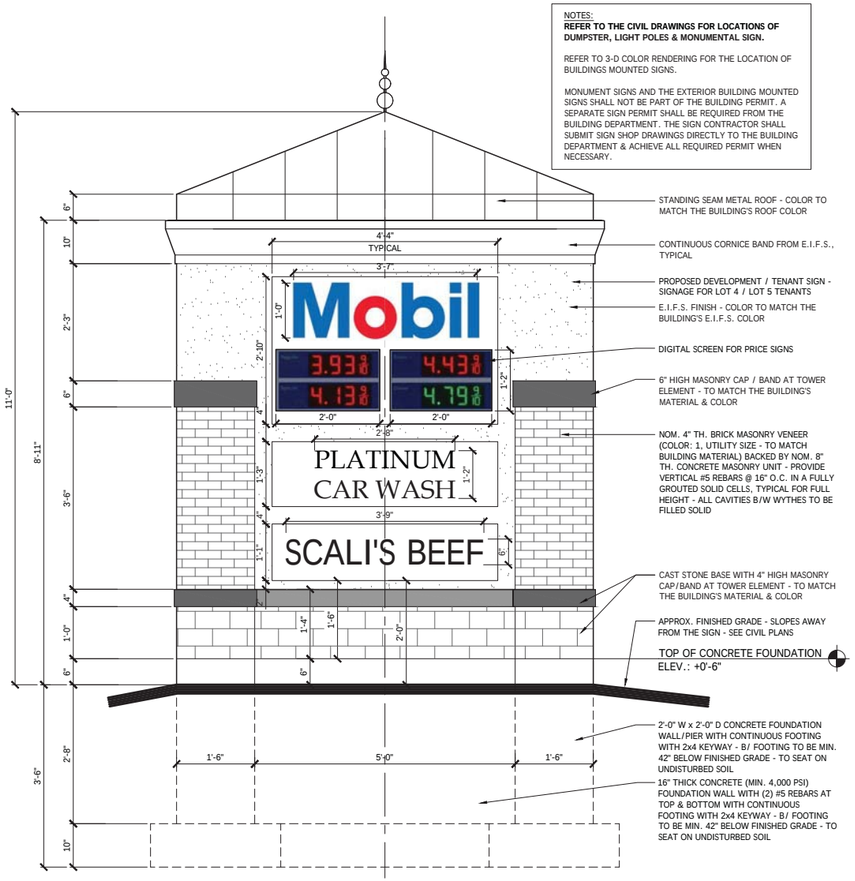
RESTAURANT SIGN:
SIGN PANEL AREA: 4'-4" x 1'-1" = 4.69 SQ. FT.

SIGN TEXT AREA: 3'-9" x 0'-6" = 1.87 SQ. FT.

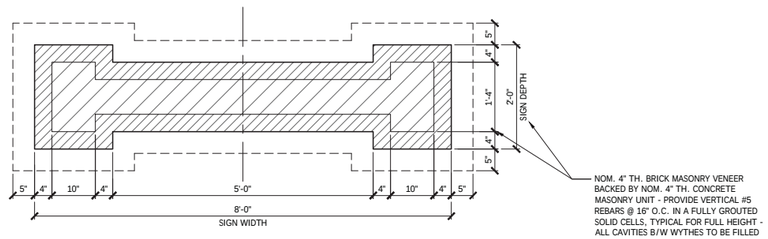
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LOT 5: PROPOSED MONUMENT SIGN - NORTH & SOUTH ELEVATION



LOT 5: PROPOSED MONUMENT SIGN - PLAN

LOT 5: PROPOSED MONUMENT SIGN - NORTH & SOUTH ELEVATIONS 1
SCALE: 3/4" = 1'-0"

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info@purohitarchitects.com
www.purohitarchitects.com

Proposed Schematic Site Plan for:

Mixed-Use Commercial Development

S. Bell Road & W. 143rd Street, Homer Glen, IL

Issue Date: JULY 26, 2023
Drawn By: PAI
Sheet:

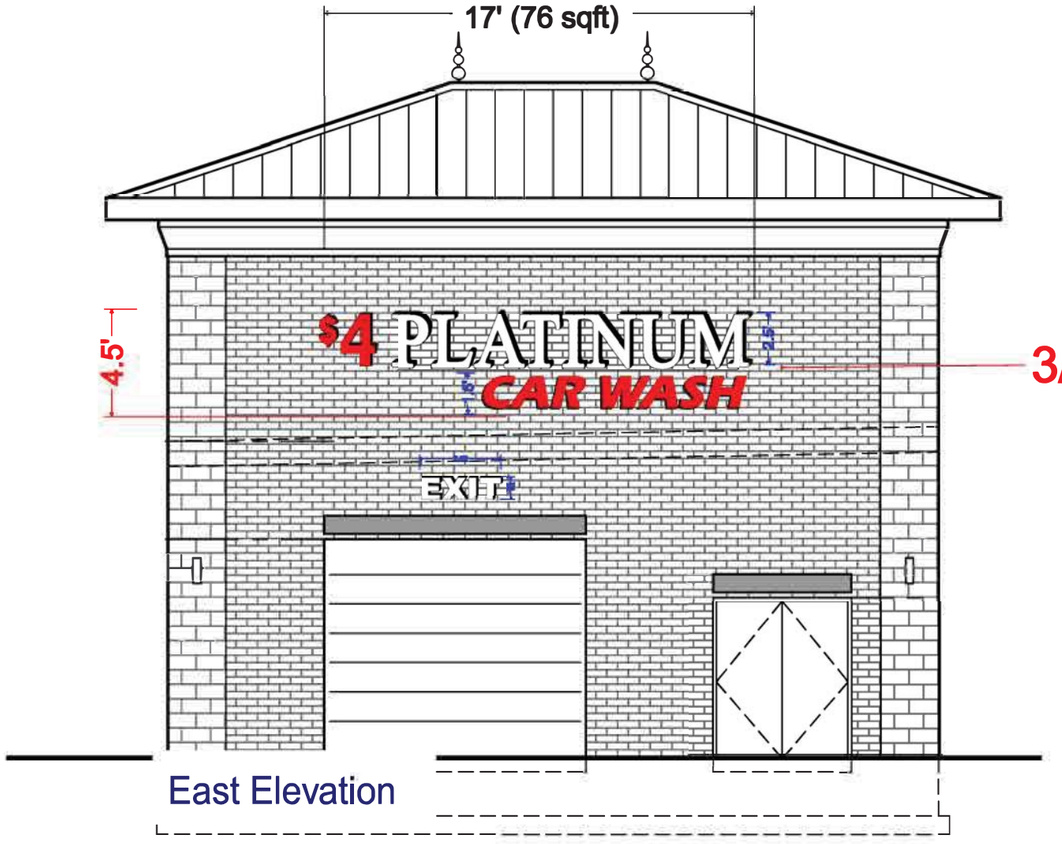
PROPOSED
SIGN DETAILS

A2.1a

PAI PROJECT NUMBER
21171.00



West Elevation



East Elevation

Signs & Graphics Inc.
Whole Sale & Retail Interior / Exterior Signage

1-773-303-0161
5026 N. Broadway, Chicago, IL 60640

CUSTOMER: Platinum Car Wash
LOCATION: S Bell Rd & W 143rd St
Homer Glen, IL 60491
Design By: CN
Date: 06/05/2022

