Agenda
Village of Homer Glen
VILLAGE BOARD MEETING
Wednesday, February 11, 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
F. AMENDMENTS TO THE AGENDA
G. APPROVAL OF THE AGENDA
H. APPROVAL OF MINUTES
    1. January 28, 2026 – Committee of the Whole 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 Accounts Payable for the Period of January 31, 2026, through February 12, 2026, in the amount of $247,949.81.
    2. Consider for Approval a Professional Services Agreement with HR Green for Phase II Engineering Services for the Parker Road over Spring Creek Bridge (Structure No. 099-4204) Bridge Rehabilitation Project in the Amount of $39,940.54
    3. Consider for Approval the purchase of two (2) All Traffic Solutions instaALERT 24 message board trailers in the amount of $31,108.24 for the EMA Department.
    4. Consider for Approval the purchase of a portable stage for the Village to use at Village Events in the amount of $17,740.
    5. Consider for Approval the Lyons Pinner contract for the installation of a new circuit breaker panel for new HVAC systems at the Village Hall in the amount of $24,900.
    6. Consider for Approval the quote from Alta Equipment Company for the purchase of a new Genie AWP-25S in the amount of $12,942.00 for the Facilities Department.
    7. Consider for Approval the Amended Mayor and Village Board Standard Operating Procedure No. 002.
    8. Consider for Approval the Payment for the Village of Homer Glen's 2026 Annual Membership dues from the Will County Governmental League in the amount of $24,609.45.
    9. Consider for Approval the quote for an IT Security Services annual contract with Field Effect in the amount of $10,260.00.
    10. Consider for Approval Resolution 26-003, a Resolution to Establish a Volunteer and Community Service Program for the Village of Homer Glen.
L. LEGISLATION AND ACTION ITEMS
    1. Consider for Approval the Mayor's Appointment of Carly Bos to the Ability Awareness Committee.
    2. Consider for Approval the Mayor's Appointment of Beth Mitchell to the Ability Awareness Committee.
    3. Consider for Approval the Mayor's Appointment of Trustee Schaller to the Environment Committee.

4. 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]..
5. Consider for Approval an Ordinance granting an amendment of a Special Use Permit for Outdoor sales and storage for certain real property located in the C-3 General Business District at 15830 S. Bell Road, Homer Glen, Illinois [Case No. HG-2526-SP].
6. Consider for Approval an Ordinance granting a conditional parking adjustment to reduce the number of required parking spaces from three hundred and seventy-four (374) to two hundred and Twenty-Two (222) total spaces the Runnings supply building located within the C-3 general Business Zoning District at 15830 S. Bell road, Homer Glen, Illinois [HG-2532-P].
7. Consider for Approval of the Illinois Department of Transportation (IDOT) Resolution for Improvement Under the Highway Code for the Resurfacing of Various Streets and Maintenance of Streetlights Throughout the Village of Homer Glen as Part of the Village's Roadway Resurfacing and Streetlight Maintenance Program.

M. WORKSHOP
   1. Discussion Regarding Arya, a 15.5-acre mixed use community (vacant, just east of 12542 W. 159th Street)

N. PUBLIC COMMENT (3 Minute limit. Please sign in prior to start of meeting.)

O. OLD BUSINESS

P. NEW BUSINESS

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

R. 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
Committee of the Whole

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 Pro Tem Reynders at 5:31 p.m. in the Village Board Room, 14240 W. 151st Street, Homer Glen.

B. PLEDGE OF ALLEGIANCE TO THE FLAG

C. ROLL CALL

Present were Mayor Pro Tem Rose Reynders, Trustees Curtis Mason, Mike Lepore, Robert Schaller, Nick Muller and Bart Holzhauser. Also present on behalf of the Village were Village Manager Joe Baber, Planning and Zoning Director Chris Gruba, Economic Development Director Janie Patch, Village Clerk Candice Bielski and Village Engineer Brett Westcott.
A quorum was established.

D. PUBLIC COMMENT – There was no public comment.

E. Discussion Regarding Arya, a 15.5-acre mixed use community (vacant, just east of 12542 W. 159th Street)

Attorney Pasquinelli arrived at 5:33pm

Director Gruba spoke about some key points regarding the proposed development.

- The proposed development is approximately 15.5 acres, located about 1,000 feet east of Touch of Green along 159th Street.
- The project includes a mix of commercial and residential uses.
- Two mixed-use buildings are proposed along 159th Street, with commercial on the first floor and residential on the second and third floors.
    - Total commercial space: 30,000 square feet.
    - Residential units: 13 condo units per building, 26 total.
- The rear of the site would include 20 duplex buildings, totaling 40 residential units.
    - The duplex area would be gated and private, while the front portion would include a public road, transitioning to private beyond the gated area.
- The overall project includes 66 residential condo units and 30,000 square feet of commercial space.
- Zoning for the duplexes would utilize the existing R-6A single-family attached district, consistent with developments such as Old Oak and Hidden Valley.
- The village currently has no mixed-use zoning district, so staff recommends creating a new mixed-use zone to be reviewed in tandem with the project if the board wishes to proceed.
- No public parkland is proposed. The development would require 1.67 acres of parkland, or a cash-in-lieu contribution estimated at $293,000, subject to final bedroom counts.

Mayor Neitzke-Troike arrived at 5:35pm

Director Gruba stated that at this stage, the proposal is still very conceptual, and several key factors—such as density and building height—could not yet be verified. If the project were to move forward, it would require a new Planned Unit Development (PUD), including a plat subdivision and rezoning. The process would involve multiple steps: a public hearing before the Planning Commission, review by the Board, then returning to the Planning Commission and back to the Board.

Attorney George Arnold, representing the ARYA Group, introduced the ownership and development team for the proposed ARYA project in Homer Glen. He emphasized that the ownership group consists of successful local and regional business owners who believe in Homer Glen's potential and are committed to high-quality development.

The ownership team includes:

- Boris Predovich (team lead) and Muhammad Khan, developers of the New Wave Car Wash in Willowbrook and a state-of-the-art biotech park in Florida
- Pat Gardner, founder and owner of Quantum Marketing in Lockport
- Bruce and Randy Bronji, co-owners of International Contractors

The development team introduced included:

- Scott Schreiner, Project Engineer (Design Tech)
- Steve Francis, Project Architect and Land Planner (Linden Group Architects)
- John Shura, Landscape Architect

Steve Francis presented the ARYA project, describing it as a 15.5-acre, master-planned, lifestyle-based, mixed-use community designed to support walkability, wellness, and community connection. The project emphasizes local ownership, stewardship, collaboration with village leadership, and alignment with Homer Glen's values. The design is inspired by Blue Zone philosophy, focusing on health, balance, nature-forward design, and low-maintenance living.

Key features of the development include:

- Purposeful buffering of residential and community spaces through grading and landscaping
- Multiple amenity and gathering spaces throughout the site, including a small park area requested by trustees and a meditative space overlooking the detention area in the northeast corner

Site Layout and Components:

- North entrance on 159th Street featuring two mixed-use buildings
    - Each building has a 16,000 sq. ft. footprint
    - First floor: 30,000 sq. ft. of leasable retail/commercial space with outdoor dining and gathering areas
    - Second floor: 16 condominium units (1,250–1,500 sq. ft.) with balconies
    - Third floor: 10 penthouse condominium units (1,500–1,800 sq. ft.) with outdoor terraces
    - Lower level: conditioned indoor parking for 68 vehicles and storage lockers
- Gated Villa Community north of the roundabout
    - 40 duplex ranch-style units (1,550–1,950 sq. ft.)
    - Two-car garages and outdoor deck or patio spaces
    - Perimeter units may include lookout or walkout basements
    - Villas are integrated with internal amenity spaces for work, recreation, and gathering.

Mr. Francis concluded by stating that the ARYA development has been carefully planned to meet the village's needs and to serve as a premier residential and mixed-use destination in Homer Glen, and they invited questions from the board and public.

Mayor Neitzke-Troike opened the floor for the Trustees to ask questions.

- Trustee Lepore asked about the commercial storefronts:
  The developer stated there are currently eight commercial storefronts planned per front building, though the exact number could vary depending on final square footage.
- Trustee Mason asked about a dry pond/recreation area:
  The developer clarified that the plan includes a meditation overlook/deck pavilion facing the pond, even though exercise equipment was not shown on the current drawing.
- Mayor Neitzke-Troike asked about connectivity to neighboring subdivisions:
  The developer stated there is no direct access from this development to existing subdivisions such as Twin Lakes. An east–west internal road ending at a roundabout could potentially connect to future developments to the east or west, but not current neighborhoods.

- Comparison to prior proposals:
  Trustees noted that earlier proposals (circa 2022–2023) involved higher-density condos or apartments, which raised resident concerns. The current proposal is framed as lower density than those earlier concepts.
- Resident concerns:
  Residents, particularly from Homer Glen, are worried about:
    - Increased development intensity
    - Traffic and neighborhood impact
    - "Residential first, commercial never" patterns seen elsewhere along 159th Street

- Phasing of development (residential vs. commercial):
    - The developer cannot guarantee commercial will be built first.
    - The likely plan is to start with residential townhomes in the back, since rooftops help attract commercial tenants.
    - The site would be fully graded initially, including construction of the front ponds, followed by commercial development as market conditions allow.
- Commercial viability concerns:
    - The developer emphasized that stand alone commercial construction is financially risky without built-in residential support.
    - Condominiums above commercial space is intended to create financial stability and attract restaurants.
    - The development team claims experience specifically in restaurant-focused projects.
- Village perspective:
    - Trustees stressed the importance of commercial development actually materializing, as residents want restaurants, amenities, and sales tax revenue.
    - There was strong emphasis on transparency for the public, since the proposal was newly posted and many residents are unfamiliar with the details.

The developer presented details of the proposed gated residential community consisting of 40 dwelling units across 20 buildings. Each unit would be approximately 1,850–1,950 square feet, offering two or three-bedroom layouts, unfinished basements, and two-car garages.

Estimated Pricing

- Townhome-style units are preliminarily estimated to start around $600,000 possibly in the high $500,000s, though pricing is not finalized.
- Condo units are expected to be more affordable, potentially in the high $400,000s, depending on square footage and finishes.
- Pricing is anticipated to be largely square-footage driven, with some smaller condo units around 1,500 square feet.

Trustee Feedback

- Trustees noted that the projected pricing is above the current median home price in Homer Glen, but several expressed that the design and quality align more closely with higher-end developments such as Burr Ridge.
- Trustees commended the developer for reducing density, being responsive to community and trustee feedback, and presenting a project that better fits the character of Homer Glen.
- The overall design was described as attractive and well thought out, with acknowledgment that lower density is more challenging financially but results in a superior product.

Amenities and Open Space

- The developer referenced additional planned features, including open space elements and a meditation area, which were intentionally not included in the current presentation to avoid confusion but will be shared at a future meeting.
- Trustees emphasized the importance of park or recreational space, particularly for children, given the size of the subdivision.

Code and Ordinance Clarification

- A question was raised regarding whether minimum condo sizes are governed by village code. Director Gruba indicated that, to his knowledge, there is no specific ordinance regulating condo unit size, though this would be confirmed.

- Trustees Mason and Reynders expressed appreciation for the developer's continued engagement, revisions, and willingness to align the project with village goals.
- The developer thanked the committee for feedback and reiterated their commitment to maintaining the integrity of the proposal while incorporating requested elements.

Steve Schreiner emphasized that the project was intentionally re-envisioned after feedback from the Village, with the guiding concept being to treat the 15.5 acres primarily as a park, with buildings integrated into and surrounding that park space. The goal is to create a community gathering environment rather than a conventional high-density development.

Key features include landscaped ponds designed as amenities rather than simple detention basins, with benches, walking paths, dog waste stations, and seating areas open to the public. Larger, more mature trees (three-inch caliper) will be installed to accelerate the sense of established greenery, acknowledging that some existing trees will be removed. The developer stated the ponds and open spaces are intended to function as community destinations where people can sit, relax, and gather—even without patronizing on-site businesses.

The development will include public park areas accessible to the broader community, as well as private outdoor spaces reserved for residents of the gated townhome and condominium areas.

Trustees expressed optimism about the project, noting similarities to other successful mixed-use developments and highlighting the landscaping and pond features as strong draws for boutique tenants. Traffic access was raised as a concern, particularly ingress from 159th Street, where eastbound traffic speeds and lack of a signal may pose challenges. The developer noted the presence of a dedicated turn lane, multiple site exits, and acknowledged that a traffic study—guided by IDOT—may require a deceleration lane or other improvements.

Additional discussion focused on tree preservation. The project engineer explained that much of the site is either already open or constrained by grading, drainage flow, detention requirements, and utility installation. Due to steep existing grades and stormwater management needs, preserving trees in the heavily wooded eastern portion of the site will be difficult, though efforts will be made to retain any significant trees along the perimeter where feasible.

Overall, the discussion reflected cautious support for the concept, with traffic management and environmental impacts identified as key considerations moving forward.

- Trustee Lepore asked whether a single HOA would control all residential units. The developer said the HOA structure is not finalized yet. Logic suggests one HOA, but costs and site-management expenses still need to be evaluated.
- It is unclear how assessments would be allocated, particularly between residential condos and commercial units (e.g., per square foot).
- The developer emphasized—multiple times—that the project includes condos, not apartments, and stated they are not interested in offering apartments.

Developer Concessions & Partnership

- The developer reiterated a desire for a collaborative partnership with the Village.
- They stated the residential unit count was reduced from over 200 units to 66, which they view as a significant concession.
- They expressed confidence that alignment between the Village and developer would lead to a successful project.

Trees, Landscaping & Sustainability

- The developer acknowledged that some or all existing trees may need to be removed.
- In response, they proposed providing 15.5 acres of mature landscaping, exceeding minimum requirements.
- They are exploring options to repurpose removed trees (e.g., milling them into benches for community use) to preserve a sense of heritage.
- The developer stressed a strong commitment to sustainability, particularly water management.
- They proposed exploring an on-site aquifer system to provide purified water to residents at a reduced cost, citing prior success with a similar system in a biotech park.

Commercial Units: Ownership & Operations

- Trustee Lepore asked whether commercial units would be retained by the developer or sold. The developer said most commercial units would likely be sold, though some may be retained. Commercial owners would still be subject to HOA rules and guidelines, primarily for safety and liability reasons.

- The developer cited personal experience managing an HOA in Florida and stated that community HOA fees were recently lowered there.

Commercial Tenant Confidence

- The developer expressed confidence in their ability to attract quality commercial tenants, noting their past experience with commercial and restaurant developments.
- They stated they are not currently pre-leasing commercial spaces, due to past experiences where permits were not finalized and tenant relationships were damaged.
- Tenant outreach would begin after preliminary approvals are secured.

Project Timeline

- If approvals proceed and construction is continuous, the developer estimated the entire project could be completed in approximately 14–16 months.

Mayor Neitzke-Troike invited questions on the slides. The developer reviewed familiar elements of the proposal, emphasizing that the development includes significantly more parking than required by village regulations. This decision was intentional, based on the expectation of successful commercial businesses, rather than maximizing residential density (e.g., adding more townhomes).

Clarification was provided on parking: the underground parking is fully enclosed, with two enclosed parking spaces per condo unit.

Board members complimented the developer for a thoughtful, community-focused design, noting the substantial reduction in density over time—from earlier concepts of approximately 280 units, down to 170, and now closer to 60+ units. The board expressed appreciation for the developer's willingness to listen, revise plans, and prioritize quality over maximum buildout.

Regarding density:

- Duplex area (rear): Estimated at 4.3 units per net acre, which is below the R-6A maximum of 6–11 units per acre.
- Front portion: Estimated at 6–7 units per net acre, which aligns with expectations.
- It was noted that under the new zoning district, density can be set more flexibly.

The purpose of the meeting was reiterated: transparency and public awareness prior to Planning Commission review or a public hearing. While some questions may be repetitive, the goal is to ensure residents clearly understand the project's evolution and intent.

The developer emphasized the importance of community acceptance, stating that if the project becomes adversarial, it may not be the right fit.

Additional details discussed:

- Commercial space includes 16 storefronts across two buildings (approximately 8 units per building).
- Intended uses include restaurants, coffee shops, boutiques, and local convenience services.
- The project promotes an "Arya way of living," focused on walkability, community interaction, gathering spaces, and local activity.
- Penthouse units include private terrace areas, designed to capture views and sunsets.
- Ground-floor commercial space was clarified as street-level retail, not a second floor.

Overall, the board responded positively to the project's evolution, design intent, and alignment with Homer Glen's community values.

F. ADJOURNMENT

Trustee Mason motioned to adjourn, second by Trustee Reynders.

Voice Vote:
Ayes: (6) Trustees Mason, Schaller, Muller, Lepore, Reynders, Holzhauser
Nays: (0)
Abstained: (0)
Absent: (0)
The motion carried

The meeting was adjourned at 6:29 p.m.

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

VILLAGE OF HOMER GLEN
SCHEDULE OF ACCOUNTS PAYABLE
FOR THE PERIOD JANUARY 31, 2026 TO FEBRUARY 12, 2026

General Fund (#10) - From "Paid Invoice Listing" Report	$132,269.17
Homer Fest Fund (#12) - From "Paid Invoice Listing" Report	$27,199.00
Environment Fund (#14) - From "Paid Invoice Listing" Report	$0.00
Water Management Fund (#16) - From "Paid Invoice Listing" Report	$7,205.08
Motor Fuel Tax Fund (#20) - From "Paid Invoice Listing" Report	$76,317.84
Park and Recreation Fund (#50) - From "Paid Invoice Listing" Report	$4,958.72
Capital Project Fund (#70) - From "Paid Invoice Listing" Report	$0.00
EAB Tree Replacement Fund (#71) - From "Paid Invoice Listing" Report	$0.00
Capital Project Bond Fund (#72) - From "Paid Invoice Listing" Report	$0.00
ARPA Grant Fund (#74) - From "Paid Invoice Listing" Report	$0.00
Agency Fund (Prof Fee Deposits) (#80) - From "Paid Invoice Listing" Report	$0.00
Total - All Funds	$247,949.81

Prior Board Meeting - Approved Legislative payments (01/30/26):	$0.00

FROM 01/31/2026 TO 02/12/2026

VENDOR #	INVOICE # / ITEM DESCRIPTION	ACCOUNT NUMBER	INV. DATE / P.O. NUM	CHECK #	CHK DATE	CHECK AMT	INVOICE AMT / ITEM AMT
ACE	WHITMORE ACE HARDWARE						
	85271		01/28/26	32633	02/12/26	16.18	16.18
	01 PW OFFICE SUPPLIES	105570325					16.18
					VENDOR TOTAL:		16.18
ACEP	ACE PYRO, LLC						
	62526-1		10/27/25	32632	02/05/26	24,350.00	24,350.00
	01 FEST 2026 FIREWORKS DEPOSIT	120000530					24,350.00
					VENDOR TOTAL:		24,350.00
ADESTA	ADESTA LLC						
	INV3-960005513		01/30/26	32652	02/12/26	8,602.40	8,602.40
	01 LOCATES JAN 2026	105560275					8,602.40
					VENDOR TOTAL:		8,602.40
BENSOF	BENS SOFT PRETZELS						
	FEST2025-1		02/04/26	32653	02/12/26	129.00	129.00
	01 ICE/CLEANING REFUND FEST 2025	120005560					129.00
					VENDOR TOTAL:		129.00
BONIND	BONNELL INDUSTRIES INC.						
	226073		01/29/26	32634	02/12/26	1,217.00	1,217.00
	01 PW AUGER MOTOR UNIT 129	105575415					1,217.00
					VENDOR TOTAL:		1,217.00
CHIBAC	CHICAGO BACKFLOW INC						
	422631		01/07/26	32654	02/12/26	675.00	675.00
	01 VH RPZ INSPECTIONS JAN 2026	108660260					675.00
					VENDOR TOTAL:		675.00
CINTEA	CIN TEAS BOBA						
	FEST2025-2		02/04/26	32655	02/12/26	145.50	145.50
	01 ICE/CLEANING REFUND FEST 2025	120005560					145.50
					VENDOR TOTAL:		145.50
CITWID	CITY WIDE FACILITY SOLUTIONS						
	32034022214		02/01/26	32656	02/12/26	1,635.00	1,300.00
	01 VH CLEANING FEB 2026	108675402					1,300.00

FROM 01/31/2026 TO 02/12/2026

VENDOR #	INVOICE # / ITEM	DESCRIPTION	ACCOUNT NUMBER	INV. DATE	P.O. NUM	CHECK #	CHK DATE	CHECK AMT	INVOICE AMT/ ITEM AMT
	32034022215			02/01/26		32656	02/12/26	1,635.00	335.00
	01	PW CLEANING FEB 2026	108675405						335.00
					VENDOR TOTAL:				1,635.00
CITYLOCK	CITY OF LOCKPORT								
	15436DEC25JAN26			01/13/26		32657	02/12/26	7,205.08	7,205.08
	01	SANITARYSEWER 12/16/25-1/15/26	161460260						7,205.08
					VENDOR TOTAL:				7,205.08
COMC	COMCAST CABLE								
	12726			01/27/26		32648	02/12/26	666.37	666.37
	01	AC8771201480396138 2/1-2/28/26	101160246						324.99
	02	AC8771201480535479 2/1-2/28/26	105560246						341.38
					VENDOR TOTAL:				666.37
COMED	COM ED								
	12626			01/26/26		32649	02/12/26	6,260.08	6,260.08
	01	AC8640854111 11/19/25-12/18/25	200060242						6,260.08
					VENDOR TOTAL:				6,260.08
COMED2	COMED								
	13026			01/30/26		32650	02/12/26	185.23	185.23
	01	AC8090765000 12/30/25-1/29/26	501260242						185.23
					VENDOR TOTAL:				185.23
CREAMERY	CREAMERY								
	FEST2025-3			02/04/26		32658	02/12/26	250.00	250.00
	01	ICE/CLEANING REFUND FEST 2025	120005560						250.00
					VENDOR TOTAL:				250.00
DAVIDSN	DAVIDSON'S BAR & GRILL								
	FEST2025-4			02/04/26		32659	02/12/26	200.50	200.50
	01	ICE/CLEANING REFUND FEST 2025	120005560						200.50
					VENDOR TOTAL:				200.50
EDWBAR	EDWARD J BARRON								
	13126			01/31/26		32660	02/12/26	1,437.50	1,437.50
	01	ADJUDICATION JAN 2026	102260201						1,437.50

FROM 01/31/2026 TO 02/12/2026

VENDOR #	INVOICE # / ITEM DESCRIPTION	ACCOUNT NUMBER	INV. DATE / P.O. NUM	CHECK #	CHK DATE	CHECK AMT	INVOICE AMT / ITEM AMT
					VENDOR TOTAL:		1,437.50
FOLPAR	FOLDING PARTITION SERVICES						
	14421		02/03/26	32661	02/12/26	585.00	585.00
	01 VH BLDG MTCE BRD RM FEB 2026	108675402					585.00
					VENDOR TOTAL:		585.00
GENCODE	GENERAL CODE						
	GC00133		01/22/26	32662	02/12/26	1,295.00	1,295.00
	01 ANNUAL MTCE THRU 12/31/26	101180540					1,295.00
					VENDOR TOTAL:		1,295.00
GENOA	GENOA ITALIAN CONCESSION						
	FEST2025-5		02/04/26	32663	02/12/26	52.00	52.00
	01 ICE/CLEANING REFUND FEST 2025	120005560					52.00
					VENDOR TOTAL:		52.00
GRAING	GRAINGER						
	9768931306		01/13/26	32635	02/12/26	43.24	43.24
	01 PW BUILDING SUPPLIES	105570328					43.24
					VENDOR TOTAL:		43.24
GREAME	GREAT AMERICAN PIZZA						
	FEST2025-6		02/04/26	32664	02/12/26	134.50	134.50
	01 ICE/CLEANING REFUND FEST 2025	120005560					134.50
					VENDOR TOTAL:		134.50
GRELAK	GREAT LAKES DISTRIBUTING, INC						
	238706		01/16/26	32636	02/12/26	736.30	736.30
	01 PW BUILDING SUPPLIES	105570328					736.30
					VENDOR TOTAL:		736.30
HERIFS	HERITAGE FS INC						
	223175		01/30/26	32637	02/12/26	6,200.15	6,200.15
	01 PW MOTOR FUEL JAN 2026	105570350					6,200.15
					VENDOR TOTAL:		6,200.15
HIGGRI	HIGHLANDERS GRILL						
	FEST2025-7		02/04/26	32665	02/12/26	217.00	217.00
	01 ICE/CLEANING REFUND FEST 2025	120005560					217.00

FROM 01/31/2026 TO 02/12/2026

VENDOR #	INVOICE # / ITEM DESCRIPTION	ACCOUNT NUMBER	INV. DATE	P.O. NUM	CHECK #	CHK DATE	CHECK AMT	INVOICE AMT/ ITEM AMT
				VENDOR TOTAL:				217.00
HOMSER	HOMER TREE SERVICE INC							
	19394		12/31/25		32638	02/12/26	1,500.00	1,500.00
	01 PW TREE REMOVAL WOODCREST AVE	105560251						1,500.00
				VENDOR TOTAL:				1,500.00
HRGREEN	HR GREEN							
	22-198277		02/03/26		32666	02/12/26	47,359.72	47,359.72
	01 151 PH 2 8/1-12/31/25	200060202						47,359.72
				VENDOR TOTAL:				47,359.72
HYDSUP	HYDRAULIC SUPPLY COMPANY							
	3669020		12/05/25		32639	02/12/26	232.90	160.40
	01 PW EQUIPMENT MTCE	105575415						160.40
	3700242		01/13/26		32639	02/12/26	232.90	72.50
	01 PW EQUIPMENT MTCE	105575415						72.50
				VENDOR TOTAL:				232.90
IAW	ILLINOIS AMERICAN WATER							
	20226		02/02/26		32651	02/12/26	15.70	15.70
	01 AC1025220007275104 1/31 - 2/27	101160242						15.70
				VENDOR TOTAL:				15.70
IMRF	ILLINOIS MUNI RETIREMENT FUND							
	4590805-T4V0		01/31/26		856	02/02/26	71,100.44	71,100.44
	01 IMRF - JANUARY 2026	100000630						71,100.44
				VENDOR TOTAL:				71,100.44
KONA	KONA ICE							
	FEST2025-10		02/04/26		32667	02/12/26	68.50	68.50
	01 ICE/CLEANING REFUND FEST 2025	120005560						68.50
				VENDOR TOTAL:				68.50
KRUPS	KRUPSKE SPRINKLER SYSTEMS, INC							
	19642801		01/31/26		32668	02/12/26	600.00	600.00
	01 INSPECTIONS JAN 2026	103360209						600.00

FROM 01/31/2026 TO 02/12/2026

VENDOR #	INVOICE # / ITEM	DESCRIPTION	ACCOUNT NUMBER	INV. DATE	P.O. NUM	CHECK #	CHK DATE	CHECK AMT	INVOICE AMT / ITEM AMT
					VENDOR TOTAL:				600.00
LANFOR	LANDSCAPE FORMS INC								
	456736-INV-A			01/22/26		32669	02/12/26	1,430.00	1,430.00
	01	HER PK PARK MTCE JAN 2026	501275432						1,430.00
					VENDOR TOTAL:				1,430.00
LYONPINN	PINNER ELECTRIC, INC								
	20280			01/31/26		32670	02/12/26	22,698.04	3,162.00
	01	ST LT MTCE JAN 2026	200075412						3,162.00
	32887			01/23/26		32670	02/12/26	22,698.04	15,585.00
	01	ST LT REPAIR VH 151ST ST	200075412						15,585.00
	33180			01/30/26		32670	02/12/26	22,698.04	243.80
	01	ST LT REPAIR ROSEWOOD/CARLTON	200075412						243.80
	33311			01/23/26		32670	02/12/26	22,698.04	1,663.56
	01	ST LT REPAIR GINGER LN	200075412						1,663.56
	33375			01/23/26		32670	02/12/26	22,698.04	1,218.48
	01	ST LT REPAIR 143/MUSTANG	200075412						1,218.48
	33491			01/23/26		32670	02/12/26	22,698.04	825.20
	02	ST LT REPAIR DONNA MARIE DR	200075412						825.20
					VENDOR TOTAL:				22,698.04
MCDMEC	MCDONOUGH MECHANICAL SERVICES								
	118747			12/22/25		32671	02/12/26	17,750.81	3,430.81
	01	VH HVAC REPAIR DEC 2025	108660262						3,430.81
	118778			01/06/26		32671	02/12/26	17,750.81	570.00
	01	PARKS HVAC REPAIRS JAN 2026	108660262						570.00
	118846			01/21/26		32671	02/12/26	17,750.81	13,750.00
	01	VH HVAC REPLACEMENT JAN 2026	108660262						13,750.00
					VENDOR TOTAL:				17,750.81
MCGRA	IMAGE SYSTEMS & BUS SOLUTIONS								
	435874			02/03/25		32672	02/12/26	1,134.75	1,134.75
	01	ADMIN BW 1/4-2/3/26	101160250						14.58
	02	ADMIN CLR 1/4-2/3/26	101160250						138.58
	03	BLDG BW 1/4-2/3/26	101160250						82.12
	04	BLDG CLR 1/4-2/3/26	101160250						899.47

FROM 01/31/2026 TO 02/12/2026

VENDOR #	INVOICE # / ITEM	DESCRIPTION	ACCOUNT NUMBER	INV. DATE	P.O. NUM	CHECK #	CHK DATE	CHECK AMT	INVOICE AMT / ITEM AMT
					VENDOR TOTAL:				1,134.75
MENARD1	MENARDS-HOMER GLEN								
	68743			01/22/26		32674	02/12/26	1,653.90	419.80
	01	SUPPLIES EVENTS JAN 2026	104480523						419.80
	68750			01/22/26		32674	02/12/26	1,653.90	65.37
	01	CUSTODIAL SUPPLIES JAN 2026	108670327						65.37
	68751			01/22/26		32640	02/12/26	56.01	56.01
	01	PW KITCHEN SUPPLIES	105570327						56.01
	68937			01/27/26		32674	02/12/26	1,653.90	83.98
	01	VH BLDG MTCE JAN 2026	108675402						83.98
	68945			01/27/26		32674	02/12/26	1,653.90	433.76
	01	PW BLDG MTCE JAN 2026	108675405						433.76
	68990			01/28/26		32674	02/12/26	1,653.90	20.77
	01	SMALL TOOLS/HDWE JAN 2026	501270330						20.77
	69033			01/29/26		32674	02/12/26	1,653.90	67.98
	01	SMALL TOOLS/HDWE JAN 2026	501270330						67.98
	69043			01/29/26		32674	02/12/26	1,653.90	209.76
	01	SUPPLIES EVENTS JAN 2026	104480523						209.76
	69049			01/29/26		32674	02/12/26	1,653.90	38.05
	01	VH BLDG MTCE JAN 2026	108675402						38.05
	69080			01/30/26		32674	02/12/26	1,653.90	51.42
	01	SMALL TOOLS/HDWE JAN 2026	108670330						51.42
	69227			02/03/26		32674	02/12/26	1,653.90	156.82
	01	PW BLDG MTCE JAN 2026	108675405						156.82
	69269			02/04/26		32674	02/12/26	1,653.90	106.19
	01	SUPPLIES EVENTS JAN 2026	104480523						106.19
					VENDOR TOTAL:				1,709.91
NAPAUT	NAPA AUTO PARTS								
	58095			01/22/26		32641	02/12/26	630.41	212.81
	01	PW VEH MTCE UNIT 122	105575415						212.81

FROM 01/31/2026 TO 02/12/2026

VENDOR #	INVOICE # / ITEM	DESCRIPTION	ACCOUNT NUMBER	INV. DATE	P.O. NUM	CHECK #	CHK DATE	CHECK AMT	INVOICE AMT/ ITEM AMT
	58483			01/26/26		32641	02/12/26	630.41	37.50
	01	PW SHOP SUPPLIES	105570330						37.50
	59178			01/30/26		32641	02/12/26		89.82
	01	PW VEH MTCE UNIT 110	105575415						89.82
	59555			02/03/26		32641	02/12/26		290.28
	01	PW BRAKES UNIT 106	105575415						290.28
							VENDOR TOTAL:		630.41
NORTAN	NORWALK TANK CO								
	200968			10/07/25		32642	02/12/26	337.46	168.73
	01	PW STREET MTCE SUPPLIES	105570326						168.73
	201438			11/06/25		32642	02/12/26		168.73
	01	PW STREET MTCE SUPPLIES	105570326						168.73
							VENDOR TOTAL:		337.46
NOTBUN	NOTHING BUNDT CAKES								
	FEST2025-12			02/04/26		32675	02/12/26	250.00	250.00
	01	ICE/CLEANING REFUND FEST 2025	120005560						250.00
							VENDOR TOTAL:		250.00
OVEDOR	OVERHEAD DOOR CO OF CHICAGO								
	62870			01/22/26		32676	02/12/26	588.00	588.00
	01	PW BLDG MTCE JAN 2026	108675405						588.00
							VENDOR TOTAL:		588.00
PETER	PETERSON PROPERTIES GROUP LLC								
	30126			02/05/26		32677	02/12/26	5,900.00	5,900.00
	01	EMA GARAGE RENT MAR 2026	108860240						4,650.00
	02	EMA GARAGE RENT MAR 2026	120060240						625.00
	03	EMA GARAGE RENT MAR 2026	501260240						625.00
							VENDOR TOTAL:		5,900.00
PIERIG	PIEROGI RIG								
	FEST2025-13			02/04/26		32678	02/12/26	239.00	239.00
	01	ICE/CLEANING REFUND FEST 2025	120005560						239.00
							VENDOR TOTAL:		239.00