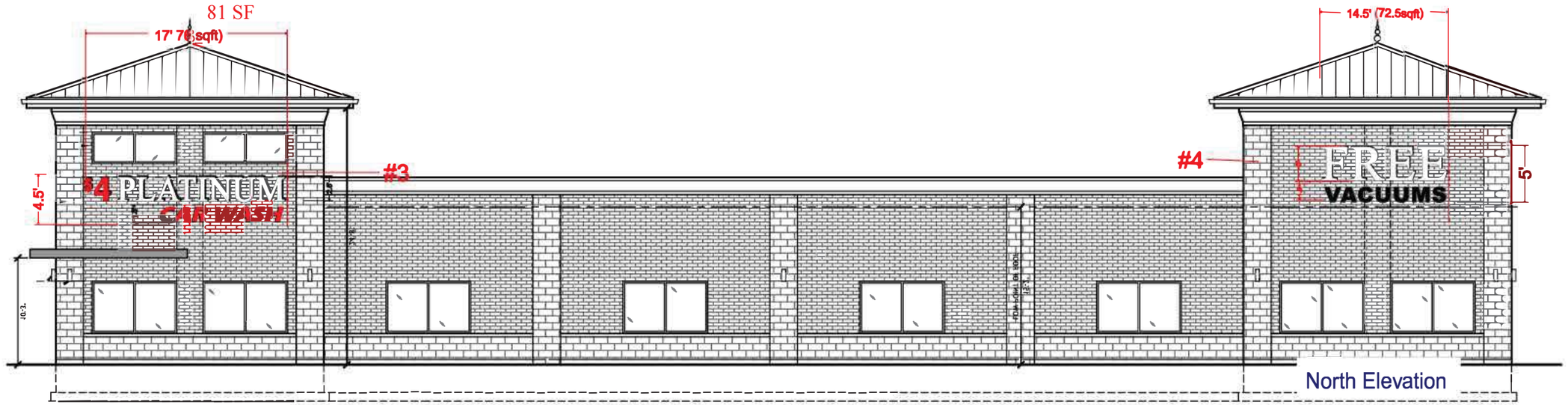
Customer approval signature / / 2022 Date

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Special Note:

Landlord approval signature / / 2022 Date



Signs & Graphics Inc.
Whole Sale & Retail Interior / Exterior Signage

1-773-303-0161
5026 N. Broadway, Chicago, IL 60640

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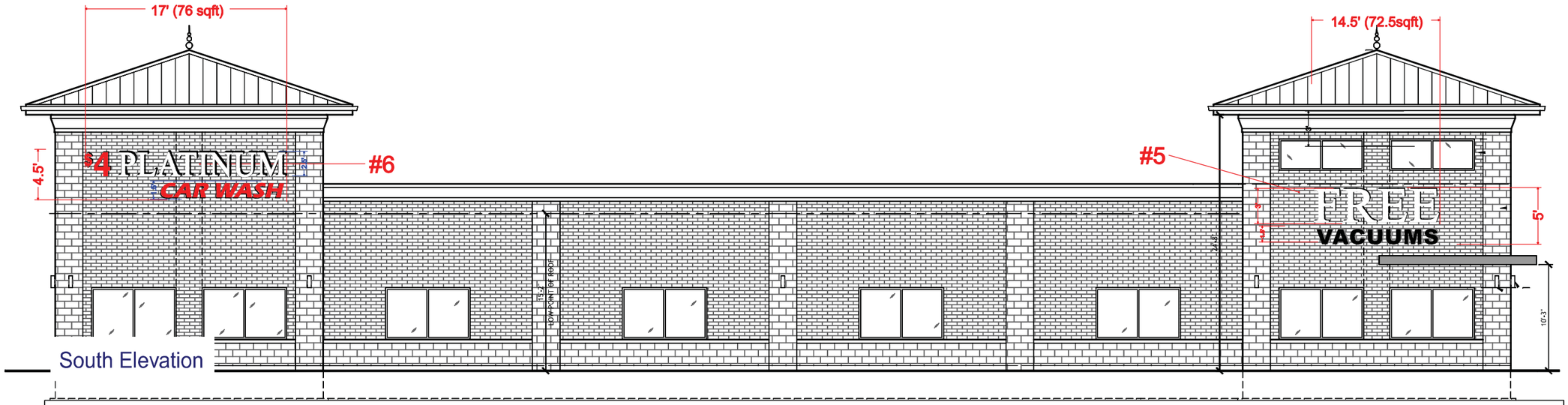
Customer approval signature / / 2022 Date

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Special Note: #3, #4

Landlord approval signature / / 2022 Date



South Elevation

Signs & Graphics Inc.
Whole Sale & Retail Interior / Exterior Signage

1-773-303-0161
5026 N. Broadway, Chicago, IL 60640

CUSTOMER: Platinum Car Wash
LOCATION: S Bell Rd & W 143rd St
Homer Glen, IL 60491
Design By: CN
Date: 06/05/2022

Customer approval signature / / 2022 Date

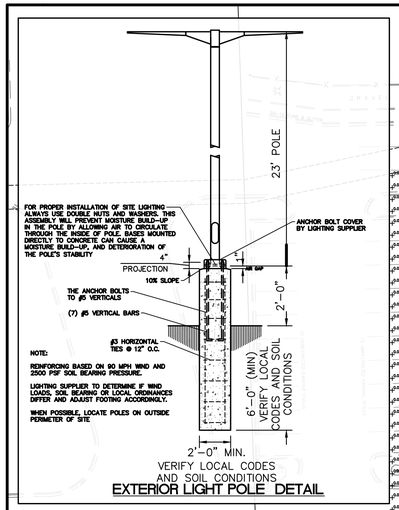
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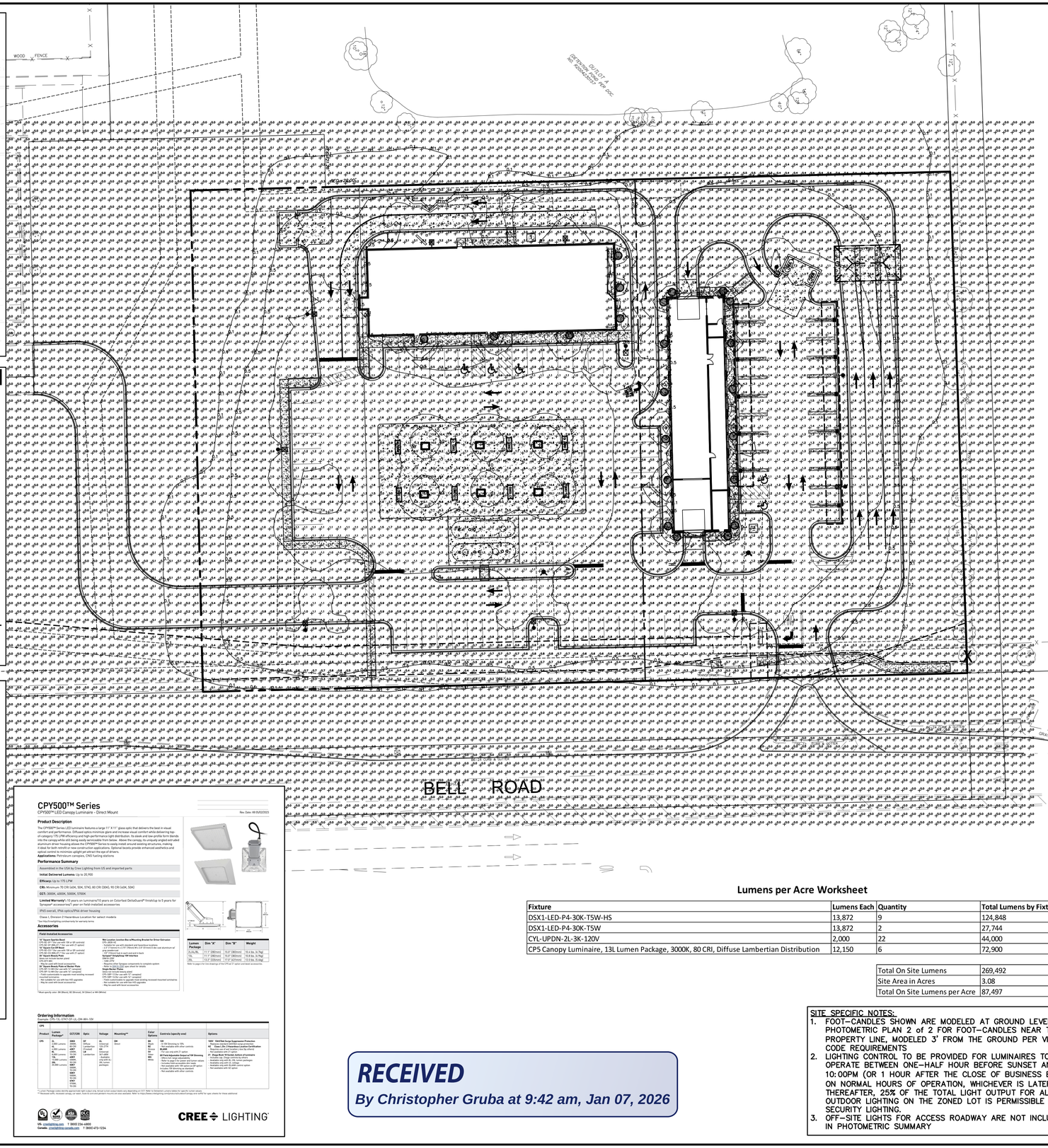
Special Note: #5, #5A