FROM 01/31/2026 TO 02/12/2026

VENDOR #	INVOICE # / ITEM DESCRIPTION	ACCOUNT NUMBER	INV. DATE / P.O. NUM	CHECK #	CHK DATE	CHECK AMT	INVOICE AMT / ITEM AMT
QUILL	QUILL CORPORATION						
	47354418		01/13/26	32679	02/12/26	1,509.11	329.94
	01 OFFICE SUPPLIES JAN 2026	101170325					329.94
	47376326		01/14/26	32679	02/12/26	1,509.11	224.22
	01 OFFICE SUPPLIES JAN 2026	101170325					224.22
	47399147		01/15/26	32679	02/12/26	1,509.11	74.99
	01 OFFICE SUPPLIES JAN 2026	101170325					74.99
	47444498		01/20/26	32679	02/12/26	1,509.11	453.98
	01 OFFICE SUPPLIES JAN 2026	101170325					453.98
	47445200		01/20/26	32679	02/12/26	1,509.11	425.98
	01 OFFICE SUPPLIES JAN 2026	101170325					425.98
					VENDOR TOTAL:		1,509.11
RODBAK	ROD BAKER FORD						
	74087		01/30/26	32643	02/12/26	1,042.47	123.93
	01 PW VEH MTCE UNIT 110	105575415					123.93
	74109		01/30/26	32643	02/12/26	1,042.47	237.38
	01 PW VEH MTCE UNIT 110	105575415					237.38
	74141		02/02/26	32643	02/12/26	1,042.47	681.16
	01 PW VEH MTCE UNIT 110	105575415					681.16
					VENDOR TOTAL:		1,042.47
RUSTRU	RUSH TRUCK CENTERS, INC						
	3044678740		01/15/26	32644	02/12/26	225.81	195.31
	01 PW VEH MTCE UNIT 133	105575415					195.31
	3044755498		01/22/26	32644	02/12/26	225.81	30.50
	01 PW VEH MTCE UNIT 122	105575415					30.50
					VENDOR TOTAL:		225.81
S&LTRU	S&L TRUCK & EQUIPMENT REPAIR						
	17-1755		01/26/26	32645	02/12/26	1,371.50	1,371.50
	01 PW VEH MTCE UNIT 124	105575415					1,371.50
					VENDOR TOTAL:		1,371.50

FROM 01/31/2026 TO 02/12/2026

VENDOR #	INVOICE # / ITEM DESCRIPTION	ACCOUNT NUMBER	INV. DATE / P.O. NUM	CHECK #	CHK DATE	CHECK AMT	INVOICE AMT / ITEM AMT
SIGUNL	SIGNS UNLIMITED						
	1002-26		01/28/26	32680	02/12/26	330.00	330.00
	01 EVENTS- FOOD DRIVE SIGNS JAN	104470310					330.00
					VENDOR TOTAL:		330.00
STAIND	STATE INDUSTRIAL PRODUCTS						
	903934934		10/01/25	32681	02/12/26	122.58	122.58
	01 CUSTODIAL SUPPLIES SEP 2025	108670327					122.58
					VENDOR TOTAL:		122.58
STAPLES	STAPLES BUSINESS CREDIT						
	6053997706		01/25/26	32682	02/12/26	336.12	194.46
	01 CUSTODIAL SUPPLIES JAN 2026	108670327					194.46
	6053997708		01/25/26	32682	02/12/26	336.12	70.79
	01 CUSTODIAL SUPPLIES JAN 2026	108670327					70.79
	6053997709		01/25/26	32682	02/12/26	336.12	70.87
	01 SMALL TOOLS/SUPPLIES JAN 2026	501270330					70.87
					VENDOR TOTAL:		336.12
T0000157	SMOKIN Z BBQ LLC						
	FEST2025-14		02/04/26	32683	02/12/26	184.00	184.00
	01 ICE/CLEANING REFUND FEST 2025	120005560					184.00
					VENDOR TOTAL:		184.00
T0000222	JOEY'S RED HOTS						
	FEST2025-8		02/04/26	32684	02/12/26	250.00	250.00
	01 ICE/CLEANING REFUND FEST 2025	120005560					250.00
					VENDOR TOTAL:		250.00
T0000299	KG SPECIALTIES INC						
	FEST2025-9		02/04/26	32685	02/12/26	74.00	74.00
	01 ICE/CLEANING REFUND FEST 2025	120005560					74.00
					VENDOR TOTAL:		74.00
T0000340	MUCHA SALSA						
	FEST2025-11		02/04/26	32686	02/12/26	30.00	30.00
	01 ICE/CLEANING REFUND FEST 2025	120005560					30.00

FROM 01/31/2026 TO 02/12/2026

VENDOR #	INVOICE # / ITEM DESCRIPTION	ACCOUNT NUMBER	INV. DATE / P.O. NUM	CHECK #	CHK DATE	CHECK AMT	INVOICE AMT / ITEM AMT
					VENDOR TOTAL:		30.00
TMOBILE	T-MOBILE						
	12126		01/21/26	32687	02/12/26	133.99	133.99
	01 EMA SATELLITE 12/21/25-1/20/26	108880573					133.99
					VENDOR TOTAL:		133.99
ULINE	ULINE						
	202975465		01/16/26	32688	02/12/26	1,936.01	1,936.01
	01 SUPPLIES PARK EQUIP MTCE JAN	501275410					1,936.01
					VENDOR TOTAL:		1,936.01
UNILAB	UNITED LABORATORIES INC						
	INV453118		01/28/26	32689	02/12/26	622.86	622.86
	01 VEH MTCE JAN 2026	501275415					622.86
					VENDOR TOTAL:		622.86
USLEGA	US LEGAL SUPPORT INC						
	20251182867-15		12/16/25	32690	02/12/26	2,106.40	265.00
	01 12/4 LATE CANCELLATION FEE	101160201					265.00
	20251188423-15		12/16/25	32690	02/12/26	2,106.40	788.35
	01 12/3 DEPOSITION- K.G.	101160201					788.35
	20251188753-15		12/16/25	32690	02/12/26	2,106.40	1,053.05
	01 12/3 DEPOSITION- B.R.	101160201					1,053.05
					VENDOR TOTAL:		2,106.40
VESTIS	VESTIS						
	6030488308		01/22/26	32646	02/12/26	112.80	56.40
	01 PW UNIFORMS - JEFF TURNER	105570355					56.40
	6030490370		01/29/26	32646	02/12/26	112.80	56.40
	01 PW UNIFORMS - JEFF TURNER	105570355					56.40
					VENDOR TOTAL:		112.80
WCAC	WILL COUNTY ANIMAL CONTROL						
	G2604001		01/26/26	32691	02/12/26	1,275.00	1,275.00
	01 ANIMAL CALLS (2) DEC 2025	102260209					375.00
	02 ANIMAL CALLS (4) JAN 2026	102260209					900.00

FROM 01/31/2026 TO 02/12/2026

VENDOR #	INVOICE # / ITEM DESCRIPTION	ACCOUNT NUMBER	INV. DATE / P.O. NUM	CHECK #	CHK DATE	CHECK AMT	INVOICE AMT/ ITEM AMT
					VENDOR TOTAL:		1,275.00
WENTIR	WENTWORTH TIRE SERVICE						
	70122170		01/29/26	32647	02/12/26	503.49	503.49
	01 PW TIRE MTCE UNIT 112	105575415					503.49
					VENDOR TOTAL:		503.49
					TOTAL --- ALL INVOICES:		247,949.81

FINAL TOTALS
ACTIVITY FROM 01/31/2026 TO 02/12/2026

GENERAL FUND	132,269.17
HOMER FEST FUND	27,199.00
WATER MANAGEMENT FUND	7,205.08
MOTOR FUEL TAX FUND	76,317.84
PARK AND RECREATION FUND	4,958.72
GRAND TOTAL	247,949.81

AGENDA SUPPLEMENT SHEET

Agenda Item Number: K.2

Village Board Meeting Date: February 11, 2026

Committee Meeting Date: February 4, 2026 A&F

Item Title: **Consider a Motion to Approve a Professional Services Agreement with HR Green for Phase II Engineering Services for the Parker Road over Spring Creek Bridge (Structure No. 099-4204) Bridge Rehabilitation Project in the Amount of $39,940.54.**

Motion for Consideration: Is there a motion to Approve a Professional Services Agreement with HR Green for Phase II Engineering Services for the Parker Road over Spring Creek Bridge (Structure No. 099-4204) Bridge Rehabilitation Project in the Amount of $39,940.54?

Committee Recommendation: The Committee voted unanimously three (3) to zero (0) to approve the professional service agreement with HR Green in the amount of $39,640.54.

Staff Contact: Village Engineer, Brett Westcott PE

Background Information: The Village has a total of four (4) structures which are part of the National Bridge Inventory (NBI) and fall under the National Bridge Inspection Standards (NBIS). The NBIS applies to all structures which span over a depression or an obstruction, such as water, highway, or railway and having an opening, measured along the center of the roadway of more than twenty (20) feet between abutments. Bridges on the NBI are required to be inspected routinely every four (4) years and are given a sufficiency rating (SR) between 0.0 and 100.0, with lower numbers implying a higher priority of need for improvement.

As required by the NBI, the Village completed its bridge inspections last year (2025) and structure number 099-4204 for the bridge on Parker Road over Spring Creek scored a sufficiency rating of 51.1 out of 100.0. The thirty-one (31) year old structure is a single span which utilizes ten (10) prestressed concrete deck beams. The wearing surface and substructure were both rated in a ‘good’ condition; however the deck/superstructure was rated as ‘poor’. Prestressed concrete beam number nine (9) has deteriorated and is the cause for the poor rating.

Prestressed concrete beams limit the type of repairs available for the structure. Unlike a cast in place concrete abutment or deck, the prestressed beams cannot be patched or repaired in place and must be fully removed and replaced. The proposed plan for the Parker Road over Spring Creek structure will be to mill the hot mix asphalt surface and replace the failing prestressed concrete beam. Other minor work such as sealing abutments to prevent water infiltration and replacement of the existing guardrail will also take place. Performing this repair

and maintenance will extend the life of the bridge and eliminate the need for any future load restrictions.

HR Green is the consulting firm who provides our required bridge inspections in the Village and have a history of working with the Village and finishing projects on time and under budget. Staff has reviewed the pricing for the professional services agreement and determined it to be accurate and favorable for the Village.

Budget Implications: $39,940.54 to be paid out of 20.00.60.202.

Attachments:

A) Professional Services Agreement – Parker Road over Spring Creek Phase II Engineering Design

PROFESSIONAL SERVICES AGREEMENT

For

Parker Road over Spring Creek
Bridge Rehabilitation
Structure No. 099-4204
Phase II Engineering Services

Brett Westcott, PE
Village Engineer
Village of Homer Glen
14440 W. 151st Street
Homer Glen, Illinois 60491

Andy Underwager, PE, SE
Senior Engineer
HR Green, Inc.
2363 Sequoia Drive | Suite 101
Aurora, Illinois, 60506
Phone: 630.708.5025

HR Green Project Number: 2503418

November 25, 2025

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1.0 PROJECT UNDERSTANDING

2.0 SCOPE OF SERVICES

3.0 DELIVERABLES AND SCHEDULES INCLUDED IN THIS AGREEMENT

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5.0 SERVICES BY OTHERS

6.0 CLIENT RESPONSIBILITIES

7.0 PROFESSIONAL SERVICES FEE

8.0 TERMS AND CONDITIONS

THIS **AGREEMENT** is between the VILLAGE OF HOMER GLEN (hereafter “CLIENT”) and HR GREEN, INC. (hereafter "COMPANY").

1.0 Project Understanding

1.1 General Understanding

CLIENT has initiated a project requiring professional services for the preparation of plans, specifications and estimates for the rehabilitation of the structurally deficient, single-span PPC deck beam bridge (SN 099-4204). The current sufficiency rating for this structure is 51.1.

During previous inspections, spalls with exposed reinforcement were observed in one (1) PPCDB resulting in a condition rating of “poor” and IDOT performing a Load Rating Inspection. The subsequent load rating analysis did not warrant posting the bridge for reduced capacity. Subsequent inspections noted some additional deterioration but not enough to re-rate the structure.

COMPANY will prepare plans, specifications and estimates for the replacement of the beam.

The engineering services included in this AGREEMENT will be funded 100% locally by CLIENT. Construction will be funded with Motor Fuel Tax (MFT) funds and the project will be advertised through the IDOT Bureau of Local Roads and Streets (BLRS) Contractor’s Bulletin.

1.2 Design Criteria/Assumptions

For the purposes of this AGREEMENT, it is assumed that traffic will be staged while the bridge is repaired.

The following design guidelines will apply to this project:

A. IDOT BLR Manual;

B. IDOT BDE Manual;

C. IDOT Bridge Manual; and

D. AASHTO LRFD Bridge Design Manual.

2.0 Scope of Services

2.1 General Overview

COMPANY will prepare the contract documents, which include the plans, special provisions, estimates (PS&E) and bid documents required for the proposed improvements as described below. The contract documents will be submitted to CLIENT for review and concurrence at the 95% and 100% milestones.

CLIENT agrees to employ COMPANY to perform the following services:

2.2 Utility Coordination

Utility coordination will be conducted by COMPANY throughout the project, which will consist of the following tasks:

A. A JULIE design stage ticket will be submitted to obtain all known utilities within the project corridor.

B. Coordinate with known utility companies to obtain maps of existing utilities within the project limits and place this information on the CADD base map.

C. Coordinate with identified utility companies to confirm existing utilities and any protection and/or adjustments that might be needed.

2.3 Contract Plans

A. Structural Design and Plans

Structural plans will be developed by COMPANY for the beam replacement. It is anticipated that the repairs will require staged construction to facilitate the proposed improvements. The proposed scope of work for the rehabilitation is as follows:

1. Roadway Plan Sheets
   - Cover Sheet
   - SOQ & General Notes
   - Maintenance of Traffic Sheets
2. Bridge Plan Sheets
   - General Plan & Elevation
   - General Data
   - Stage Construction Details
   - Temporary Concrete Barrier
   - Superstructure
   - Superstructure Details
   - Existing Bridge Plans

B. Quantity Calculations

COMPANY tabulate quantities for all pay items listed in the SOQ.

2.4 Specifications and Estimates

A. COMPANY will prepare the following specifications and estimates (as applicable)

1. Supplemental Specifications and Recurring Special Provisions;
2. Project Specific Special Provisions (includes applicable District 1 special provisions);
3. Guide Bridge Special Provisions;
4. BLR/BDE Special Provisions; and
5. Bid Documents (Notice to Bidders, Proposal, etc.).

B. COMPANY will prepare an Engineer's Opinion of Probable Cost (EOPC).

C. COMPANY will prepare an Estimate of Time (EOT) needed for construction of the proposed improvements.

2.5 Bidding Assistance

Subsequent to the completion of the design and preparation of contract documents, COMPANY will perform or assist in the following activities:

A. COMPANY will attend the bid opening (one (1) person), compile the bid tab, and provide a letter of recommendation.

B. COMPANY will provide bid assistance and respond to Contractor's bid questions.

2.6 Project Management, Administration & Phase III Support

For the duration of this project, COMPANY will conduct project management and general administrative tasks associated with oversight and monthly billing. The following tasks will be completed as part of the project administration:

A. COMPANY will monitor the budget and track expenditures;

B. COMPANY will prepare monthly invoices and track collections;

C. COMPANY will respond to up to three (3) Contractor Requests for Information (RFI);

D. COMPANY will review one (1) Contractor shop drawing submittal for the beam replacement.

2.7 QC/QA

Quality Control and Quality Assurance (QC/QA) will be provided in accordance with COMPANY's current Quality Manual (QM), which outlines processes for project planning, including design input, outputs, review, and verification. The QM also outlines internal processes, such as standardization, internal project audits, selection/rating of subconsultant, and monitoring of deliverables.

3.0 Deliverables and Schedules Included in this AGREEMENT

The following electronic deliverables will be generated for this project and are included in this AGREEMENT:

A. Pre-final and Final PS&E;

B. Bid Tab; and

C. Award Recommendation Letter.

For the purposes of this AGREEMENT, it is assumed that all engineering services will conclude within six (6) months of COMPANY receiving notice to proceed from CLIENT.

Milestone Schedule:

NTP	March 1, 2026
Pre-final PS&E	May 2026
Final PS&E	June 2026
Bid Opening	June 2026

This schedule was prepared to include reasonable allowances for review and approval times required by CLIENT and public authorities having jurisdiction over the project. This

schedule shall be equitably adjusted as the project progresses, allowing for changes in the scope of the project requested by CLIENT or for delays or other causes beyond the control of COMPANY.

4.0 Items not included in this AGREEMENT/Supplemental Services

The following items are not included as part of this AGREEMENT:

A. Structure and/or Roadway Geotechnical Report;

B. Traffic Counts;

C. Capacity Analyses;

D. ESR or Addendum ESR;

E. Air Quality Analysis;

F. Traffic Noise Analysis;

G. Section 4(f) or Section 6(f) Involvement or Documentation;

H. NRCS/IDOA Involvement;

I. Field Surveys/Habitat Surveys, Conservation Plan or Incidental Take Authorization (ITA);

J. Preliminary Environmental Site Assessment (PESA);

K. Preliminary Site Investigation (PSI);

L. Drainage/Hydraulic Analyses and/or Reports;

J. Attendance at any meetings not specifically indicated herein;

K. USACE Individual Section 404 Permit or Jurisdictional Determination;

L. Public Involvement;

N. IDNR-OWR Coordination;

O. Bridge Condition Report (BCR);

P. Preliminary Bridge Design and Hydraulic Report (PBDHR);

Q. Project Development Report (PDR);

R. Phase III Construction Observation; and

S. Field survey and/or field checks.

Supplemental services not included in the AGREEMENT can be provided by COMPANY under separate agreement, if desired.

5.0 Services by Others

None

6.0 Client Responsibilities

None

7.0 Professional Services Fee

7.1 Fees

The fee for services will be based on COMPANY salaried hourly rates current at the time the agreement is signed. These salaried hourly rates are subject to change annually. Non-salary expenses directly attributable to the project will be charged in accordance with the rates current at the time the service is done.

7.2 Invoices

Invoices for COMPANY's services shall be submitted on a monthly basis. Invoices shall be due and payable, in accordance with the Illinois Prompt Payment Act 50ILCS 505. If any invoice is not paid within these timelines, COMPANY may, without waiving any claim or right against the CLIENT, and without liability whatsoever to the CLIENT, suspend or terminate the performance of services.

7.3 Extra Services

Any service required but not included as part of this AGREEMENT shall be considered extra services. Extra services will be billed on a Time and Material basis with prior approval of CLIENT.

7.4 Exclusion

This fee does not include attendance at any meetings or public hearings other than those specifically listed in the AGREEMENT. These service items are considered extra and are billed separately on an hourly basis.

7.5 Payment

The CLIENT AGREES to pay COMPANY on the following basis:

Time and Material Not to Exceed, $39,940.54.

8.0 Terms and Conditions

The following Terms and Conditions are incorporated into this AGREEMENT and made a part of it.

8.1 Standard of Care

Services provided by COMPANY under this AGREEMENT will be performed in a manner consistent with that degree of care and skill ordinarily exercised by members of the same profession currently practicing at the same time and in the same or similar locality.

8.2 Entire Agreement

This AGREEMENT and its attachments constitute the entire understanding between CLIENT and COMPANY relating to COMPANY's services. Any prior or contemporaneous agreements, promises, negotiations, or representations not expressly set forth herein are of no effect. Subsequent modifications or amendments to this AGREEMENT shall be in writing and signed by the parties to this AGREEMENT. If the CLIENT, its officers, agents, or employees request COMPANY to perform extra services pursuant to this AGREEMENT, CLIENT will pay for the additional services even though an additional written agreement is not issued or signed.

8.3 Time Limit and Commencement of Services

This AGREEMENT must be executed within ninety (90) days to be accepted under the terms set forth herein. The services will be commenced immediately upon receipt of this signed AGREEMENT.

8.4 Suspension of Services

If the Project or the COMPANY'S services are suspended by the CLIENT for more than thirty (30) calendar days, consecutive or in the aggregate, over the term of this AGREEMENT, the COMPANY shall be compensated for all services performed and reimbursable expenses incurred prior to the receipt of notice of suspension. In addition, upon resumption of services, the CLIENT shall compensate the COMPANY for expenses incurred as a result of the suspension and resumption of its services, and the COMPANY'S schedule and fees for the remainder of the Project shall be equitably adjusted.

If the COMPANY'S services are suspended for more than ninety (90) days, consecutive or in the aggregate, the COMPANY may terminate this AGREEMENT upon giving not less than five (5) calendar days' written notice to the CLIENT.

If the CLIENT is in breach of this AGREEMENT, the COMPANY may suspend performance of services upon five (5) calendar days' notice to the CLIENT. The COMPANY shall have no liability to the CLIENT, and the CLIENT agrees to make no claim for any delay or damage as a result of such suspension caused by any breach of this AGREEMENT by the CLIENT. Upon receipt of payment in full of all outstanding sums due from the CLIENT, or curing of such other breach which caused the COMPANY to suspend services, the COMPANY shall resume services and there shall be an equitable adjustment to the remaining project schedule and fees as a result of the suspension.

8.5 Books and Accounts

COMPANY will maintain books and accounts of payroll costs, travel, subsistence, field, and incidental expenses for a period of five (5) years. Said books and accounts will be available at all reasonable times for examination by CLIENT at the corporate office of COMPANY during that time.

8.6 Insurance

COMPANY will maintain insurance for claims under the Worker's Compensation Laws, and from General Liability and Automobile claims for bodily injury, death, or property damage, and Professional Liability insurance caused by the negligent performance by COMPANY's employees of the functions and services required under this AGREEMENT.

8.7 Termination or Abandonment

Either party has the option to terminate this AGREEMENT. In the event of failure by the other party to perform in accordance with the terms hereof through no fault of the terminating party, then the obligation to provide further services under this AGREEMENT may be terminated upon seven (7) days' written notice. If any portion of the services is terminated or abandoned by CLIENT, the provisions of this Schedule of Fees and Conditions in regard to compensation and payment shall apply insofar as possible to that portion of the services not

terminated or abandoned. If said termination occurs prior to completion of any phase of the project, the fee for services performed during such phase shall be based on COMPANY's reasonable estimate of the portion of such phase completed prior to said termination, plus a reasonable amount to reimburse COMPANY for termination costs.

8.8 Waiver

COMPANY's waiver of any term, condition, or covenant or breach of any term, condition, or covenant, shall not constitute a waiver of any other term, condition, or covenant, or the breach thereof.

8.9 Severability

If any provision of this AGREEMENT is declared invalid, illegal, or incapable of being enforced by any Court of competent jurisdiction, all of the remaining provisions of this AGREEMENT shall nevertheless continue in full force and effect, and no provision shall be deemed dependent upon any other provision unless so expressed herein.

8.10 Successors and Assigns

All of the terms, conditions, and provisions hereof shall inure to the benefit of and are binding upon the parties hereto, and their respective successors and assigns, provided, however, that no assignment of this AGREEMENT shall be made without written consent of the parties to this AGREEMENT.

8.11 Third-Party Beneficiaries

Nothing contained in this AGREEMENT shall create a contractual relationship with or a cause of action in favor of a third party against either the CLIENT or the COMPANY. The COMPANY's services under this AGREEMENT are being performed solely for the CLIENT's benefit, and no other party or entity shall have any claim against the COMPANY because of this AGREEMENT or the performance or nonperformance of services hereunder. The CLIENT and COMPANY agree to require a similar provision in all contracts with contractors, subcontractors, sub-consultants, vendors and other entities involved in this project to carry out the intent of this provision.

8.12 Governing Law and Jurisdiction

The CLIENT and the COMPANY agree that this AGREEMENT and any legal actions concerning its validity, interpretation and performance shall be governed by the laws of the State of Illinois without regard to any conflict of law provisions, which may apply the laws of other jurisdictions.

It is further agreed that any legal action between the CLIENT and the COMPANY arising out of this AGREEMENT or the performance of the services shall be brought in a court of competent jurisdiction in the State of Illinois.

8.13 Dispute Resolution

Mediation. In an effort to resolve any conflicts that arise during the design or construction of the project or following the completion of the project, the CLIENT and COMPANY agree that all disputes between them arising out of or relating to this AGREEMENT shall be submitted to non-binding mediation unless the parties mutually agree otherwise. The CLIENT and COMPANY further agree to include a similar mediation provision in all agreements with independent contractors and consultants retained for the project and to require all independent contractors and consultants also to include a similar mediation provision in all agreements with subcontractors, sub-consultants, suppliers or fabricators so retained, thereby providing for mediation as the primary method for dispute resolution between the parties to those agreements.

8.14 Attorney's Fees

If litigation arises for purposes of collecting fees or expenses due under this AGREEMENT, the Court in such litigation shall award reasonable costs and expenses, including attorney fees, to the party justly entitled thereto. In awarding attorney fees, the Court shall not be bound by any Court fee schedule, but shall, in the interest of justice, award the full amount of costs, expenses, and attorney fees paid or incurred in good faith.

8.15 Ownership of Instruments of Service

All reports, plans, specifications, field data, field notes, laboratory test data, calculations, estimates and other documents including all documents on electronic media prepared by COMPANY as instruments of service shall remain the property of COMPANY. COMPANY shall retain these records for a period of five (5) years following

completion/submission of the records, during which period they will be made available to the CLIENT at all reasonable times.

8.16 Reuse of Documents

All project documents including, but not limited to, plans and specifications furnished by COMPANY under this project are intended for use on this project only. Any reuse, without specific written verification or adoption by COMPANY, shall be at the CLIENT's sole risk, and CLIENT shall defend, indemnify and hold harmless COMPANY from all claims, damages and expenses including attorneys' fees arising out of or resulting therefrom.

Under no circumstances shall delivery of electronic files for use by the CLIENT be deemed a sale by the COMPANY, and the COMPANY makes no warranties, either express or implied, of merchantability and fitness for any particular purpose. In no event shall the COMPANY be liable for indirect or consequential damages as a result of the CLIENT's use or reuse of the electronic files.

8.17 Failure to Abide by Design Documents or To Obtain Guidance

The CLIENT agrees that it would be unfair to hold COMPANY liable for problems that might occur should COMPANY'S plans, specifications or design intents not be followed, or for problems resulting from others' failure to obtain and/or follow COMPANY'S guidance with respect to any errors, omissions, inconsistencies, ambiguities or conflicts which are detected or alleged to exist in or as a consequence of implementing COMPANY'S plans, specifications or other instruments of service. Accordingly, the CLIENT waives any claim against COMPANY, and agrees to defend, indemnify and hold COMPANY harmless from any claim for injury or losses that results from failure to follow COMPANY'S plans, specifications or design intent, or for failure to obtain and/or follow COMPANY'S guidance with respect to any alleged errors, omissions, inconsistencies, ambiguities or conflicts contained within or arising as a result of implementing COMPANY'S plans, specifications or other instruments of service. The CLIENT also agrees to compensate COMPANY for any time spent and expenses incurred remedying CLIENT's failures according to COMPANY'S prevailing fee schedule and expense reimbursement policy.

8.18 Opinion of Probable Construction Cost

As part of the Deliverables, COMPANY may submit to the CLIENT an opinion of probable cost required to construct work recommended, designed, or specified by COMPANY, if required by CLIENT. COMPANY is not a construction cost estimator or construction contractor, nor should COMPANY'S rendering an opinion of probable construction costs be considered equivalent to the nature and extent of service a construction cost estimator or construction contractor would provide. This requires COMPANY to make a number of assumptions as to actual conditions that will be encountered on site; the specific decisions of other design professionals engaged; the means and methods of construction the contractor will employ; the cost and extent of labor, equipment and materials the contractor will employ; contractor's techniques in determining prices and market conditions at the time, and other factors over which COMPANY has no control. Given the assumptions which must be made, COMPANY cannot guarantee the accuracy of its opinions of cost, and in recognition of that fact, the CLIENT waives any claim against COMPANY relative to the accuracy of COMPANY'S opinion of probable construction cost.

8.19 Design Information in Electronic Form

Because electronic file information can be easily altered, corrupted, or modified by other parties, either intentionally or inadvertently, without notice or indication, COMPANY reserves the right to remove itself from its ownership and/or involvement in the material from each electronic medium not held in its possession. CLIENT shall retain copies of the work performed by COMPANY in electronic form only for information and use by CLIENT for the specific purpose for which COMPANY was engaged. Said material shall not be used by CLIENT or transferred to any other party, for use in other projects, additions to this project, or any other purpose for which the material was not strictly intended by COMPANY without COMPANY's express written permission. Any unauthorized use or reuse or modifications of this material shall be at CLIENT'S sole risk. Furthermore, the CLIENT agrees to defend, indemnify, and hold COMPANY harmless from all claims, injuries, damages, losses, expenses, and attorneys' fees arising out of the modification or reuse of these materials.

The CLIENT recognizes that designs, plans, and data stored on electronic media including, but not limited to computer disk, magnetic tape, or files transferred via email, may be subject to undetectable alteration and/or uncontrollable deterioration. The CLIENT, therefore, agrees that COMPANY shall not be liable for the completeness or accuracy of any materials provided on electronic media after a 30-day inspection period, during

which time COMPANY shall correct any errors detected by the CLIENT to complete the design in accordance with the intent of the contract and specifications. After 40 days, at the request of the CLIENT, COMPANY shall submit a final set of sealed drawings, and any additional services to be performed by COMPANY relative to the submitted electronic materials shall be subject to separate agreement. The CLIENT is aware that differences may exist between the electronic files delivered and the printed hard-copy construction documents. In the event of a conflict between the signed construction documents prepared by the COMPANY and electronic files, the signed or sealed hard-copy construction documents shall govern.

8.20 Information Provided by Others

The CLIENT shall furnish, at the CLIENT's expense, all information, requirements, reports, data, surveys and instructions required by this AGREEMENT. The COMPANY may use such information, requirements, reports, data, surveys and instructions in performing its services and is entitled to rely upon the accuracy and completeness thereof. The COMPANY shall not be held responsible for any errors or omissions that may arise as a result of erroneous or incomplete information provided by the CLIENT and/or the CLIENT's consultants and contractors.

COMPANY is not responsible for accuracy of any plans, surveys or information of any type including electronic media prepared by any other consultants, etc. provided to COMPANY for use in preparation of plans. The CLIENT agrees, to the fullest extent permitted by law, to indemnify and hold harmless the COMPANY from any damages, liabilities, or costs, including reasonable attorneys' fees and defense costs, arising out of or connected in any way with the services performed by other consultants engaged by the CLIENT.

COMPANY is not responsible for accuracy of topographic surveys provided by others. A field check of a topographic survey provided by others will not be done under this AGREEMENT unless indicated in the AGREEMENT.

8.21 Force Majeure

The CLIENT agrees that the COMPANY is not responsible for damages arising directly or indirectly from any delays for causes beyond the COMPANY's control. CLIENT agrees to defend, indemnify, and hold COMPANY, its consultants, agents, and employees harmless from any and all liability, other than that caused by the negligent acts, errors, or omissions of COMPANY, arising out of or resulting from the same. For purposes of this AGREEMENT, such causes include, but are not limited to, strikes or other labor disputes; severe weather disruptions or other natural disasters or acts of God; fires, riots, war or other emergencies; disease epidemic or pandemic; failure of any government agency to act in a timely manner; failure of performance by the CLIENT or the CLIENT'S contractors or consultants; or discovery of any hazardous substances or differing site conditions. Severe weather disruptions include but are not limited to extensive rain, high winds, snow greater than two (2) inches and ice. In addition, if the delays resulting from any such causes increase the cost or time required by the COMPANY to perform its services in an orderly and efficient manner, the COMPANY shall be entitled to a reasonable adjustment in schedule and compensation.

8.22 Job Site Visits and Safety

Neither the professional activities of COMPANY, nor the presence of COMPANY'S employees and sub-consultants at a construction site, shall relieve the general contractor and any other entity of their obligations, duties and responsibilities including, but not limited to, construction means, methods, sequence, techniques or procedures necessary for performing, superintending or coordinating all portions of the work of construction in accordance with the contract documents and any health or safety precautions required by any regulatory agencies. COMPANY and its personnel have no authority to exercise any control over any construction contractor or other entity or their employees in connection with their work or any health or safety precautions. The CLIENT agrees that the general contractor is solely responsible for job site safety, and warrants that this intent shall be made evident in the CLIENT's AGREEMENT with the general contractor. The CLIENT also agrees that the CLIENT, COMPANY and COMPANY'S consultants shall be indemnified and shall be made additional insureds on the general contractor's and all subcontractor's general liability policies on a primary and non-contributory basis.

8.23 Hazardous Materials

CLIENT hereby understands and agrees that COMPANY has not created nor contributed to the creation or existence of any or all types of hazardous or toxic wastes, materials, chemical compounds, or substances, or any other type of environmental hazard or pollution, whether latent or patent, at CLIENT's premises, or in connection with or related to this project with respect to which COMPANY has been retained to provide

professional services. The compensation to be paid COMPANY for said professional services is in no way commensurate with, and has not been calculated with reference to, the potential risk of injury or loss which may be caused by the exposure of persons or property to such substances or conditions. Therefore, to the fullest extent permitted by law, CLIENT agrees to defend, indemnify, and hold COMPANY, its officers, directors, employees, and consultants, harmless from and against any and all claims, damages, and expenses, whether direct, indirect, or consequential, including, but not limited to, attorney fees and Court costs, arising out of, or resulting from the discharge, escape, release, or saturation of smoke, vapors, soot, fumes, acid, alkalis, toxic chemicals, liquids gases, or any other materials, irritants, contaminants, or pollutants in or into the atmosphere, or on, onto, upon, in, or into the surface or subsurface of soil, water, or watercourses, objects, or any tangible or intangible matter, whether sudden or not.

It is acknowledged by both parties that COMPANY'S AGREEMENT does not include any services related to asbestos or hazardous or toxic materials. In the event COMPANY or any other party encounters asbestos or hazardous or toxic materials at the job site, or should it become known in any way that such materials may be present at the job site or any adjacent areas that may affect the performance of COMPANY'S services, COMPANY may, at its option and without liability for consequential or any other damages, suspend performance of services on the project until the CLIENT retains appropriate specialist consultant(s) or contractor(s) to identify, abate and/or remove the asbestos or hazardous or toxic materials, and warrants that the job site is in full compliance with applicable laws and regulations.

Nothing contained within this AGREEMENT shall be construed or interpreted as requiring COMPANY to assume the status of a generator, storer, transporter, treater, or disposal facility as those terms appear within the Resource Conservation and Recovery Act, 42 U.S.C.A., §6901 et seq., as amended, or within any State statute governing the generation, treatment, storage, and disposal of waste.