Landlord approval signature / / 2022 Date

Attachment 20 - Photometric Plans (provided by applicant)



EXTERIOR LIGHT POLE DETAIL



CYL-UPDN Up/Down Cylinder Luminaire

Project:	
Type:	
Catalog #:	

STANDARD

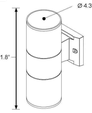
FEATURES

- Available in 3000k (warm white), 4000k (neutral white), and 5000k (cool white) color temperature.
- Long-life LEDs provide up to 153,000 hours of operation with at least 70% of initial lumen output (L70).*
- CYL-UPDN provides a range of 2,446 to 2,509 nominal lumens and 92 lumens per watt (lm/W).
- Internal switch allows a choice of down light or up/down light.
- 120 AC voltage (50/60Hz) is standard.
- Power factor ≥ 0.90.
- Color rendering index ≥ 80.
- Aluminum housing and glass lenses.
- Dark bronze power coat finish.
- Easy installation in new construction or retrofit.

WARRANTY & LISTINGS

- ETLus listed for wet locations.
- Energy Star qualified.
- Complies with FCC Part 15, Class B.
- Complies with EN61000-4-5, surge immunity protection (1kV).
- RoHS compliant.
- 5-year warranty of all electronics and housing.

DIMENSIONS



Diameter	Height	Weight
4.3"	11.8"	2.7 lbs.

UPLIGHTING FEATURE TO BE DISABLED. DOWNLIGHT ONLY.

* Contact factory for other color temperatures and lumen packages. L70 hours are IES TM-21-11 calculated hours.

ORDERING INFORMATION

Example: CYL-UPDN-2L-3K-120V

Series	Nominal Lumen Output	Color Temperature	Voltage
CYL-UPDN	2L 2,000 lumens	3K 3000k	120V 120 Volts

LITHONIA LIGHTING. COMMERCIAL OUTDOOR

One Lithonia Way • Conyers, Georgia 30012 • Phone: 1-800-705-SERV (7378) • www.lithonia.com

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DSX1 LED
Rev. 01/19/21
Page 1 of 6

D-Series Size 1 LED Area Luminaire

D Series

Buy American

Specifications

EPA:	1.04 ft² (0.097 m²)
Length:	39" (991 mm)
Width:	13" (330 mm)
Height H1:	7-1/2" (191 mm)
Height H2:	3-1/2"
Weight (max):	27 lbs (12 kg)

Introduction

The modern styling of the D-Series is striking yet unobtrusive – making a bold, progressive statement even as it blends seamlessly with its environment. The D-Series distills the benefits of the latest in LED technology into a high performance, high efficacy, long-life luminaire.

The outstanding photometric performance results in class-leading ambient uniformity, greater pole spacing and lower power density. It is ideal for replacing up to 750W metal halide in pedestrian and area lighting applications with typical energy savings of 60% and expected service life of over 100,000 hours.

Ordering Information

EXAMPLE: DSX1 LED P7 40K T3M MVOLT SPA NLTAIR2 PIRHN DDBXD

DSX1 LED

Series	LEDs	Color temperature	Distribution	Voltage	Mounting
DSX1 LED	Forward optics: P1 P4 P7 P2 P5 P8 P3 P6 P9 — Rotated optics: P10* P12* P11* P13*	30K 3000K; 40K 4000K; 50K 5000K	T1S Type I short (Automotive); T2S Type II short; T2M Type II medium; T3S Type III short; T3M Type III medium; T4M Type IV medium; T4W Type IV wide; T5W Type V wide; T5VS Type V very short; T5VW Type V short; BLC Backlight control; LCCO Left corner cutoff; RCCO Right corner cutoff; VF Forward throw medium	MVOLT; 277 277V; 347 347V; 480 480V; Shipped included: SPA Square pole mounting; RPA Round pole mounting; WBA Wall bracket; SPUMBA Square pole universal mounting adapter; RPUMBA Round pole universal mounting adapter; Shipped separately: KMA8 DDBXD Mast arm mounting bracket adaptor (specify finish)

Control options	Other options	Finish
Shipped installed: NLTAIR2 nLight AIR generation 2 enabled; PIR High/low, motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 1fc; PIRH Network, high/low motion/ambient sensor; PIRHTVCW High/low, motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 1fc; PER Five-wire receptacle only (controls ordered separately); PERT Seven-pin receptacle only (controls ordered separately); DMG 0-10V dimming wires pulled outside fixture (for use with an external control, ordered separately); DS Dual switching	PIR High/low, motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 1fc; PIRH High/low, motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 1fc; PIRTVCW High/low, motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 1fc; FAO Field adjustable output; Shipped separately: BS Bird spikes; EGS External glare shield	Shipped installed: HS House-side shield; SF Single fuse (120, 277, 347V); DF Double fuse (208, 240, 480V); UR Left unswitched outlet; RR Right unswitched outlet; WG Wire guard; VG Vandal guard; Shipped separately: BAA Buy America(n) Act Compliant; Shipped separately: BS Bird spikes; EGS External glare shield

DDBXD Dark bronze; DBLXD Black; DNAXD Natural aluminum; DWHXD White; DBTXD Textured dark bronze; DBLBXD Textured black; DNATXD Textured natural aluminum; DWHGXD Textured white

One Lithonia Way • Conyers, Georgia 30012 • Phone: 1-800-705-SERV (7378) • www.lithonia.com
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DSX1 LED
Rev. 01/19/21
Page 2 of 6

CPY500™ Series

CPY500™ LED Canopy Luminaire - Direct Mount

Rev. Date: VB 05/02/2022

Product Description

The CPY500™ Series LED Luminaire features a large 11" X 11" glass optic that delivers the best in visual comfort and performance. Diffused optics minimize glare and increase visual comfort while delivering top-of-category 175 LPW efficiency and high-performance light distribution. Its sleek and low-profile form blends into the canopy while still being easily serviceable from below. Above the canopy, its uniquely angled exit-shell aluminum driver housing allows the CPY500™ Series to easily install around existing structures, making it ideal for retrofit and new construction applications. Its integrated heatsink provides enhanced aesthetics and optical control to minimize uplight yet attract the eye of drivers.

Applications: Petroleum canopies, CNG fueling stations

Performance Summary

Assembled in the USA by Cree Lighting from US and imported parts

Initial Delivered Lumens: Up to 20,900

Efficacy: Up to 175 LPW

CRI: Minimum 70 CRI (60K, 50K, ETG), 80 CRI (30K), 90 CRI (40K, 50K)

CCT: 3000K, 4000K, 5000K, ETG5K

Limited Warranty*: 10 years on luminaire/10 years on ColorKast DeltaGuard® finish/Up to 5 years for Synapse® accessories/1 year on field-installed accessories

IP65 overall, IP66 optics/IP54 driver housing

Class I, Division 2 Hazardous Location for select models

*See http://creelighting.com/warranty for warranty terms.