8.24 Certificate of Merit

The CLIENT shall make no claim for professional negligence, either directly or in a third party claim, against COMPANY unless the CLIENT has first provided COMPANY with a written certification executed by an independent design professional currently practicing in the same discipline as COMPANY and licensed in the State in which the claim arises. This certification shall: a) contain the name and license number of the certifier; b) specify each and every act or omission that the certifier contends is a violation of the standard of care expected of a design professional performing professional services under similar circumstances; and c) state in complete detail the basis for the certifier's opinion that each such act or omission constitutes such a violation. This certificate shall be provided to COMPANY not less than thirty (30) calendar days prior to the presentation of any claim or the institution of any judicial proceeding.

8.25 Design Without Construction Observation

It is agreed that the professional services of COMPANY do not extend to or include the review or site observation of the contractor's work or performance and the CLIENT assumes all responsibility for interpretation of the contract documents and for construction observation. It is further agreed that the CLIENT will defend, indemnify and hold harmless COMPANY from any claim or suit whatsoever, including but not limited to all payments, expenses or costs involved, arising from the contractor's performance or the failure of the contractor's work to conform to the design intent and the contract documents. COMPANY agrees to be responsible for its employees' negligent acts, errors or omissions.

8.26 Soliciting Employment

Neither party to this AGREEMENT will solicit an employee of the other nor hire or make an offer of employment to an employee of the other that is working on this PROJECT, without prior written consent of the other party, during the time this AGREEMENT is in effect.

8.27 Municipal Advisor

The COMPANY is not a Municipal Advisor registered with the Security and Exchange Commission (SEC) as defined in the Dodd-Frank Wall Street Reform and Consumer Protection Act. When the CLIENT is a municipal entity as defined by said Act, and the CLIENT requires project financing information for the services performed under this AGREEMENT, the CLIENT will provide the COMPANY with a letter detailing who their independent registered municipal advisor is and that the CLIENT will rely on the advice of such advisor. A sample letter can be provided to the CLIENT upon request.

This AGREEMENT is approved and accepted by the CLIENT and COMPANY upon both parties signing and dating the AGREEMENT. Services will not begin until COMPANY receives a signed agreement. COMPANY's services shall be limited to those expressly set forth in this AGREEMENT and COMPANY shall have no other obligations or responsibilities for the Project except as agreed to in writing. The effective date of the AGREEMENT shall be the last date entered below.

Sincerely,

HR GREEN, INC.

Andy Underwager

Andy Underwager, PE, SE
Senior Engineer
Approved by:

Printed/Typed Name: Anthony P. Simmons. PE

Title: Regional Director - Transportation Date: November 25, 2025

VILLAGE OF HOMER GLEN

Accepted by:

Printed/Typed Name:

Title: Date:

AGENDA SUPPLEMENT SHEET

Agenda Item Number:	**K.3**
Village Board Meeting Date:	**February 11, 2026**
Committee Meeting Date:	**February 4, 2026 A&F**

Item Title: **Consider for Approval the purchase of two (2) All Traffic Solutions instaALERT 24 message board trailers in the amount of $31,108.24 for the EMA Department.**

Motion for Consideration: Is there a Motion to Approve the purchase two (2) All Traffic Solutions instaALERT 24 message boards in the amount of $31,108.24 for the EMA Department?

Committee Recommendation: The committee voted unanimously with a three (3) to zero (0) vote to approve the purchase of the trailer message boards for the EMA Department in the amount of $31,108.24.

Staff Contact: Ronald Kus, EMA Director

Background Information: The EMA department needs message boards to increase our ability to communicate with motorists and residents during events and village incidents. These message boards would allow us to better coordinate parking for our larger events, clearly notify motorists of changes in traffic and clearly define detours and/or messages. The current message board that EMA owns is not functional and parts are no longer made to make repairs. Annually, staff spends a lot of time tracking down available message boards during peak season with the hopes of being able to borrow them when needed, and multiple days traveling to different municipalities picking up and dropping off borrowed message boards for Homer Fest. The purchase of this equipment would minimize the resource allocation needed to complete that task.

EMA has received four quotes for a three-line message sign board.

1. All Traffic Solutions (camera & message board) trailer in the amount of $ 33,441.51
2. The Lightbox Shop in the amount of $19,665.00
3. TransSupply in the amount of $18,995.00
4. All Traffic Solutions (message board) in the amount of $ 15,554.12

EMA recommends proceeding with the purchase of the **two** message boards from All Traffic solutions for $31,108.24

Attachments: Three quotes received.

Budget Implications: This purchase was budgeted for in EMA's Budget account number 10.88.85.656.

InstAlert 24 on
ATS 5 Trailer

All Traffic Solutions Inc.
5100 W Brown Deer Rd
Brown Deer, WI 53223
Phone: 814-237-9005
Fax: 814-237-9006
DUNS #: 02-344-3864
Tax ID: 39-0983658
CAGE Code: 0GWV8

QUOTE Q-105577

DATE: 01/28/2026

Mail Purchase Orders to:
5100 W Brown Deer Rd
Brown Deer, WI 53223

Contract:
Sourcewell 090122-ATS
Sourcewell Account #:
134237

Questions contact:
MANUFACTURER:
All Traffic Solutions
Owen Lauerman
(571) 549-3766
x
owen.lauerman@tapconet.com

Independent Sales Rep:

BILL TO:
Homer Glen EMA, IL
14240 W. 151st Street
Homer Glen, IL 60491

Billing Contact:

SHIP TO:
Homer Glen EMA, IL
14240 W. 151st Street
Homer Glen, IL 60491
Attn: Ron Kus

PAYMENT TERMS:
Net 30

CUSTOMER: Homer Glen EMA, IL

CONTACT:1(708)737-7704

ITEM NO:	DESCRIPTION:	QTY:	EACH:	EXT. PRICE:
4000750	App, Mobile User Interface perpetual license (only 1 required per account—Bluetooth required, enabled separately)	1	$100.00	$100.00
4000745	SpeedAlert 24 Radar Message Sign (RMS); base unit (select mount separately)	1	$9,777.72	$9,777.72
4001299	3 Year Warranty	1	$0.00	$0.00
4000874	All Options Activation: Bluetooth, Traffic Data, Violator Alert, Camera/Pictures, ($3000 Value, requires Traffic or Message Suite)	1	$0.00	$0.00
4000647	App, Traffic Suite (12mo); Equip Mgmt, Reporting, Image Mgmt, Alerts, Mapping and PremierCare	1	$1,500.00	$1,500.00
4001626	VZW communications prep	1	$0.00	$0.00
4001909	ATS-5, FLEX trailer, includes charger, solar controller, 900Ah batteries, and 380W solar	1	$15,625.00	$15,625.00
4001917	Surveillance Ready Telescoping Mast	1	$7,500.00	$7,500.00
4100557	hrns, Power cord, iA w/ quick connects for trailer	1	$60.00	$60.00
4000754	USB cable, 16ft, extra long for trailer or pole	1	$37.74	$37.74
4000740	Trailer Certificate of Origin	1	$0.00	$0.00
4000879	Violator Strobe, Red and Blue for ATS-5 for use with SA24	1	$840.48	$840.48

4000120	Trailer wheel lock, ATS-5	1	$146.88	$146.88
4001889	Shipping and Handling	1	$1,777.00	$1,777.00
4001190	Discount - New Purchase	1	($3,923.31)	($3,923.31)

Special Notes:

SALES AMOUNT: $33,441.51

TOTAL USD: $33,441.51

Duration: This quote is good for 60 days from date of issue.
Shipping Notes: All shipments shall be FOB shipper. Shipping charges shall be additional unless listed on quote.
Taxes: Taxes are not included in quote. Please provide a tax-exempt certificate or sales tax will be applied.
Warranty: Unless otherwise indicated, all products have a one year warranty from date of sale. Warranty extensions are a component of some applications that are available at time of purchase. A Finance Charge of 1.5% per month will be applied to overdue balances. GSA GS-07F-6092R

I am authorized to commit my organization to this order. If your organization will be creating a purchase order for this order, please submit purchase order to either of the following: Email: sales@alltrafficsolutions.com or Physical Address: Listed at top of quote.

Signature: _____ Date: _____

Print Name: _____ Title: _____

Mini Three Line Message Sign Solar Traffic Trailer

In Stock, Ships in 6-8 weeks
Model: WVT3-A
Weight: 1,580.00lb

$19,665.00

Available Options

Solar Power Options *
--- Please Select ---

Lift Options *
--- Please Select ---

Batteries *
--- Please Select ---

Radar *
--- Please Select ---

ALL TRAFFIC SOLUTIONS

All Traffic Solutions Inc.
5100 W Brown Deer Rd
Brown Deer, WI 53223
Phone: 814-237-9005
Fax: 814-237-9006
DUNS #: 02-344-3864
Tax ID: 39-0983658
CAGE Code: 0GWV8

QUOTE Q-105578

DATE: 01/28/2026

Mail Purchase Orders to:
5100 W Brown Deer Rd
Brown Deer, WI 53223

Contract:
Sourcewell 090122-ATS
Sourcewell Account #:
134237

Questions contact:
MANUFACTURER:
All Traffic Solutions
Owen Lauerman
(571) 549-3766
x
owen.lauerman@tapconet.com

Independent Sales Rep:

BILL TO:
Homer Glen EMA, IL
14240 W. 151st Street
Homer Glen, IL 60491

Billing Contact:

SHIP TO:
Homer Glen EMA, IL
14240 W. 151st Street
Homer Glen, IL 60491
Attn: Ron Kus

PAYMENT TERMS:
Net 30

CUSTOMER: Homer Glen EMA, IL

CONTACT:1(708)737-7704

ITEM NO:	DESCRIPTION:	QTY:	EACH:	EXT. PRICE:
4000750	App, Mobile User Interface perpetual license (only 1 required per account—Bluetooth required, enabled separately)	1	$100.00	$100.00
4000468	instALERT 24 Message Display; base unit (select mount separately)	1	$7,436.82	$7,436.82
4001299	3 Year Warranty	1	$0.00	$0.00
4001887	All Options Activation: Bluetooth, Logs, and Pictures ($2500 Value, requires Message Suite)	1	$0.00	$0.00
4000771	App, Messaging Suite (12mo); Equip Mgmt, Image Mgmt, Alerts, Mapping and PremierCare	1	$950.00	$950.00
4001626	VZW communications prep	1	$0.00	$0.00
4001622	ATS-5 Trailer for IA/SA24 includes: 470Ah Batteries & Trailer Certificate of Origin	1	$5,733.24	$5,733.24
4000278	Solar panel, 120W: includes bracket for ATS-5 trailer and harness	1	$1,323.96	$1,323.96
4000120	Trailer wheel lock, ATS-5	1	$146.88	$146.88
4001889	Shipping and Handling	1	$1,688.00	$1,688.00
4001190	Discount - New Purchase	1	($1,824.78)	($1,824.78)

Special Notes:

SALES AMOUNT: $15,554.12

TOTAL USD:	$15,554.12

Duration: This quote is good for 60 days from date of issue.
Shipping Notes: All shipments shall be FOB shipper. Shipping charges shall be additional unless listed on quote.
Taxes: Taxes are not included in quote. Please provide a tax-exempt certificate or sales tax will be applied.
Warranty: Unless otherwise indicated, all products have a one year warranty from date of sale. Warranty extensions are a component of some applications that are available at time of purchase. A Finance Charge of 1.5% per month will be applied to overdue balances. GSA GS-07F-6092R

I am authorized to commit my organization to this order. If your organization will be creating a purchase order for this order, please submit purchase order to either of the following: Email: sales@alltrafficsolutions.com or Physical Address: Listed at top of quote.

Signature: _____ Date: _____

Print Name: _____ Title: _____

PRODUCT SPECIFICATIONS

INSTALERT 24 VARIABLE MESSAGE SIGN

ALL TRAFFIC SOLUTIONS™

InstAlert 24 Folding Variable Message Sign

- Open dimensions: 1.63" x 28" x 60"
- Folded dimensions: 3.25" x 28" x 30"
- Folded sign fits in vehicle trunk, SUV hatch
- Full matrix display: 26 x 96 pixels, 0.6"x 1" pitch
- LED pixels: Amber 590nm, 30-degree viewing angle, 100,000 hrs, black background, MUTCD-compliant color, universal display modules
- MUTCD compliant
- On-board message selector buttons for quick selection of 25 internal messages and modes with anti-tamper lockout
- Local and remote management and monitoring options
- Integral active cell modem allowing TraffiCloud Web-Based Management Services for remote management
- Integral camera for awareness and alert-driven images
  - 640 x 480 daylight images
- Power saving circuitry and automatic dimming for ambient light conditions with adjustable dimming range and manual display brightness override
- Conformal coating on all circuit boards
- Integral case handles and nylon web handles
- Weight: 43 pounds
- Weatherproof, inherently sealed design
- 1/8" tinted, non-glare, UV stabilized polycarbonate face
- Entire face is removable for service
- Aluminum chassis, 12 ga., with black powder coat finish
- Mounting provisions for permanent applications,
- (12) ¼-20 threaded holes
- –40 to 160°F operating temperature range, 95%humidity, non-condensing (–20°F for Bluetooth communication)
- Withstands up to 70-mph winds

InstAlert Operation Modes

- **Message Mode:** Display one message, up to six screens
- **All Messages:** Sequence all messages in sign memory
- **Schedule:** Change message and/or mode up to 13 times/day
- Speed based modes available in the
- SpeedAlert 24 configuration
- Sign returns to last configuration when power applied

InstAlert Messages

- **1–3 line messages**
  - 1 line: 24" H x 12.5" W characters, 4 per line
  - 2 lines: 10.25" H x 5.75" W characters, 8 per line
  - 3 lines: 7" H x 4" W characters, 12 per line
  - 2 lines: (1) 7" char, 12/line, (1) 10.25" char, 8/line
- Up to six screens per message
- Message power efficiency calculator in software
- Variable display time, flash and reverse rates
- for each screen
- Full graphics capability, each LED is individually controllable, programmable from PC, PDA or remotely
- Ability to link multiple messages for up to
- 144 screen animation
- Scroll through 25 user defined on-board messages using selector buttons built into sign, no training necessary; buttons on unit become inactive after timeout to prevent tampering, reactivate by reapplying power
- Unlimited message storage on PC, Android device or remote server
- Messages on sign are not erased when power is removed
- Sign returns to last message when power applied
- Actual sign preview on PC, Android or TraffiCloud

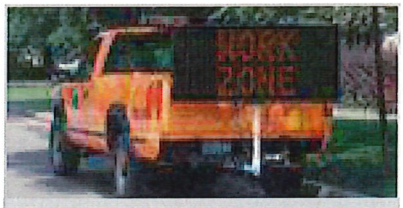
INSTALERT 24 MOUNTING OPTIONS

Engineered and Manufactured in the United States of America

InstAlert 24 on Portable Post

InstAlert 24 on ATS 5 Trailer

InstAlert 24 on Pole



InstAlert 24 on Hitch Mount

InstAlert Programming

Program and monitor the sign three ways:
On-Board Programming (standard on all units)

- Select message from sign's memory
- Select operation mode

TraffiCloud Web-Based Management Services

Using integral cell modem for remote management

(See TraffiCloud specification sheet for more information):

- Turnkey system with remote sign connection functional out of the box. Unit connects to TraffiCloud system when sign is powered
- Fully hosted web-based management system
  - Internet-connected computer with browser provides anywhere access on all browser-capable, connected devices.
  - No IT involvement or support necessary. System bypasses customer network eliminating access issues
  - Cellular service provided by ATS, no separate cellular charges
  - Hosted database requires no setup or maintenance by customer
- **Apps:** All apps included in Message Suite:
  - Equipment Management: Change messages and settings remotely, monitor sign online
  - Image Management: Online image retrieval and management of images from internal camera
- **Alerts:** Email/SMS notifications for low battery and tampering, alerts can include images
- **Mapping:** Visually manage equipment and data
- Premier Care Perpetual Warranty

ATS PC Sign Manager

Local Management using PC with USB connection standard on all signs

- PC-based client software
- Connect to sign via USB or Bluetooth (optional)

ATS Android App: Local management (optional):

- Android OS wireless Bluetooth control local to unit
- Android device can be phone or WiFi device with Bluetooth

Local Management Features:

- Create and change messages, modes and settings
- Local image retrieval and management from

internal camera
- Manage all unit settings, automatic sync with TraffiCloud Web Based Management
- All traffic data and messages can be saved for online management and backup with optional TraffiCloud Message Suite
  - Create message and save to TraffiCloud library, messages available on all ATS Android App or PC Sign Manager devices
- Sign firmware field and remotely upgradeable

InstAlert Settings
- Configure the following parameters via PC, Android or TraffiCloud Web-Based Management System:
  - Load message using "Display Now" feature
  - Load 24 messages into sign's memory
  - Scroll messages in sign's memory
  - Display signs from server or local device memory
  - Set sign mode
  - Upload schedule
  - Set automatic dimming range minimum and maximum levels or manually override display brightness
- Internal real time clock, time maintained with power disconnected
- Set time via local device or sync with cell signal

Scheduling
- All days, multiple messages: schedule up to
- 50 different messages or modes for up to 13 different time periods in a 24-hour day, repeats in each 24-hour cycle
- 7 day, multiple messages: schedule different messages or modes for up to 13 different time periods in each 24-hour day for each of 7 days, repeats in each 7-day cycle; up to 50 different messages can be used over the 7-day period
- All messages and scheduling reside on the sign – no external hardware necessary
- Program schedule via TraffiCloud Web, ATS Android pp or ATS PC Sign Manager. Save to load onto multiple signs
- Camera activation controlled in schedule windows
- Internal real time clock, time and schedule maintained with power disconnected

Data Logging Option for InstAlert units with the optional internal radar option – SpeedAlert 24
- Upgrade to the SpeedAlert 24, adding traffic radar to the InstAlert to enable collection of traffic data and speed display functionality
- See SpeedAlert 24 Specification Sheet

InstAlert Sign Power
- Power Input, Max:
- 12VDC, 8A max, 96 W max; 4A, 48W typical
- Power saving circuitry and automatic dimming for ambient light conditions with adjustable dimming range and manual display brightness override

- **SpeedAlert 24 Power:**
  - 12VDC locking plug, 30A capacity: Compatible power supplies include:
  - Vehicles' power port, with optional adapter
  - Trailer wiring adapter for hitch mount
  - POWERcase portable power supply, PC26 or PC36
  - 120 or 220 VAC Power supply in NEMA 4 enclosure
  - ATS 5 Trailer (batteries with optional solar assist: 235 or 470 Ah, 60W solar option)
  - Pole battery box: 156Ah battery with solar assist
- Battery level indicator on sign, ATS Android app, ATS PC Sign Manager or TraffiCloud Remote Management
- Auto recovery for battery with solar
- Power cable customer replaceable, gold-plated connector contacts, high visibility yellow cable

Standard InstAlert System Components
- InstAlert Variable Message Sign
- ATS PC Sign Manager software with USB cable
- Onboard Controls

InstAlert Mounting Options
- ATS 5 Trailer (refer to ATS 5 Specification Sheet for more info)
- Options using the InstAlert mounting bracket
- Hitch mount
  - Sign height: 25" to bottom, 53" to top of sign from receiver tube (final height dependent on receiver height, flip mounting bracket for an additional 12")
  - Fits 1 ¼" or 2" receiver, adapter included
  - ½" hitch pin
  - Locking rotation adjustment on 15-degree increments over 180 degrees,
  - +– 5-degree tilt to adjust LED aim for maximum

brightness
  - White powder coat finish with rear reflector
  - Not intended for operation above 15 mph
- **Telescoping Hitch Mount**
  - All features of standard hitch mount, plus
  - Sign height: 53" to bottom, 81" to top of sign from receiver tube (final height dependent on receiver height, flip mounting bracket for an additional 12")

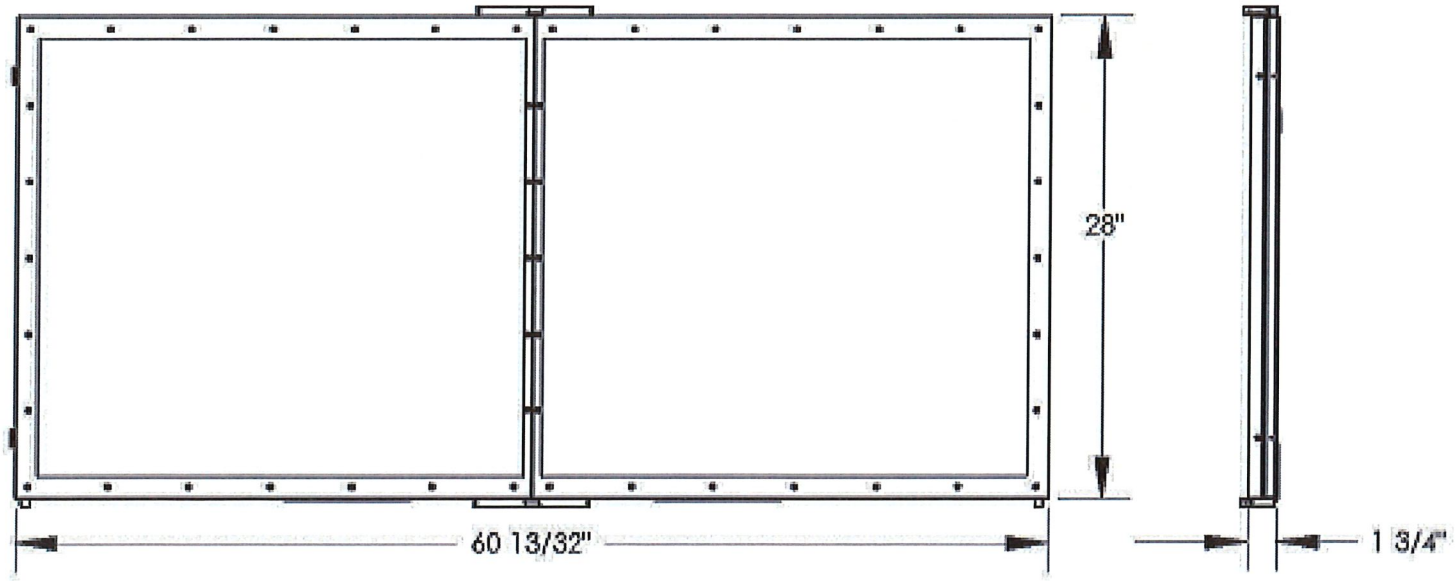
- **Standard Folding Portable Post:**
  - Folds for easy storage and portability
  - 42" to 55" to bottom, 70" to 83" to top of sign depending on leg positions, rotate bracket for additional 12"

Optional InstAlert Sign Components and Features
- TraffiCloud Web-Based Remote Management Service
- ATS Android App, Bluetooth connectivity
- Padded carrying case with accessory pockets, shoulder strap
- **Mounting bracket**
  - Mounts to pole or any surface using any hardware, no tools required
  - Tamper-resistant hardware compartment
  - Rotate bracket for additional 12" of mounting height
  - Aluminum with black powder coat
  - Sign can be locked into bracket
  - Bolt sign to mounting bracket for additional security
  - Mounting hardware supplied
- Internal radar allowing for speed display, speed dependent messaging and speed and volume data collection – SpeedAlert 24
- Drive Times sensor-free Time to Destination Service
  - Travel time data sent to sign every minute

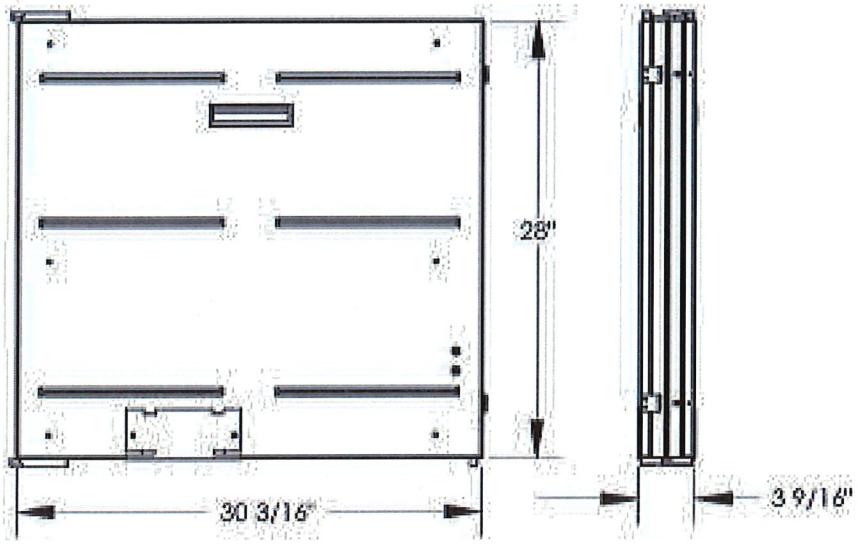
Warranty
- 3-year manufacturer's warranty (three months on Li-Ion batteries)

Premier Care Perpetual Warranty
  - Free with current subscription to TraffiCloud
  - Product software upgrades free
  - Vandalism and accidental damage (non-warranty) at 50% off list price

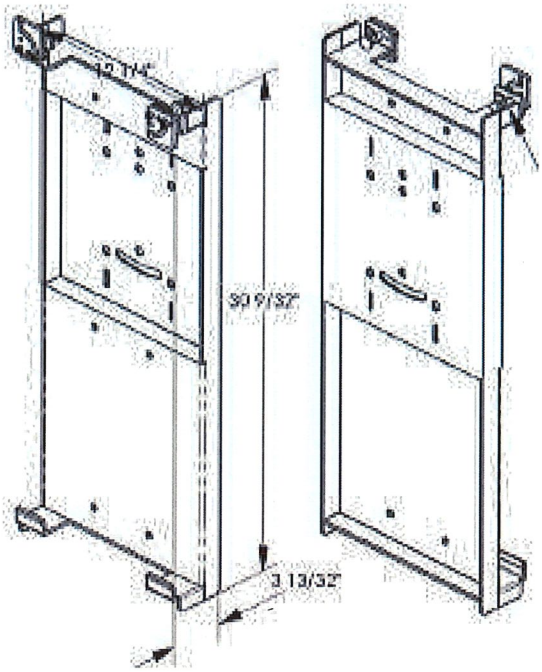
INSTALERT 24 DIMENSIONS: OPEN



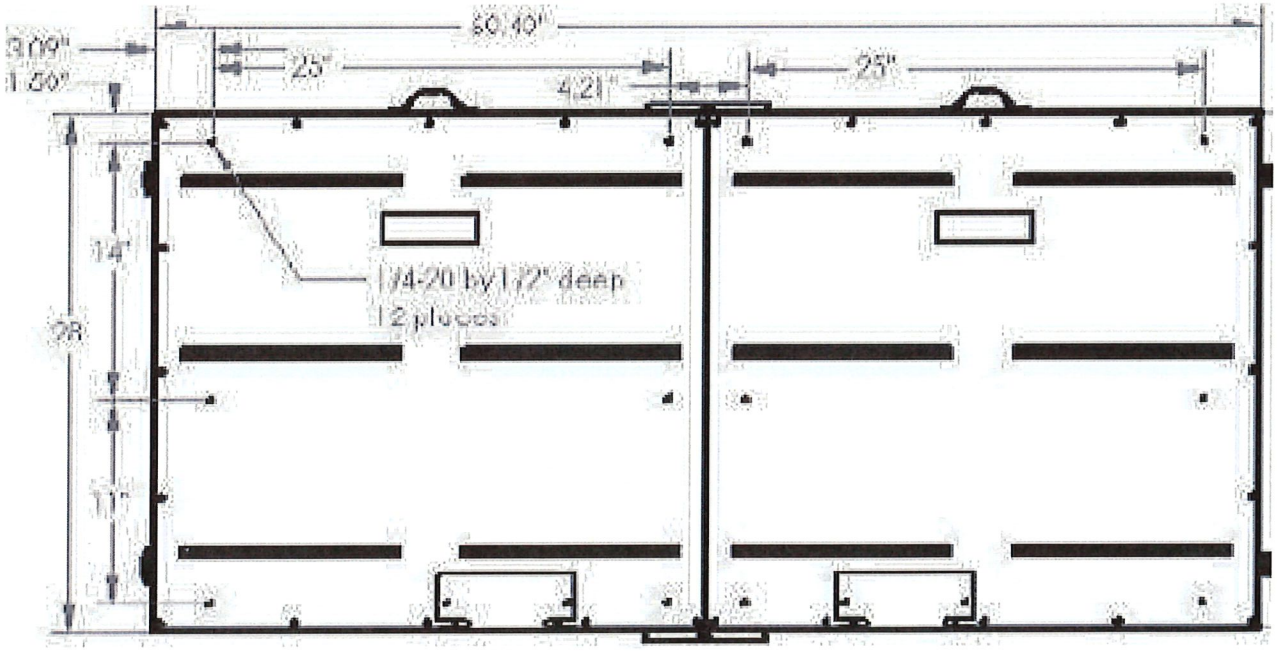
INSTALERT DIMENSIONS: FOLDED



DIMENSIONS: MOUNTING PLATE



MOUNTING HOLE POSITIONS



ALL TRAFFIC SOLUTIONS

All Traffic Solutions
12950 Worldgate Drive, Suite 310, Herndon, VA 20170
P. 866-366-6602 E. sales@alltrafficsolutions.com
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REQUEST A QUOTE NOW

AGENDA SUPPLEMENT SHEET

Agenda Item Number:	**K.4**
Village Board Meeting Date:	**February 11, 2026**
Committee Meeting Date:	**February 4, 2026 A&F**

Item Title: **Consider for Approval the purchase of a portable stage for the Village to use at Village Events in the amount of $17,740.**

Motion for Consideration: Is there a Motion to Approve the purchase of a portable stage at the cost of $17,740?

Committee Recommendation: The Committee voted unanimously with a three (3) to zero (0) vote in favor of approving the portable stage purchase in the amount of $17,740.00.

Staff Contact: Events Director, Dan Waddick

Background Information:
The EZ Lock Stage System comes with guard rails for 3 sides, stairs, adjustable 4'x4' indoor/ outdoor interlocking platforms, a skirt and carts for transporting/ storage.

The stage can be utilized for many of our events throughout the year including but not limited to Kite Fest, Family Fun Day, Labor Day weekend Parade, Home for the Holidays, HomerFest's family area and any other live entertainment we may have at Movies Under the Stars and Food Truck Fridays.

Because the stage is in 4' sections, it can be used up to 12'x16' or as little as 4'x4' riser to be used as a podium for ribbon cuttings and other speaking engagements.

If purchased it would be stored in the events trailer and can be assembled by a single person.

Attachments:
Stage Depot quote $17,740
Stage Drop quote $17,025.99
Live Tour Tech (no cart, and multi person setup) $12,706

Budget Implications: This expense can be covered in the current year's budget, with remaining funds in the "Community Events" line item of the events budget.10-44-80-523

THE STAGE DEPOT
27702 Crown Valley PKWY
Suite D-4 # 174
Ladera Ranch, CA 92694
877-884-3426
www.thestagedepot.com

Estimate

Date	Estimate #
1/21/2026	19260S

Name / Address
Dan Wabdick dwaddick@homerglenil.org 708-301-0632

Project

Item	Description	Qty	U/M	Rate	Total
HWARECART	Cart with 3 compartments measuring 15" x 21' each for storage of various stage legs and hardware. Holds 140 pcs Ez -Lock Legs or 40 sets of All Terrain Legs or 80 pcs of ProStage Legs or various stage hardware and accessories	1	ea	840.00	840.00T
Free Shipping	Free Shipping-within the United States (Excludes AK,HI, Canada & rural areas)			0.00	0.00T

Subtotal	$17,740.00
Sales Tax (0.0%)	$0.00
Total	$17,740.00

Voted #1 in Customer Service!
The Stage Depot
America's Portable Staging Authority

orders@thestagedepot.com

THE STAGE DEPOT
27702 Crown Valley PKWY
Suite D-4 # 174
Ladera Ranch, CA 92694
877-884-3426
www.thestagedepot.com

Estimate

Date	Estimate #
1/21/2026	19260S

Name / Address
Dan Wabdick dwaddick@homerglenil.org 708-301-0632

Project

Item	Description	Qty	U/M	Rate	Total
	12' x 16' x 16"-24" EZ Lock Stage System (12 pcs of 4 x 4 platforms, telescopic 16"-24" High) Weather Proof				
QLP4AL	4ft x 4ft Aluminum Finish Stage Panel - Includes 3 QLSLI	12	ea	880.00	10,560.00T
QL4TL1	Telescopic Leg Adjustable from 16" to 24" - four pack	12	ea	190.00	2,280.00T
QLGRD4	4ft Long Stage Guardrail - dual pack - Mounting Hardware included	3	ea	410.00	1,230.00T
QLSTAIR1	Fixed Stair System for 16" High Stages - consists of 1 step at 8" high, handrails and wheels	1	ea	559.00	559.00T
SDSK8X16	8' WIDE 16" LONG BLACK SKIRT	5	ea	95.00	475.00T
TCART	Platform Only Cart - Transports up to 10 AT Platforms or & 7 EZ Lock platforms - Fits through Standard Doors 51" x 29" x 48"	2	ea	898.00	1,796.00T

	Subtotal
	Sales Tax (0.0%)
	Total

Voted #1 in Customer Service!