Accessories

Field-Installed Accessories

For Square Sports Bowl
CPY-SB-S1-WH (For use with 10' canopies)
CPY-SB-S1-BRZ (For use with 10' canopies)
CPY-SB-S1-WH-FLT (For use with 12' canopies)
CPY-SB-S1-BRZ-FLT (For use with 12' canopies)
• Field-installed sports bowl
• Square sports bowl
• Ships flat
• May be used with finish accessories
• Field-customizable to upgrade mast arm mounting increased luminaire height
• Not available for use with two HID upgrades
• May be used with finish accessories

For Square Sports Bowl with Mounting Bracket for Direct Extrusion
CPY-SB-S1-WH-MB (For use with 10' canopies)
CPY-SB-S1-BRZ-MB (For use with 10' canopies)
CPY-SB-S1-WH-FLT-MB (For use with 12' canopies)
CPY-SB-S1-BRZ-FLT-MB (For use with 12' canopies)
• Field-customizable to upgrade mast arm mounting increased luminaire height
• Not available for use with two HID upgrades
• May be used with finish accessories

Mast Location Junction Box w/Mounting Bracket for Direct Extrusion
CPY-MJB-S1
• Suitable for use with standard and transformer locations
• Includes mounting bracket for direct extrusion 4 x 0.5" (10mm) W x 0.25" (6mm) D slot mast arm aluminum w/ grey weatherhood
• 1.25" (31mm) hub in each end and in back
• Mounting bracket for Single HID Ballast
• Ships flat
• Field-installed
• Requires other Synapse components to complete system
• Not available for use with two HID upgrades

Single Backer Plates
CPY-SBP-10 (For use with 10' canopies)
CPY-SBP-12 (For use with 12' canopies)
• Field-installed single backer plate
• Field-customizable to upgrade mast arm mounting increased luminaire height
• Not available for use with two HID upgrades
• May be used with finish accessories

Lumen Package	Dim "A"	Dim "B"	Weight
12,150	11" (280mm)	14.4" (365mm)	19.5 lbs. (9.7kg)
13,500	11.7" (297mm)	15.0" (381mm)	15.8 lbs. (9.7kg)
20,900	13.2" (335mm)	17.0" (431mm)	22.3 lbs. (9.7kg)

Refer to page 6 for line drawings of the CPY-4-T1 option and mast accessories.

Ordering Information

Example: CPY-7-T1-ETG-SP-UL-DM-3K5-120

CPY								
Product	Lumen Package*	CCT/CRI	Optic	Voltage	Mounting**	Color Options	Controls (specify one)	Options
CPY	7: 12,150 Lumens; 10: 13,500 Lumens; 15: 20,900 Lumens	30K: 3000K, 70CRI; 40K: 4000K, 70CRI; 50K: 5000K, 70CRI; ETG5K: 5000K, 70CRI; 30K8: 3000K, 80CRI; 40K8: 4000K, 80CRI; 50K8: 5000K, 80CRI; ETG5K8: 5000K, 80CRI; 30K9: 3000K, 90CRI; 40K9: 4000K, 90CRI; 50K9: 5000K, 90CRI; ETG5K9: 5000K, 90CRI	SP: Diffuse Symmetrical; T1: Diffuse Forward Throw; LB: Limited Backlight	120: 120 Volt; 208: 208 Volt; 240: 240 Volt; 277: 277 Volt; 347: 347 Volt; 480: 480 Volt	UA: Universal Arm Mount; DM: Direct Mount	BLK: Black; BRZ: Bronze; WH: White; MAT: Matte Black	CTG: 10-70% Dimming by 10%; Requires use of nLight controls; PLUG: Five-pin only with 3" option	SPD: 10kV Field Surge Suppression Protection; Provides standard 6kV/3kA surge protection; PE: Photocell, Button Type; Includes 120V photocell; Requires use of nLight AIR enabled sensor; Not available with 30" option; DS: Dual Switching; Requires two separate switching circuits; Not available with 30" option; EM: Emergency Battery Backup; Includes 5W dimming as standard; Not available with other controls; Not available with 30" option; SF: Single Fuse (120, 277, 347V); Not available with 30" option; DF: Double Fuse (208, 240, 480V); Not available with 30" option; DMG: 0-10V Dimming Wires Pulled Outside Fixture; For use with an external control (ordered separately); Not available with 30" option; BSW: Bird Spikes; Not available with 30" option; EGS: External Glare Shield; Not available with 30" option; SRM: Square Pole Mounting; Not available with 30" option; RPM: Round Pole Mounting; Not available with 30" option; WBA: Wall Bracket; Not available with 30" option; SPUMBA: Square pole universal mounting adapter; Not available with 30" option; RPUMBA: Round pole universal mounting adapter; Not available with 30" option

* Lumen Package values denote approximate light output only. Actual lumen output levels vary depending on CCT. Refer to Standard Lumen tables for specific lumen values.
** Universal Arm Mount is for mast arm mounting only. Direct Mount is for direct mounting to a flat surface. Refer to Mounting Options for mounting instructions and dimensional details.

US: creelighting.com T (800) 236-4808
Canada: creelighting.cree.com T (905) 470-1234

CREE LIGHTING

BELL ROAD

Lumens per Acre Worksheet

Fixture	Lumens Each	Quantity	Total Lumens by Fixture
DSX1-LED-P4-30K-T5W-HS	13,872	9	124,848
DSX1-LED-P4-30K-T5W	13,872	2	27,744
CYL-UPDN-2L-3K-120V	2,000	22	44,000
CP5 Canopy Luminaire, 13L Lumen Package, 3000K, 80 CRI, Diffuse Lambertian Distribution	12,150	6	72,900

Total On Site Lumens	269,492
Site Area in Acres	3.08
Total On Site Lumens per Acre	87,497

SITE SPECIFIC NOTES:

1. FOOT-CANDLES SHOWN ARE MODELED AT GROUND LEVEL. SEE PHOTOMETRIC PLAN 2 of 2 FOR FOOT-CANDLES NEAR THE PROPERTY LINE, MODELED 3' FROM THE GROUND PER VILLAGE CODE REQUIREMENTS
2. LIGHTING CONTROL TO BE PROVIDED FOR LUMINAIRES TO OPERATE BETWEEN ONE-HALF HOUR BEFORE SUNSET AND 10:00PM (OR 1 HOUR AFTER THE CLOSE OF BUSINESS BASED ON NORMAL HOURS OF OPERATION, WHICHEVER IS LATER). THEREAFTER, 25% OF THE TOTAL LIGHT OUTPUT FOR ALL OUTDOOR LIGHTING ON THE ZONED LOT IS PERMISSIBLE FOR SECURITY LIGHTING.
3. OFF-SITE LIGHTS FOR ACCESS ROADWAY ARE NOT INCLUDED IN PHOTOMETRIC SUMMARY

GENERAL NOTES:

1. THESE PLANS ARE BASED ON THE ALTA/NSPS LAND TITLE SURVEY (SURVEY PROJECT #22-22484 DATED 09/11/2023) PREPARED BY: GENTILE AND ASSOCIATES, INC. 550 E. ST. CHARLES PLACE, LOMBARD, ILLINOIS 60148 (630) 916-6262
2. PRIOR TO CONSTRUCTION, CONTRACTOR TO CONTACT THE DESIGN ENGINEER AND ARCHITECT TO VERIFY THAT THEY ARE WORKING FROM THE MOST CURRENT SET OF PLANS AND SPECIFICATIONS.

QUANTITIES

FIXTURE TYPE:	SYMBOL	QUANTITY
DSX1-LED-P4-30K-T5W-HS (FIXTURE COLOR, LENS TYPE, ETC TO BE SELECTED BY OWNER)		9
DSX1-LED-P4-30K-T5W (FIXTURE COLOR, LENS TYPE, ETC TO BE SELECTED BY OWNER)		2
CYL-UP~~DN~~-2L-3K-120V (FIXTURE COLOR, TO BE SELECTED BY OWNER)		22
CP5-13L-30K-LB (FIXTURE COLOR, LENS TYPE, MOUNTING TYPE, TO BE SELECTED BY OWNER)		6
POLE TYPE:	**SYMBOL**	**QUANTITY**
23' POLE (POLE MANUFACTURER, COLOR, MOUNTING, ETC TO BE SELECTED BY OWNER.)		11

PHOTOMETRIC SUMMARY

VEHICULAR USE AREA:	
AVERAGE	1.9
MAXIMUM	16.1
MINIMUM	0.1
AVG/MIN	19.0:1
LUMENS PER ACRE	87,497

NOTES:

1. THE FOOTCANDLE LEVELS AS SHOWN ARE BASED ON THE CRITERIA SHOWN IN THE "QUANTITIES" NOTE, LOCATED ON THIS SHEET. ANY SUBSTITUTIONS IN SPECIFIED FIXTURES OR CHANGES TO LAYOUT WILL AFFECT LIGHTING LEVELS SHOWN AND WILL NOT BE THE RESPONSIBILITY OF WATERMARK ENGINEERING RESOURCES, LTD.
2. MOUNTING HEIGHT OF FIXTURES = 25'. MOUNTING HEIGHT INCLUDES A 2' HIGH CONCRETE BASE, TO BE PROVIDED BY THE CONTRACTOR AS PART OF THIS PLAN, AND A 23' HIGH POLE.
3. DISTANCE BETWEEN READINGS 5'
4. FOOTCANDLE LEVELS SHOWN ARE MAINTAINED. MAINTENANCE FACTOR USED ON THIS DRAWING IS 1.00
5. FINAL ADJUSTMENTS TO AIMING ANGLE/DIRECTION OF FIXTURES MAY BE REQUIRED TO ELIMINATE LIGHT TRESPASS OR GLARE ONTO ADJOINING PROPERTIES OR ROADWAYS.
6. HOUSE SIDE SHIELDS ARE NOT ALWAYS ABLE TO BE MODELED DUE TO THE UNAVAILABILITY OF THE PROPER IES FILES. IN THESE INSTANCES OTHER MANUFACTURERS ACCOMMODATIONS MAY BE MADE DURING THE MODELING PROCESS TO SIMULATE CUT OFF AT PROPERTY LINES OR ELSEWHERE.
7. CONTRACTOR TO VERIFY PROPER ORDERING INFORMATION INCLUDING BUT NOT LIMITED TO, VOLTAGE AND MOUNTING, PRIOR TO ORDERING OR INSTALLING SPECIFIED LUMINAIRES AND/OR POLES. ALL LIGHT FIXTURES TO BE FULL CUT OFF.
8. LOCATE WALL PACKS AS NOTED, CONTRACTOR SHALL FIELD ADJUST MOUNTINGS ON BUILDING TO DETERMINE A UNIFORM HEIGHT AND SPACING. WALL PACKS SHALL BE PLACED IN A SYMMETRICAL PATTERN TO MATCH BUILDING ARCHITECTURE AND FINAL LOCATION SHALL BE VERIFIED WITH THE ARCHITECT PRIOR TO INSTALLATIONS.
9. ALL LIGHTING INSTALLATION AND ASSOCIATED WORK SHALL MEET BUILDING AND ELECTRICAL CODES.
10. CONTRACTOR IS RESPONSIBLE TO VERIFY AND CONFIRM MATERIALS AND LABOR FOR ALL ELECTRICAL SOURCES, CONDUIT, SLEEVES, CONCRETE FOUNDATIONS, POLES, LUMINAIRES, AND ALL NECESSARY PARTS FOR PROPER LIGHTING INSTALLATIONS. ALL PROPOSED LIGHTING WORK SHALL NOT INTERFERE OR INTERRUPT EMERGENCY INGRESS AND EGRESS LIGHTING FIXTURES OR SECURITY SYSTEMS.
11. PROPOSED LIGHTING SHALL INCLUDE PHOTOCELL ON/OFF SWITCHING. CONTRACTOR TO VERIFY IF ANY LIGHTS NEED MANUAL OR WIRELESS ON/ OFF SWITCHES WITH OWNER'S REPRESENTATIVE.
12. THIS PLAN IS FOR LIGHTING PERFORMANCE. ALL MEANS, METHODS, AND ASSOCIATED EQUIPMENT IS THE RESPONSIBILITY OF THE INSTALLER TO DETERMINE AND AT THEIR DISCRETION. ALL INSTALLATIONS SHALL BE COMPLETE AND FINISHED. ANY GAPS OR EXPOSED MOUNTINGS WILL BE REJECTED.
13. ALL PROPOSED CONDUIT AND WIRE SERVICES SHALL BE CONCEALED AND HIDDEN SO AS NOT TO BE SEEN OR VISUALLY NOTICEABLE. FINAL LOCATION SHALL BE APPROVED BY OWNER'S REPRESENTATIVE PRIOR TO INSTALLATION.
14. ALL PAINTING NEEDS SHALL BE DONE BY A PROFESSIONAL. COLORS AND TYPES OF PAINT SHALL MATCH ACCORDINGLY TO ADJACENT COLORS AND MATERIALS. VERIFY AND COORDINATE WITH OWNER'S REPRESENTATIVE ALL WORK.
15. ALL RESTORATION SHALL BE DONE TO THE SATISFACTION OF THE OWNER AT NO CHARGE OR EXPENSE TO THE OWNER.
16. WHETHER NOTED ON THE PLANS OR NOT ALL ASSOCIATED WORK WITH THE PHOTOMETRIC PLAN INSTALLATION AND CONSTRUCTION, SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE AND INSTALL AS NEEDED.
17. CONTRACTOR SHALL FIELD ADJUST BASED ON ELECTRICAL SUPPLY AND PROVIDE WIRING AS NEEDED FOR PROPER INSTALLATION, IF NEEDED, CONTRACTOR SHALL CONSULT AN ELECTRICAL ENGINEER.
18. CONTRACTOR RESPONSIBLE FOR ALL LUMINAIRE INSTALLATIONS, REPLACEMENTS, CONSTRUCTION REMOVALS AND DISPOSALS.
19. CONTRACTOR SHALL FIELD ADJUST AS APPROVED BY OWNER. CONTRACTOR SHALL COORDINATE WITH OWNER'S REPRESENTATIVE FOR ALL RESTORATION OR FABRICATIONS NEEDS. SHOP DRAWINGS MAY BE MADE UPS MAYBE NECESSARY FOR APPROVALS PRIOR TO INSTALLATIONS. VERIFY AS NEEDED.
20. ANY FABRICATIONS SHALL BE DONE WITH NON-CORROSIVE EXTERIOR GRADE MATERIALS AND FINISHES TO PROTECT BUILDING FROM ANY STAINING.





PHOTOMETRIC PLAN

(W/O 2 OFF-SITE ACCESS ROAD LIGHTS)

1 of 2

NO.	REVISIONS	DATE
1	NONE	2/27/2024
2	NONE	11/22/2024
3	REMOVED 2 OFF-SITE ACCESS ROAD LIGHTS	01/06/2026

Prepared For:

NSS GROUP, INC.
8060 Lawndale
Skokie, IL 60077

HOMER GLEN DEVELOPMENT
NWC of Bell Road and Glengary Drive - Lot 5
Homer Glen, Illinois

Prepared By:

Watermark Engineering Resources
watermark-engineering.com | 2631 Ginger Woods Pkwy | Aurora, IL 60502 | (630) 375-1800

CHECKED BY: J. MILLER
DESIGN BY: R. NELSON
DRAWN BY: JOSH MILLER
DATE: JANUARY 10, 2024
SCALE: 1" = 30'
PROJECT NO.: 21-074

PHOTOMETRIC PLAN (W/O 2 OFF-SITE ACCESS ROAD LIGHTS)

RECEIVED
By Christopher Gruba at 9:42 am, Jan 07, 2026

NOTE:
THIS EXHIBIT HAS BEEN CREATED TO ILLUSTRATE FOOT-CANDLES NEAR THE PROPERTY LINE, MODELED 3' FROM THE GROUND PER VILLAGE CODE REQUIREMENTS. SEE PHOTOMETRIC PLAN 1 of 2 FOR DETAILED INFORMATION REGARDING LIGHT FIXTURES, POLES, HEIGHTS, ETC.

NO.	REVISIONS	DATE
1	NONE	2/27/2024
	NONE	11/22/2024
2	REMOVED 2 OFF-SITE ACCESS ROAD LIGHTS	01/06/2026
3		

Prepared For:

NSS GROUP, INC.
8060 Lawndale
Skokie, IL 60077

HOMER GLEN DEVELOPMENT
NWC of Bell Road and Glengary Drive - Lot 5
Homer Glen, Illinois

Prepared By:

Watermark Engineering Resources
watermark-engineering.com | 2631 Ginger Woods Pkwy | Aurora, IL 60502 | (630) 375-1800

CHECKED BY:	J. MILLER
DESIGN BY:	R. NELSON
DRAWN BY:	JOSH MILLER
DATE:	JANUARY 10, 2024
SCALE:	1" = 30'
PROJECT NO.:	21-074

2 of 2

PHOTOMETRIC PLAN - PROPERTY LINE EXHIBIT
(W/O 2 OFF-SITE ACCESS ROAD LIGHTS)

PHOTOMETRIC PLAN - PROPERTY LINE EXHIBIT (W/O 2 OFF-SITE ACCESS ROAD LIGHTS)

BELL ROAD

RECEIVED
By Christopher Gruba at 9:42 am, Jan 07, 2026

J:\dwgs\21jobs\21074\21074 Photometric Plan Without Off-Site Access Road Lights.dwg, 21074

AGENDA SUPPLEMENT SHEET

Agenda Item Number: **L.3**

Village Board Meeting Date: **February 25, 2026**

Item Title: **Consider for Approval a Proclamation Retroactively Celebrating Arbor Day, April 25, 2025 in the Village of Homer Glen.**

Motion for Consideration: Is there a motion to approve the attached Proclamation Retroactively Celebrating Arbor Day, April 25, 2025 in the Village of Homer Glen?