The Stage Depot

America's Portable Staging Authority

orders@thestagedepot.com

STAGEDROP LLC

PORTABLE STAGES & EVENT FURNITURE

Your Shopping Cart

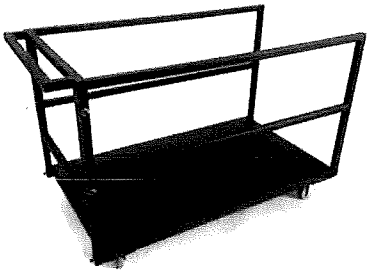
15 Item(s) $17,025.99

FREE GIFT: StageDrop Frisbee!
#FRISBEE

Price Each: Included

1

Included



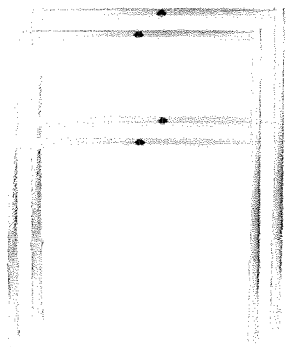
All-Terrain Stage Platform Storage Cart
#ATPCART

Price Each: $898.00

2

$1,796.00

Update Remove

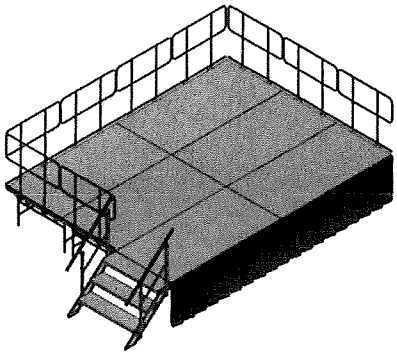


All-Terrain Side Guard Rails for 4'x4' Platforms (2-pack)
#AT4GRD

Price Each: $550.00

$5,500.00

10
Update Remove



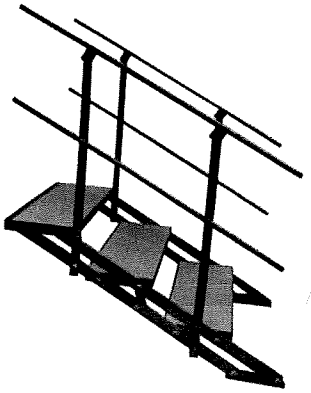
TotalPackage™ Dual-Height Portable Stage Kit, 12'x16'
#TPDH1216I16Black

Finish: Industrial Finish
Skirt Height: 16" High
Fabric Color: Black (133)
Price Each: $8,759.99

Please Note: This item is too large for a liftgate. If a loading dock or forklift is not available at the delivery address, you will need to manually unwrap the pallet and unload the entire order from the rear of the truck.

$8,759.99

1
Update Remove



Staging 101 4' Wide Stairs with Handrail for 16"H-32"H Stages
#SSTAIR4X3I

Finish: Industrial Finish
Price Each: $970.00

$970.00

1
Update Remove

Empty Cart | Save Cart

Subtotal: $17,025.99

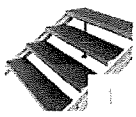
Free Frisbee

Live Tour Tech

Order Summary

Stage Skirt (Dependent on Stage Platform Size)
Size (ft): 40ft

$379.00
Remove



Stage Steps

$489.00
Remove

12'x16' Portable Stage System
Height (All are adjustable for specific height needed): 16"-24"

$9,649.00
Remove

Stage Railing 4ft Section

$2,189.00
$199.00 each
Remove

GIFT OR DISCOUNT CODE

Gift or Discount Code

APPLY

Subtotal	$12,706.00
Tax	$0.00
Shipping	$0.00
Total	**$12,706.00**

MORE PAYMENT OPTIONS

SECURE SSL CHECKOUT

AGENDA SUPPLEMENT SHEET

Agenda Item Number: K.5

Village Board Meeting Date: February 11, 2026

Committee Meeting Date: February 4, 2026 A&F

Item Title: **Consider for approval the Lyons Pinner contract for the installation of a new circuit breaker panel for new HVAC systems at the Village Hall in the amount of $24,900.**

Motion for Consideration: Is there a Motion to Approve the Lyons Pinner contract for the installation of a new circuit breaker panel for new HVAC systems at the Village Hall in the amount of $24,900?

Committee Recommendation: The committee voted unanimously three (3) to zero (0) to approve the contract from Lyons Pinner to install the service panel for the new HVAC units in the amount of $24,900.

Staff Contact: Bill Frossard, Facilities Director

Background Information: The Facilities Department has requested quotes for the installation of a new circuit breaker panel in the Village Hall basement. This panel is required to continue the process of moving the current condenser units outside the building department lobby. These units are scheduled for replacement in the 2027 budget year. When they are replaced, the new condensers will be installed at the back of the building on the new concrete pad outside of the boardroom. To connect these new units to a power source, a new circuit breaker panel is required to be installed in the northwest corner of the basement.

The Facilities Department has received three quotes for the installation of a new circuit breaker panel, based on a 400-amp Siemens panel, including installation, labor and materials.

1. Lyons & Pinner of LaGrange in the amount of $24,900.00
2. Universal Power and Control of Carol Stream in the amount of $28,025.00
3. Liberatore Electrical of Peotone in the amount of $28,890.00

The Facilities Department recommends proceeding with Lyons & Pinner for the proposed amount of $24,900.00. They are currently the Villages street lighting contractor, and they have performed well for the Village.

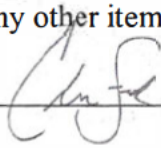
Attachments: Three quotes received.

Budget Implications: This purchase was budgeted for in the Facilities Budget account number 110-86-60-262. The amount budgeted was $60,000.

Section XII: Proposal Form

Complete, verify and sign the section below that represents the quote to provide installation of a new circuit breaker panel for the Village of Homer Glen.

Lyons Electric Company, Inc (Name of Firm) proposes to provide all necessary labor and materials for a new circuit breaker panel, as outlined, to the Village of Homer Glen, for the total cost of $ **24,900.00** This includes all services, materials, labor, management, reports and planning, transportation, and any other items considered a billable expense.

Signed: 

Printed Name: Christopher Funk

Title: Senior Project Manager

Address: 650 East Elm Avenue

City/State/Zip: LaGrange, IL 60525

Phone: 708.417.2525

Email: ChrisFunk@LyonsPinner.com

Dated: 1/23/2026

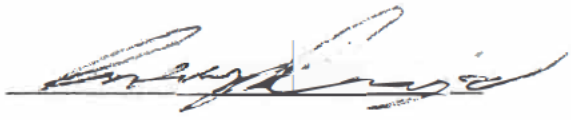
Section XII: Payments
Payment request shall be submitted along with a copy of Certified Transcript of Payroll once work is 100% completed. Payment is net 30 days.

Section XIII: Timeline
Quotes must be submitted by 5pm on January 26, 2026. Quote forms can be sent to the Facilities Director, Bill Frossard, via email at bfrossard@homerglenil.org.
Quotes brought to the Village of Homer Glen Administration and Finance Committee for review and recommendations for approval on February 4, 2026.
Quote then will be brought to the Village of Homer Glen board meeting on for final approval on February 11, 2026.

Section XII: Proposal Form

Complete, verify and sign the section below that represents the quote to provide installation of a new circuit breaker panel for the Village of Homer Glen.

UNIVERSAL P & C INC. (Name of Firm) proposes to provide all necessary labor and materials for a new circuit breaker panel, as outlined, to the Village of Homer Glen, for the total cost of $28,025.00 This includes all services, materials, labor, management, reports and planning, transportation, and any other items considered a billable expense.

Signed: 

Printed Name: Anthony Knapcik

Title: Owner

Address: 146 Easy St

City/State/Zip: Carol Stream / IL / 60188

Phone: 630-510-9941

Email: Knapcik.A@universalpowerandcontrol.com

Dated: 12-1-2025

Section XII: Payments
Payment request shall be submitted along with a copy of Certified Transcript of Payroll once work is 100% completed. Payment is net 30 days.

Section XIII: Timeline
Quotes must be submitted by 5pm on December 19, 2025. Quote forms can be sent to the Facilities Director, Bill Frossard, via email at bfrossard@homerglenil.org.
Quotes brought to the Village of Homer Glen Administration and Finance Committee for review and recommendations for approval on January 7, 2026.
Quote then will be brought to the Village of Homer Glen board meeting on for final approval on January 14, 2026.

Section XII: Proposal Form

Complete, verify and sign the section below that represents the quote to provide installation of a new circuit breaker panel for the Village of Homer Glen.

Liberatore Electrical Svs. (Name of Firm) proposes to provide all necessary labor and materials for a new circuit breaker panel, as outlined, to the Village of Homer Glen, for the total cost of $ 28,890.00 This includes all services, materials, labor, management, reports and planning, transportation, and any other items considered a billable expense.

Signed: Wendy Liberatore

Printed Name: Wendy Liberatore

Title: President

Address: [redacted]

City/State/Zip: [redacted]

Phone: [redacted] or (815) 464-5566

Email: Wendy@LiberatoreElectrical.com

Dated: 1-26-26

Section XII: Payments
Payment request shall be submitted along with a copy of Certified Transcript of Payroll once work is 100% completed. Payment is net 30 days.

Section XIII: Timeline
Quotes must be submitted by 5pm on January 26, 2026. Quote forms can be sent to the Facilities Director, Bill Frossard, via email at bfrossard@homerglenil.org.
Quotes brought to the Village of Homer Glen Administration and Finance Committee for review and recommendations for approval on February 4, 2026.
Quote then will be brought to the Village of Homer Glen board meeting on for final approval on February 11, 2026.

AGENDA SUPPLEMENT SHEET

Agenda Item Number: K.6

Village Board Meeting Date: February 11, 2026

Committee Meeting Date: February 4, 2026 A&F

Item Title: **Consider for Approval the quote from Alta Equipment Company for the purchase of a new Genie AWP-25S in the amount of $12,942.00 for the Facilities Department.**

Motion for Consideration: Is there a Motion to Approve the quote from Alta Equipment Company for the purchase a Genie AWP-25S in the amount of $12,942.00 for the Facilities Department?

Committee Recommendation: The committee voted unanimously with a three (3) to zero (0) vote to purchase the Genie AWP for the Facilities Department in the amount of $12,942.00.

Staff Contact: Bill Frossard, Facilities Director

Background Information: The Facilities Department needs a man-lift for repairs, cleaning, and overall operations within the Village Hall. This man-lift is rated at 727 lbs. total weight. It's light and portable. Due to it being light weight, this allows it to be used in the foyer, building department, and boardroom vaulted ceilings. The reaching height is about 31', which is the approximate height from floor to ceiling in those mentioned rooms.

The key feature on this model is the fact that it's lightweight. The foyer and hallway outside the boardroom have a wooden deck and the Village does not currently own anything light enough to be used or transported in these areas so that staff can properly maintain those areas.

The Facilities Department has received three quotes for this man-lift.

1. Alta Equipment Company in the amount of $12,942.00
2. Industrial Products in the amount of $13,248.58
3. Construction Complete in the amount of $15,373.44

The Facilities Department recommends proceeding with the purchase from Alta Equipment Company in the amount of $12,942.00.

Attachments: Three quotes received.

Budget Implications: This purchase was budgeted for in the Facilities Budget account number 10-86-85-615. The amount budgeted was $12,000.

ALTA EQUIPMENT COMPANY

Bloomington, IL
1035 Wylie Dr, Bloomington, IL 61705
309-585-3800
Ottawa, IL
613 E Stevenson Rd, Ottawa, IL 61350
815-313-2070
Spring Grove, IL
2500 Westward Dr # 2, Spring Grove, IL 60081
815-581-0071
South Elgin, IL
420 Nolen Dr, South Elgin, IL 60177
630-883-3320
Orland Park, IL
18405 115th Ave, Orland Park, IL 60467
708-349-8430
Gary, IN
480 Blaine St. Gary, IN 46406
219-977-4210

January 16, 2026

Homer Glen SW # 134237
14240 W. 151st. St.
Homer Glen, IL 60491

Attn: Bill Frossard

Alta Equipment is pleased to present you with pricing on a New Genie AWP-25S AC **Stock # EQ TBD** as follows:

- Max Working Height 30'9"
- Height Stowed 6'6"
- Width 2'5"
- Outrigger Footprint (l/w) 5'9"/5'1"
- Wall Access (F/S) 7'1"/1'5"
- AC Model Weight 727 lbs.
- Platform Height 24'9"
- Length Stowed 4'3.5"
- Lift Capacity 350 lbs.
- Corner Access 1'7"
- Platform Dimensions 27"/26"/44.75"

Alta Source Well Price on this unit is: **$ 12,942.00**
Delivered and set up ready to work.

This quote is valid for 30 days and subject to prior sale.

Estimated lead time Approximately 11-12 weeks.

Thank you again for the opportunity,

Thank You,

Chris Mazzoni
Government Segment Manager
630-816-5001
chris.mazzoni@altg.com

Shopping Cart

PROCEED TO CHECKOUT

	Product Name		Unit Price	Quantity	Subtotal
1	Genie AWP-25S AC 30ft Aerial Work Platform/Rough Terrain	Edit	$15,373.44	1	$15,373.44

continue shopping | add new item | update shopping cart | clear fields

ESTIMATE SHIPPING AND TAX

Enter your destination to get a shipping estimate.

Country *
United States

State/Province
Illinois

Zip/Postal Code
60491

FREE SHIPPING

○ Free $0.00

SHIPPING METHOD

○ Free Shipping $0.00

DISCOUNT CODES

Enter your coupon code if you have one.

Subtotal $15,373.44

GRAND TOTAL $15,373.44

PROCEED TO CHECKOUT

BASED ON YOUR SELECTION, YOU MAY BE INTERESTED IN THE FOLLOWING ITEMS:

Zip/Postal Code *

60491

Phone Number *

(708) 301-0632

Please enter a valid phone number. For example (123)456-7890.

Does your order need to ship blind / without any pricing paperwork included ? *

No

Do you requre a delivery appointment for delivery of your order ? *

No

SHIPPING METHODS

New Orleans Warehouse

Genie AWP-25S Aerial Standard Base Work Platform 25' - AC Powered
SKU AWP-25S-AC
$13,248.58
QTY: 1

Change

◉ $0.00	LTL Freight Carrier #2 (Choose the lowest rate) - AAA Cooper	
○ $0.00	LTL Freight Carrier #1 (Choose the lowest rate) - LTL	

NEXT

ORDER SUMMARY

Cart Subtotal	$13,248.58
Shipping LTL Freight Carrier #2 (Choose the lowest rate) - AAA Cooper	$0.00
Tax	$1,059.89 ∨
Order Total	**$14,308.47**

Genie AWP-25S Aerial Standard Base Work Platform 25' - AC Powered
Qty: 1
$13,248.58

Estimated Shipping Date : Item is Currently on Backorder. Please contact customer service for availability.

HOMER GLEN

AGENDA SUPPLEMENT SHEET

Agenda Item Number: K.7

Village Board Meeting Date: February 11, 2026

Committee Meeting Date: February 4, 2026 A&F

Item Title: **Consider for Approval the Amended Mayor and Village Board Standard Operating Procedure No. 002.**

Motion for Consideration: Is there a motion to approve the amended Mayor and Village Board Standard Operating Procedure No. 002?

Committee Recommendation: The committee voted unanimously to approve the suggested amendments to SOP 002 with a three (3) to zero (0) vote.

Staff Contact: John Sawyers, Finance Director and Lisa Kopas, Assistant Finance Director

Background Information: The Mayor and Village Board's Standard Operating Procedure No. 002 establishes guidelines for budgeting, financial planning and accounting. Staff are recommending an amendment to SOP No. 002 to transfer the park facilities maintenance department expenditures from the Park Fund to the new Park Department (Fund 60) within the General Fund.

Currently, the annual park facilities maintenance expenditure exceeds the designated revenues in the park fund (i.e. Local MFT & Developer Park Contributions). Consequently, the deficit in funding would be paid from Park Fund Equity thus reducing resources for future park improvements. Shifting Park facilities to the general fund will allow for greater funding opportunity and free up the Local MFT Tax to be 100% designated for park improvement and development.

SOP #002 has been converted to a document that would need to be updated only when changes are proposed. To convert a document to a perpetual policy, reference to specific Projected Fund Balance has been removed. Fund Balance data can be obtained directly from the monthly Treasurers Report - Cash and Investments

Attached are the red-lined pages of SOP No. 002 showing the proposed changes and a clean copy for review.

Budget Implications: None

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Mayor & Village Board
Standard Operating Procedure – No. 002

Date Adopted: November 22, 2011
Date Last Revised: ~~April 28, 2021~~ April 13, 2022

Mayor and Village Board Standard Operating Procedure No. 002, having been first adopted by the Mayor and Village Board on November 22, 2011, shall:

1. Be updated as changes are proposed.~~on at least an annual basis;~~
2. Be administered by the Mayor and Village Manger; and
3. Serve as the Villages Account Fund Guidelines for the purpose of budgeting and financial planning.

Signed: _____ Date: ~~April 13, 2022~~ February 11, 2026

THE VILLAGE'S ACCOUNTING FUND GUIDELINES

The Mayor and Village Board have hereby established **Accounting Fund Guidelines**. This SOP will serve as the **Village's Accounting Fund Guidelines** for the purpose of budgeting and financial planning. Guidelines are hereby established for each and every fund the Village utilizes in its budgeting process. Each individual fund guideline will include the following information:

Fund Purpose
~~Projected Fund Balance – Based on Budget Surplus (Deficit)~~
Suggested Minimum Fund Balance
Suggested Maximum Fund Balance
Major Sources of Revenue
Traditional Areas of Expenditures
Expenditure Limitations

As with all Mayor and Village Board SOP's, the document shall be updated on an as needed basis.~~annually.~~

GENERAL FUND (Fund 10)

Fund Type – General – The General Fund accounts for all revenue and expenditures of a governmental unit that are not accounted for in other funds.

Purpose – The General Fund serves to finance the Village's daily operations.

~~**Projected Fund Balance –** Based on FY 2022 Estimated Operating Surplus (Deficit) - $8,591,248 at 04/30/2022.~~

Suggested Minimum Fund Balance – The greater of $3,000,000 or three months of the current fiscal year's operating budget.