Committee Recommendation: None.

Staff Contact: Taylor Udarbe, Senior Planner and Jennifer Vittori, Parks Director

Background Information: One of the requirements for maintaining the Village's Tree City status is to celebrate Arbor Day each year within the Village. Due to staffing, the Village had not passed an official 2025 Arbor Day Proclamation but had continued with the observance and celebration of Arbor Day in 2025 through free tree seedling handouts at Village Hall, parkway planting programs, Environment Committee tree plantings, Big Tree Awards, and continued efforts in tree preservation ordinance amendments. All these efforts align with the true spirit of recognizing the importance of trees and the Village's commitment to plant and protect trees.

The Village is excited to celebrate Arbor Day again for 2026 with more free tree seedling handouts later this spring and bi-annual tree planting in the Village.

The Arbor Day foundation will accept a retroactive proclamation for 2025 Arbor Day to submit with the Village's 2025 Tree City application. Passing this proclamation reinforces the Village's commitment to trees and our urban forest.

Budget Implications: None.

A Proclamation Retroactively Celebrating
Arbor Day, April 25, 2025
in the Village of Homer Glen

WHEREAS, in 1872, J. Sterling Morton proposed to the Nebraska Board of Agriculture that a special day be set aside for the planting of trees; and

WHEREAS, the holiday, called Arbor Day, was first observed with the planting of more than a million trees in Nebraska; and

WHEREAS, Arbor Day is now observed throughout the nation and the world; and

WHEREAS, trees can reduce the erosion of our precious topsoil by wind and water, lower our heating and cooling costs, moderate the temperature, clean the air, produce oxygen and provide habitat for wildlife; and

WHEREAS, trees are a renewable resource giving us paper, wood for our homes, fuel for our fires and countless other wood products; and

WHEREAS, trees in our Village increase property values, enhance the economic vitality of business areas and beautify our community; and

WHEREAS, trees, wherever they are planted are a source of joy and spiritual renewal.

NOW, THEREFORE, I, Mayor Christina Neitzke-Troike do hereby proclaim April 25, 2025 as Arbor Day in the Village of Homer Glen and do hereby urge all citizens to celebrate Arbor Day and to support efforts to protect our trees and to plant and care for trees to promote the well-being of this and future generations.

Approved this 25th day of February, 2026

_____
Christina Neitzke-Troike, Mayor

Attest: _____
Candice Bielski, Village Clerk

AGENDA SUPPLEMENT SHEET

Agenda Item Number: **L.4**

Village Board Meeting Date: **February 25, 2026**

Committee Meeting Date: **N/A**

Item Title: **Consider a Motion to Approve the Release of the Letter of Credit for Dunkin Donuts at 12129 W 159th Street in accordance with Village Code.**

Motion for Consideration: Is There a Motion to Approve the Release of the Letter of Credit for Dunkin Donuts at 12129 W 159th Street in accordance with Village Code?

Staff Contact: Village Engineer, Brett Westcott PE

Background Information: The current Letter of Credit No. 230934 for the Dunkin Donuts located at 12129 W 151st Street stands at the amount of $89,796.25.

All major items such as curb, sidewalk, pavement and landscaping have been completed. The required two (2) year maintenance period has passed, and no outstanding issues remain. Staff has completed a final inspection on February 18, 2026 and verified that all proposed public improvements have been completed per plan and are in acceptable condition.

Budget Implications: None.

Attachments:

1) Letter of Credit No. 104 ($89,796.25)

Irrevocable Standby Letter of Credit No. 230934

October 27, 2023

Beneficiary:
Village of Homer Glen
14240 W. 151st Street
Homer Glen, IL 60491

Applicant:
Nasa Properties & Management, LLC
2808 W. Wilson Ln.
Glenview, IL 60026

Letter Of Credit Amount: $89,796.25

To Whom It May Concern:

Byline Bank (the "Bank", "us", "our" or "we"), hereby establishes in favor of Village of Homer Glen (together with its successors and assigns, the "Beneficiary") at the request and for the account of Nasa Properties & Management, LLC (the "Applicant"), our Irrevocable Standby Letter of Credit No. 230934 (this "Letter of Credit") in a maximum amount of up to Eighty Nine Thousand Seven Hundred Ninety Six and 25/100 Dollars ($89,796.25) (the "Stated Amount"), effective immediately and expiring at 5:00 p.m., Chicago, Illinois time, on October 27, 2024 (as extended from time to time in accordance with the terms hereof, the "Expiry Date") or, if the Expiry Date is not a business day (as hereinafter defined), on the next succeeding business day, unless terminated earlier in accordance with the provisions hereof.

As used in this Letter of Credit, the term "business day" shall mean any day of the year, other than a Saturday or a Sunday, on which banks located in Chicago, Illinois are not required or authorized by law to remain closed and on which the payment system of the Federal Reserve System is operational.

The Beneficiary is hereby irrevocably authorized to draw on us from time to time, for the account of the Applicant, in accordance with the terms and conditions hereof, including in multiple partial draws, in an aggregate amount not exceeding the Stated Amount. The aggregate amount of all partial draws shall reduce the Stated Amount dollar-for-dollar. All drawings under this Letter of Credit will be paid with our own funds and will not be paid directly or indirectly from funds or collateral on deposit with or for the account of, or pledged with or for the account of, the Bank by the Applicant.

Funds under this Letter of Credit are only available to the Beneficiary against presentation of this original Letter of Credit together with a draft(s) drawn on us, substantially in the form of Exhibit 1 attached hereto.

Presentation of such draft(s) shall be made and received on a business day in person or, express or overnight courier with signature required at our office which is located at 180 N. LaSalle St., Suite 300, Chicago, IL 60601 (Attention: Loan Service Department) or any other place which may be designated by us by written notice delivered to the Beneficiary (the "Presentation Office"). If we receive any such draft drawn hereunder at such office on or prior to 5:00 p.m., Chicago, Illinois time, on the then current Expiration Date, we will honor the same and make payment hereunder. If a draft is presented to us as aforesaid by 12:00 p.m., Chicago, Illinois time, payment will be made, on the next business day following presentment; otherwise payment will be made in immediately available funds by 1:00 p.m. on the second

business day following presentment. If requested by the Beneficiary, payment may be made by deposit of such funds into a designated bank account that it maintains at the Bank.

This Letter of Credit is transferable by the Beneficiary in whole, but not in part, to any transferee, provided that, the Beneficiary delivers to us its signed request for transfer (the "Certificate for Transfer") completed to the satisfaction of the Bank together with the original of this Letter of Credit and all amendments hereto, if any, and any transfer fees charged by the Bank. Upon receipt of the Certificate for Transfer, the original Letter of Credit and amendments, and transfer fees, we shall forthwith issue a replacement letter of credit or amendment to the Transferee as specified in the Certificate for Transfer.

This Letter of Credit expires at the Presentation Office at 5:00 p.m., Chicago, IL time on the then current Expiry Date. The Expiry Date shall automatically be extended for an additional one (1) year term unless at least sixty (60) days prior to the then current Expiry Date, we have sent a notice to the Beneficiary in writing, via certified mail, express or overnight courier at the above listed address of our intention to not extend this Letter of Credit. If the Beneficiary receives written notice from us that we have elected to not extend this Letter of Credit the Beneficiary may thereafter draw the full available amount hereunder at any time prior to the Expiry Date.

Except with respect to the extension of the then current Expiry Date, this Letter of Credit may not be amended or modified without the prior consent of the Beneficiary.

This Credit shall be governed by Article 5 of the Uniform Commercial Code and the Uniform Customs and Practices for Documentary Credits, 2007 Revision and International Chamber of Commerce Publication No 600., to the extent not inconsistent with the press terms and condition hereof, and, as to matters not covered thereby, by the laws of the State of Illinois.

Very truly yours,

Byline Bank

By: [redacted]

Anna Mendoza, its Vice President

HOMER GLEN

AGENDA SUPPLEMENT SHEET

Agenda Item Number: L.5

Village Board Meeting Date: February 25, 2026

Committee Meeting Date: N/A

Item Title: **Consider a Motion to Approve Payment of an Invoice for the Heroes Trail West Expansion Project in the Amount of $57,955.42 to be Paid to the Illinois Department of Transportation.**

Motion for Consideration: Is there a motionto Approve Payment of an Invoice for the Heroes Trail West Expansion Project in the Amount of $57,955.42 to be Paid to the Illinois Department of Transportation?

Staff Contact: Village Engineer, Brett Westcott PE

Background Information: The Heroes Trail West Expansion Project is complete. This invoice is for the Village's share of the Heroes Trail West Expansion Project which will total twenty percent (20%) of the final project cost. The Village secured Illinois Transportation Enhancement Program funding for this project which provides an 80% state and 20% local funding split.

There have been five pay estimates, which have been paid by the Illinois Department of Transportation, for the work completed to date. This invoice covers 80% of the Villages share which will come to 20% of the total final project cost. An additional invoice will be sent once final closeout on quantities is completed and agreed to by the contractor.

Budget Implications: $57,955.42 to be paid out of 50.14.85.668.

Attachments:
1) Heros Trail IDOT Invoice 127219

Illinois Department of Transportation

Invoice

INVOICE NO. **127219**
RESP. CODE 9040
INVOICE DATE 02/01/2026
REVENUE CODE 6305
COBJ NUMBER 3770000004474
DOC NUMBER

Village of Homer Glen
Village Clerk
14240 W 151st Street
Homer Glen, IL 60491

EXPLANATION OF CHARGES — **PAY FROM THIS INVOICE**

		AMOUNT
LOCATION:	Homer Glen	
ADDTL INFO:		
ROUTE:	Hero's Trail	
SECTION:	20-00019-00-BT	
COUNTY :	Will	
JOB NO. :	C-91-038-24	
PROJECT NO.:		
CONTRACT NO.:	61L02	
DISTRICT:	1	

The Agreement executed 5/7/2025 between Village of Homer Glen, and the State of Illinois provides that the village will reimburse the State for part of the construction costs.

VILLAGE SHARE:

07A0K01		$289,777.10
LESS STATE SHARE @ 80% NTE 451,480.00		($231,821.68)
LOCAL SHARE	$57,955.42	
Payment Due Date 02/15/2026	**TOTAL DUE**	$57,955.42

PLEASE MAKE CHECK PAYABLE TO TREASURER, STATE OF ILLINOIS

MAIL TO: Illinois Department of Transportation
Room 322, Harry R. Hanley Building
2300 So. Dirksen Parkway
Springfield, IL 62764

INQUIRIES CONTACT: Local Agency-Agreement Analyst at 217/524-6531.

Please Note:

Even though the support may show that the work in place is greater than 80% – we try to cap progress billings at 80% to avoid overpayments. Your next bill for this project will be upon completion.

Thank you.

Date Time : 12/10/2025 9:45:42 AM

Illinois Department of Transportation

Contractor Invoice

ROUTE:	HERO'S, TRAIL	CONTRACT NUMBER:	61L02
SECTION:	20-00019-00-BT	FROM DATE:	09/10/25
PROJECT:		TO DATE:	10/06/25
STATE JOB:	C9103824	DISTRICT/COUNTY:	01/197 - Will

Aeronautics IL Project Number:

Airport Proj. Mgmt. Sys. Line Item No.:

Contract Description: CONSTRUCT AN HMA MULTI-USE PATH IN HOME GLEN, FROM COACHMAN LANE TO HEATHERWOOD DRIVE. INCLUDES HMA PAVEMENT REMOVAL, SIDEWALKS, ADA RAMPS, AND SIGNAGE.

PAYEE:	D. Construction, Inc.	CONTRACTOR:	D. Construction, Inc.
ADDRESS:	1488 S Broadway Coal City IL 60416	ADDRESS:	1488 S Broadway Coal City IL 60416

Pay Estimate: 5

Billed @ 80%

Percent Complete: 80.70%

FAS ID	CONTRACT AWARDED AMOUNT	TOTAL ADJUSTED CONTRACT VALUE	TOTAL AMOUNT DUE TO DATE
07A0K01	$398,891.18	$448,868.18	$362,221.38
Total	**$398,891.18**	**$448,868.18**	**$362,221.38**

Total Completed Amount:	$362,221.38
Other Direct Pay Participant(s) Share (including this estimate):	$0.00
Total Amount Due before retainage, liens, and other deductions:	$362,221.38
Retainage % held by Dept:	0.00%
Total Retained by Dept. (including this estimate):	$0.00
Retainage % held by Trust:	0.00%
Total Retained by Trust (including this estimate):	$0.00
Liens:	$0.00
Other Deductions:	$0.00
Total Amount Due after retainage, liens, and other deductions:	$362,221.38
Previous Paid Amount:	($311,078.44)
Pay Estimate 5 Total:	**$51,142.94**

APPROPRIATION	INVOICE AMOUNT	SCHEDULE NUMBER
260114944279001025	$51,142.94	2026ZZDOTBCM 0114944279001025C971708
Total	**$51,142.94**	

Illinois Department of Transportation

All ITEMS (SUBMITTAL FORM)
OFFICIAL COPY OF CLOSED ESTIMATE

Route: HERO'S, TRAIL
Section: 20-00019-00-BT
Job Number: C9103824

Contract #: 61L02
To Date: 10/06/2025
Report Date: 12/10/2025
Contract Name: CONSTRUCT AN HMA MULTI-USE PATH IN HOME GLEN, FROM COACHMAN LANE TO HEATHERWOOD DRIVE. INCLUDES HMA PAVEMENT REMOVAL, SIDEWALKS, ADA RAMPS, AND SIGNAGE.
PARTIAL ESTIMATE NUMBER 5
Contractor: D. Construction, Inc.
1488 S Broadway
Coal City, IL 60416

District: District 1
Resident Engineer: Chad Goddard
County: Will

PROJECT NUMBER:

FUND KEY: 07A0K011970028

			QTY THIS EST	UOM	AMT THIS EST	QTY TO DATE	AMT TO DATE	QTY	UNIT PRICE
X0350810	BOLLARD REMOVAL	PLACED	0.000	EACH	$0.00	3.000	$1,500.00	3.000	$500.0000
X2021200	REM & DISP UNS MATL SPL	PLACED	139.460	CU YD	$12,551.40	929.360	$83,642.40	1,234.000	$90.0000
X6640104	FENCE REMOVAL	PLACED	0.000	FOOT	$0.00	167.000	$1,670.00	167.000	$10.0000
XX009701	REG SUB MON SPL	PLACED	0.000	CAL DA	$0.00	3.000	$6,000.00	10.000	$2,000.0000
Z0013797	STABILIZED CONSTRUCTION ENTRANCE		0.000	SQ YD	$0.00			117.000	$0.0100
Z0013798	CONSTRUCTION LAYOUT	PLACED	0.000	L SUM	$0.00	0.750	$15,318.75	1.000	$20,425.0000
20101700	SUPPLEMENTAL WATERING		0.000	UNIT	$0.00			50.000	$55.0000
21001000	GEOTECHNICAL FABRIC FOR GROUND ST	PLACED	0.000	SQ YD	$0.00	1,133.000	$4,532.00	1,133.000	$4.0000
21101615	TOPSOIL FURNISH AND PLACE, 4"	PLACED	0.000	SQ YD	$0.00	2,478.000	$13,629.00	2,478.000	$5.5000
25000210	SEEDING, CLASS 2A	PLACED	0.000	ACRE	$0.00	0.720	$2,772.00	0.750	$3,850.0000
25000400	NITROGEN FERTILIZER NUTRIENT	PLACED	0.000	LB	$0.00	47.000	$258.50	47.000	$5.5000
25000600	POTASSIUM FERTILIZER NUTRIENT	PLACED	0.000	LB	$0.00	47.000	$258.50	47.000	$5.5000

! denotes item funding overrun

FUND KEY: 07A0K011970028			QTY THIS EST	UOM	AMT THIS EST	QTY TO DATE	AMT TO DATE	QTY	UNIT PRICE
25100630	EROSION CONTROL BLANKET	PLACED	0.000	SQ YD	$0.00	2,478.000	$3,270.96	2,478.000	$1.3200
28000400	PERIMETER EROSION BARRIER	PLACED	0.000	FOOT	$0.00	3,374.000	$12,989.90	3,456.000	$3.8500
30300001	AGGREGATE SUBGRADE IMPROVEMENT		0.000	CU YD	$0.00			295.000	$50.0000
35101600	AGGREGATE BASE COURSE, TYPE B 4"	PLACED	0.000	SQ YD	$0.00	164.000	$1,148.00	164.000	$7.0000
35101800	AGGREGATE BASE COURSE, TYPE B 6"	PLACED	0.000	SQ YD	$0.00	3,529.000	$42,348.00	3,529.000	$12.0000
40600275	BITUMINOUS MATERIALS (PRIME COAT)		0.000	LB	$0.00			7,940.000	$0.0100
40600290	BITUMINOUS MATERIALS (TACK COAT)		0.000	LB	$0.00			794.000	$0.0100
40604060	HOT-MIX ASPHALT SURFACE COURSE, IL-	PLACED	0.000	TON	$0.00	619.270	$65,023.35	675.000	$105.0000
42400200	PORTLAND CEMENT CONCRETE SIDEWA	PLACED	0.000	SQ FT	$0.00	1,472.000	$13,984.00	1,472.000	$9.5000
42400800	DETECTABLE WARNINGS	PLACED	0.000	SQ FT	$0.00	160.000	$5,600.00	160.000	$35.0000
44000100	PAVEMENT REMOVAL	PLACED	0.000	SQ YD	$0.00	165.000	$2,475.00	165.000	$15.0000
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1	PLACED	0.000	SQ YD	$0.00	69.000	$1,380.00	69.000	$20.0000
44000500	COMBINATION CURB AND GUTTER REMO	PLACED	0.000	FOOT	$0.00	160.000	$2,400.00	160.000	$15.0000
44000600	SIDEWALK REMOVAL	PLACED	0.000	SQ FT	$0.00	628.000	$1,884.00	628.000	$3.0000
60603800	COMBINATION CONCRETE CURB AND GU	PLACED	0.000	FOOT	$0.00	160.000	$6,800.00	160.000	$42.5000
67100100	MOBILIZATION	PLACED	0.000	L SUM	$0.00	0.900	$18,000.00	1.000	$20,000.0000
70102620	TRAFFIC CONTROL AND PROTECTION, ST	PLACED	0.000	L SUM	$0.00	1.000	$0.01	1.000	$0.0100
70102640	TRAFFIC CONTROL AND PROTECTION, ST	PLACED	0.000	L SUM	$0.00	0.500	$1,250.00	1.000	$2,500.0000
72000100	SIGN PANEL - TYPE 1	PLACED	0.000	SQ FT	$0.00	180.500	$4,963.75	184.000	$27.5000
72800100	TELESCOPING STEEL SIGN SUPPORT	PLACED	0.000	FOOT	$0.00	348.000	$5,742.00	410.000	$16.5000
78000100	THERMOPLASTIC PAVEMENT MARKING -	PLACED	0.000	SQ FT	$0.00	64.000	$1,056.00	64.000	$16.5000
78000400	THERMOPLASTIC PAVEMENT MARKING -	PLACED	0.000	FOOT	$0.00	225.000	$742.50	225.000	$3.3000
78000600	THERMOPLASTIC PAVEMENT MARKING -	PLACED	0.000	FOOT	$0.00	348.300	$2,413.72	420.000	$6.9300
78000650	THERMOPLASTIC PAVEMENT MARKING -	PLACED	0.000	FOOT	$0.00	35.000	$577.50	35.000	$16.5000

! denotes item funding overrun

FUND KEY: 07A0K011970028			QTY THIS EST	UOM	AMT THIS EST	QTY TO DATE	AMT TO DATE	QTY	UNIT PRICE
FRC00100	LANDFILL TIPPING FEE	PLACED	38,591.540	$	$38,591.54	38,591.540	$38,591.54	49,977.000	$1.0000
				Total:	$51,142.94		$362,221.38		

! denotes item funding overrun

HOMER GLEN

AGENDA SUPPLEMENT SHEET

Agenda Item Number: **L.6**

Village Board Meeting Date: **February 25, 2026**

Committee Meeting Date: **None.**

Item Title: **Consider for Approval Resolution No. 26-006, Approving the Following Executive Session Minutes: September 24, 2025, October 8, 2025, and October 22, 2025. The Executive Session Minutes Still Require Confidential Treatment and are not to be Released.**

Motion for Consideration: Is there a Motion to Approve Resolution No. 26-006, Approving the Following Executive Session Minutes: September 24, 2025, October 8, 2025, and October 22, 2025? The Executive Session Minutes Still Require Confidential Treatment and are not to be Released.

Staff Contact: Village Clerk Candice Bielski

Background Information: The Village Board has met from time to time in Executive Session to discuss negotiations, litigation, land acquisition and personnel. Written minutes have been kept of all meetings whether open or closed.

It is the responsibility of the Village Board to review Executive Meeting Minutes every 6 months and determine if the Executive Meeting Minutes are to be released and made available to the public for inspection, or to remain confidential.

Recommendation
The Village Clerk has presented it to the Village Board for review Executive Session Meeting Minutes. The minutes or portions of minutes listed are approved but will remain confidential at this time.

Budget Implications: None

THE VILLAGE OF HOMER GLEN
WILL COUNTY, ILLINOIS

RESOLUTION
NUMBER 26-006

A RESOLUTION APPROVING BUT NOT RELEASING EXECUTIVE SESSION MINUTES SEPTEMBER 24, 2025, OCTOBER 8, 2025, AND OCTOBER 22, 2025.

CHRISTINA NEITZKE-TROIKE, Village President
CANDICE BIELSKI, Village Clerk

Village Trustees
NICHOLAS MULLER
CURTIS MASON
ROSE REYNDERS
MIKE LEPORE
ROBERT SCHALLER
BART HOLZHAUSER

Published in pamphlet form by authority of the President and Board of Trustees of the Village of Homer Glen

RESOLUTION 26-006

A RESOLUTION APPROVING EXECUTIVE SESSION MINUTES

WHEREAS, the Board of Trustees for the Village of Homer Glen has met from time to time in closed session for purposes authorized by the Illinois Open Meetings Act; and

WHEREAS, pursuant to the requirements of 5 ILCS 120/2.06(d), the Board of Trustees of the Village of Homer Glen met in closed session to review closed session minutes; and

WHEREAS, the Board of Trustees of the Village of Homer Glen has determined that the minutes of the closed session meetings listed on the attached Exhibit "A" are approved but will remain confidential.

NOW, THEREFORE, BE IT RESOLVED BY THE PRESIDENT AND VILLAGE BOARD OF TRUSTEES OF THE VILLAGE OF HOMER GLEN, WILL COUNTY, ILLINOIS, THAT:

Section 1: Recitals – The foregoing recitals are hereby incorporated into this Resolution as if fully set forth herein.

Section 2: Confidentiality – The minutes of the closed session meetings listed on attached Schedule "A" are hereby approved. Executive session minutes listed in Schedule A still require confidential treatment and are not released.

Section 3: Effective Date - This resolution shall be in full force and effect from and after its passage and approval.

Adopted this 25th Day of February 2026 pursuant to a roll call vote as follows:

	YES	**NO**	**ABSENT**	**PRESENT**
Lepore				
Muller				
Holzhauser				
Schaller				
Mason				
Reynders				
Neitzke-Troike (Village President)				
TOTAL				

APPROVED by the Village President on February 25, 2026.

_____
Christina Neitzke-Troike
Village President

ATTEST:

_____
Candice Bielski
Village Clerk

Exhibit A- Executive Session Meeting Minutes
These Minutes will Remain Sealed

2025

- September 24, 2025
- October 8, 2025
- October 22, 2025