Suggested Maximum Fund Balance – The greater of $6,000,000 or six months of the current fiscal year's operating budget. Any amount over the maximum fund balance could be transferred to the ~~Park and Recreation Fund~~Park Development Fund or Capital Project Fund, by Village Board approval.

Major Sources of Revenue – Sales Taxes, State Income Tax, Property Tax, Intergovernmental Reimbursements, Local Use Tax, Licenses, Fines, ~~Cable and NICOR~~ Franchise Fees, Gaming Tax, Home Rule Sales Tax Transfers, Other Fees and Development Revenue.

Traditional Areas of Expenditures – Personnel Services and Benefits, Commodities, Contractual Services, Repairs, Maintenance and Equipment and Capital Outlay.~~.~~

Limitations – As recorded in the Illinois State Statutes governing the operations of home rule government.

SPECIAL EVENTS FUND (Fund 12)

Fund Type – General Fund - Restricted – General Funds (Restricted) are used to account for the accumulation of surpluses and/or deficits from the Village's community festival and other special events.

Purpose – To account for the Village community festival and other special events. The annual operating surplus and/or deficit will be set aside as restricted general fund balance for the intent of offsetting future event costs.

~~**Projected Fund Balance –** Based on FY 2022 Estimated Operating Surplus (Deficit) - $185,478 at 04/30/2022.~~

Suggested Minimum Fund Balance – $75,000

Suggested Maximum Fund Balance – $150,000

Source of Revenue – Original transfer from Village General Fund and gross receipts, profits, from yearly special events and sponsorship program.

Traditional Areas of Expenditures – Traditional festival expenditures to include entertainment, carnival, fireworks, insurance, staff support liaison, other support payroll and other festival expenditures.

Future Needs – Continued festival surpluses to defray event costs.

Limitations – Limited to Village's Community Festival Event. Fund balance in excess of $150,000 could be transferred back into the Village's unreserved general fund balance, by Village Board approval.

ENVIRONMENT FUND (Fund 14)

Fund Type – General Fund - Restricted – General Funds (Restricted) are used to account for the environment related revenues and expenditures.

Purpose – To account for environmental revenues and expenditures. The annual operating surplus or deficit from environmental activities will be set aside as restricted general fund balance for the intent of offsetting future environmental initiatives.

~~**Projected Fund Balance –** Based on FY 2022 Estimated Budget Surplus (Deficit) - $81,510 at 04/30/2022.~~

Suggested Minimum Fund Balance – Undetermined.

Suggested Maximum Fund Balance – $60,000. Any amount over the maximum fund balance could be transferred to the General Fund, ~~Park and Recreation Fund~~Park Development Fund, Tree Replacement Fund or Capital Project Fund, by Village Board approval.

Source of Revenue – Environmental surcharge fee from the refuse service provider.

Traditional Areas of Expenditures – Traditional environmental programming expenditures to include tree plantings, staff support liaison, environmental education, paper shredding/recycling events and household hazardous waste events, earth day ~ arbor day event, electronic recycling expenditures, environmental association memberships, stargazing events and watershed initiatives.

Future Needs – Continued surcharge to fund program expenses.

Limitations – Limited to Village environmental initiatives. Fund balance in excess of $60,000 could be transferred back into the Village's unreserved general fund balance or other capital project funds, by Village Board approval.

WATER MANAGEMENT FUND (Fund 16)

Fund Type – ~~**Enterprsie**~~**Enterprise** **(Business-type) –** Enterprise Funds are used to account for business-type activities with the intent of it being a self-sufficient operation.

Purpose – To account for revenues and expense from sanitary sewer line.

~~**Projected Fund Balance – Fund Balance -** $247,837 at 4/30/2022.~~

Suggested Minimum Fund Balance – N/A.

Suggested Maximum Fund Balance – N/A.

Source of Revenue – Impact fees, tap-on fees and sanitary sewer user fees.

Traditional Areas of Expenditures – Sanitary sewer consumption expenses and sewer line repairs and maintenance.

Future Needs – As determined by the Village Board of Trustees.

Limitations – Revenues and Expenditures should be related to sanitary sewer activities.

MOTOR FUEL TAX FUND (Fund 20)

Fund Type – Special Revenue – Used to account for revenue derived from specific taxes or other earmarked revenue sources.

Purpose – The maintenance and construction of public transportation infrastructure as approved and allowed by the Illinois Department of Transportation.

~~**Projected Fund Balance –** Based on FY 2022 Estimated Operating Surplus (Deficit) $2,892,736 at 04/30/2022.~~

Suggested Minimum Fund Balance – The greater of $250,000 or three months of the current fiscal year's MFT revenue.

Suggested Maximum Fund Balance – This depends on our future needs based on our long-term Capital Improvement Program.

Source of Revenue – Motor Fuel Tax Allotments. Motor Fuel Tax Allotments are based on fuel taxes charged by the state and reapportioned to local municipalities on a per capita basis.

Traditional Areas of Expenditures – Road capital projects, street repairs and maintenance, street light repair, traffic light repair, right-of-way acquisition, road maintenance and drainage projects.

Other Possible Areas of Expenditures – Personnel Services and benefits, Street right of way (ROW) mowing and maintenance.

Future Needs – Ongoing.

Limitations - All projects must be approved by the Illinois Department of Transportation.

PARK~~S~~ DEVELOPMENT~~AND RECREATION~~ FUND (Fund 50)

Fund Type – Special Revenue – Used to account for revenue derived from local motor fuel tax,~~specific taxes and~~ developer park fees and other earmarked revenue sources.

Purpose – The Fund will be used for major park~~s~~ development~~and recreation~~ projects as approved by the Village Board. ~~and park facilities maintenance.~~

~~**Projected Fund Balance –** Based on FY 2022 Estimated Operating Surplus (Deficit) - $5,621,247 at 04/30/2022.~~

Suggested Minimum Fund Balance - This depends on the Village's future needs based on the long-term Parks and Recreation Capital Improvement Program.

Suggested Maximum Fund Balance – This depends on the Village's future needs based on the long-term Parks and Recreation Capital Improvement Program.

Source of Revenue – Developer's obligations - This revenue/improvement source is directly dependent upon the completion of existing and new housing developments. This source of revenue is dependent on available property and the housing development market. Local motor fuel tax and CMAQ grants are another source of revenue and Equity Transfers from other funds.

Traditional Areas of Expenditures – Development, improvements and maintenance of the Village's Park Properties. Expansion and maintenance of the Village's Heroes Trail system.

Future Needs – Continued local motor fuel tax revenue, developer fees and equity transfers to support ongoing park~~s~~ ~~and recreation~~ improvement projects. ~~and maintenance.~~

Limitations – Expenditures are limited to capital improvement projects involving the Village's parks and ~~recreation programs and maintenance of the park and~~ trail systems.

HOME RULE SALES TAX FUND (Fund 30)

Fund Type – Special Revenue – Used to account for revenue derived from specific taxes or other earmarked revenue sources.

Purpose – To account for the home rule sales tax revenue collections, debt repayment and fund equity transfers.

~~**Projected Fund Balance –** Based on FY 2022 Estimated Operating Surplus (Deficit) - $3,320,383 at 04/30/2022.~~

Suggested Minimum Fund Balance – Retain a 25% minimum of ~~25% the~~ annual home rule sales tax in fund balance.

Suggested Maximum Fund Balance – Retain a 50% maximum of ~~50% the~~ annual home rule sales tax in fund balance.

Source of Revenue – Home Rule Sales Tax and Investment Income.

Traditional Areas of Expenditures – Fund equity transfers and future debt repayment.

Future Needs – Home rule sales tax revenue stream to continue equity transfers for capital project funding and future debt repayment.

Limitations – Limited to fund equity transfers and future debt repayments.

CAPITAL PROJECTS FUND (Fund 70)

Fund Type – Capital Project – Capital Project Funds are used to account for major infrastructure repair, restoration and installation projects.

Purpose – Street improvement projects and the repair and maintenance of street intersections, street lighting, sidewalks and other related projects. Drainage and flooding mitigation improvements can also be paid ~~for~~ out of this fund.

~~**Projected Fund Balance –** Based on FY 2022 Estimated Operating Surplus (Deficit) - $4,947,905 at 04/30/2022.~~

Suggested Minimum Fund Balance – Undetermined.

Suggested Maximum Fund Balance – This depends on the Village's future needs based on the long-term Capital Improvement Program.

Source of Revenue – Equity ~~T~~transfers from General Fund and Home Rule Sales Tax Fund, grant income and letter of credit draws.

Traditional Areas of Expenditures – Repair and maintenance (streets, street lights, traffic signal and signs, traffic calming), street and intersection improvement projects and related engineering, park development and flooding mitigation improvements.

Future Needs – Street, sidewalk, and intersection improvements. A permanent, dedicated revenue source is needed to support ongoing infrastructure improvement projects.

Limitations - Expenditures (in excess of $100,000 and long-term in nature) should be related to infrastructure/transportation improvements, park development, drainage improvements, flooding mitigation improvements and storm water improvements.

~~EAB~~ TREE RESTORATION FUND (Fund 71)

Fund Type – Capital Project – Capital Project Funds are used to account for major infrastructure repair, restoration and installation projects.

Purpose – Remove and/or replace damaged trees~~. damaged by the emerald ash borer insect.~~

~~**Projected Fund Balance –** Based on FY 2022 Estimated Operating Surplus (Deficit) - $155,917 for FY 04/30/2022.~~

Suggested Minimum Fund Balance – N/A.

Suggested Maximum Fund Balance – N/A.

Source of Revenue – Fund transfers from General Fund and Capital Project Fund.

Traditional Areas of Expenditures – Arborist, public parkway tree removal and tree replacement.

Future Needs – As determined by the Village Board of Trustees.

Limitations – Expenditures should be related to ~~EAB affected~~ tree replacement.~~issues.~~

CAPITAL PROJECT- BOND FUNDED (Fund 72)

Fund Type – Capital Project – Capital Project Funds are used to account for major infrastructure repair, restoration and installation projects (funded from 2012 general obligation bond issue).

Purpose – Infrastructure improvement projects including the following: Bedford Park Water Transmission Line acquisition project; Drainage and flooding mitigation studies and improvements; Village costs related to IDOT'S 159th Street Improvement Project; and Fund Transfer for Heritage Park (Option D) project.

~~**Projected Fund Balance –** Based on FY 2022 Estimated Operating Surplus (Deficit) - $5,202,455 at 04/30/2022.~~

Suggested Minimum Fund Balance – Fund will expire with the complete spend down of bond proceeds.

Suggested Maximum Fund Balance – N/A

Source of Revenue – Bond (series 2012) proceeds, ~~$17,000,000,~~ ~~319~~ EPA 319 grant and investment income.

Traditional Areas of Expenditures – Infrastructure improvement projects including the following: Bedford Park Water Transmission Line acquisition project; Drainage and flooding mitigation studies and improvements; and Village costs related to IDOT'S 159th Street Improvement Project.~~.~~

Future Needs – Infrastructure improvements as determined by the board of trustees.

Limitations - Expenditures should be related to infrastructure improvement projects including the following: Northern Will County Water Agency expenditures~~Bedford Park Water Transmission Line acquisition project~~; Drainage and flooding mitigation studies and improvements.~~; and Village costs related to IDOT'S 159th Street Improvement Project. Funds may be loaned to Debt Service Fund to repay bond series 2012A, by Board Approval.~~

ARPA GRANT FUND (Fund 74) new fund for FY 2022.

Fund Type – Capital Project – Capital Project Funds are used to account for major infrastructure repair, restoration and installation projects.

Purpose – To account for American Rescue Plan Act (ARPA) qualified grant expenditures.

Projected Fund Balance – Based on FY 2022 Estimated Operating Surplus (Deficit) - $0 at 04/30/2022.

Suggested Minimum Fund Balance – Undetermined.

Suggested Maximum Fund Balance – This depends on the Village's future needs based on the long-term Capital Improvement Program.

Source of Revenue – $3.3 million Federal grant award received under ARPA.

Traditional Areas of Expenditures – ARPA qualified grant expenditures.

Limitations – ARPA Funds cannot be used for pension payments, debt service of litigation expenses.

Mayor & Village Board
Standard Operating Procedure – No. 002

Date Adopted: November 22, 2011
Date Last Revised: April 13, 2022

Mayor and Village Board Standard Operating Procedure No. 002, having been first adopted by the Mayor and Village Board on November 22, 2011, shall:

1. Be updated as changes are proposed.
2. Be administered by the Mayor and Village Manager; and
3. Serve as the Villages Account Fund Guidelines for the purpose of budgeting and financial planning.

Signed: _____ Date: February 11, 2026

THE VILLAGE'S ACCOUNTING FUND GUIDELINES

The Mayor and Village Board have hereby established **Accounting Fund Guidelines**. This SOP will serve as the **Village's Accounting Fund Guidelines** for the purpose of budgeting and financial planning. Guidelines are hereby established for each and every fund the Village utilizes in its budgeting process. Each individual fund guideline will include the following information:

Fund Purpose
Suggested Minimum Fund Balance
Suggested Maximum Fund Balance
Major Sources of Revenue
Traditional Areas of Expenditures
Expenditure Limitations

As with all Mayor and Village Board SOP's, the document shall be updated on an as needed basis.

GENERAL FUND (Fund 10)

Fund Type – General – The General Fund accounts for all revenue and expenditures of a governmental unit that are not accounted for in other funds.

Purpose – The General Fund serves to finance the Village's daily operations.

Suggested Minimum Fund Balance – The greater of $3,000,000 or three months of the current fiscal year's operating budget.

Suggested Maximum Fund Balance – The greater of $6,000,000 or six months of the current fiscal year's operating budget. Any amount over the maximum fund balance could be transferred to the Park Development Fund or Capital Project Fund, by Village Board approval.

Major Sources of Revenue – Sales Taxes, State Income Tax, Property Tax, Intergovernmental Reimbursements, Local Use Tax, Licenses, Fines, Franchise Fees, Gaming Tax, Home Rule Sales Tax Transfers, Other Fees and Development Revenue.

Traditional Areas of Expenditures – Personnel Services and Benefits, Commodities, Contractual Services, Repairs, Maintenance and Equipment and Capital Outlay.

Limitations – As recorded in the Illinois State Statutes governing the operations of home rule government.

SPECIAL EVENTS FUND (Fund 12)

Fund Type – General Fund - Restricted – General Funds (Restricted) are used to account for the accumulation of surpluses and/or deficits from the Village's community festival and other special events.

Purpose – To account for the Village community festival and other special events. The annual operating surplus and/or deficit will be set aside as restricted general fund balance for the purpose of offsetting future event costs.

Suggested Minimum Fund Balance – $75,000

Suggested Maximum Fund Balance – $150,000

Source of Revenue – Original transfer from Village General Fund and gross receipts, profits, from yearly special events and sponsorship program.

Traditional Areas of Expenditures – Traditional festival expenditures to include entertainment, carnival, fireworks, insurance, staff support liaison, other support payroll and other festival expenditures.

Future Needs – Continued festival surpluses to defray event costs.

Limitations – Limited to Village's Community Festival Event. Fund balance more than $150,000 could be transferred back into the Village's unreserved general fund balance, by Village Board approval.

ENVIRONMENT FUND (Fund 14)

Fund Type – General Fund - Restricted – General Funds (Restricted) are used to account for the environment related revenues and expenditures.

Purpose – To account for environmental revenues and expenditures. The annual operating surplus or deficit from environmental activities will be set aside as restricted general fund balance for the intent of offsetting future environmental initiatives.

Suggested Minimum Fund Balance – Undetermined.

Suggested Maximum Fund Balance – $60,000. Any amount over the maximum fund balance could be transferred to the General Fund, Park Development Fund, Tree Replacement Fund or Capital Project Fund, by Village Board approval.

Source of Revenue – Environmental surcharge fee from the refuse service provider.

Traditional Areas of Expenditures – Traditional environmental programming expenditures to include tree plantings, staff support liaison, environmental education, paper shredding/recycling events and household hazardous waste events, earth day ~ arbor day event, electronic recycling expenditures, environmental association memberships, stargazing events and watershed initiatives.

Future Needs – Continued surcharge to fund program expenses.

Limitations – Limited to Village environmental initiatives. Fund balance more than $60,000 could be transferred back into the Village's unreserved general fund balance or other capital project funds, by Village Board approval.

WATER MANAGEMENT FUND (Fund 16)

Fund Type – Enterprise (Business-type) – Enterprise Funds are used to account for business-type activities with the intent of it being a self-sufficient operation.

Purpose – To account for revenues and expense from sanitary sewer line.

Suggested Minimum Fund Balance – N/A.

Suggested Maximum Fund Balance – N/A.

Source of Revenue – Impact fees, tap-on fees and sanitary sewer user fees.

Traditional Areas of Expenditures – Sanitary sewer consumption expenses and sewer line repairs and maintenance.

Future Needs – As determined by the Village Board of Trustees.

Limitations – Revenues and Expenditures should be related to sanitary sewer activities.

MOTOR FUEL TAX FUND (Fund 20)

Fund Type – Special Revenue – Used to account for revenue derived from specific taxes or other earmarked revenue sources.

Purpose – The maintenance and construction of public transportation infrastructure as approved and allowed by the Illinois Department of Transportation.

Suggested Minimum Fund Balance – The greater of $250,000 or three months of the current fiscal year's MFT revenue.

Suggested Maximum Fund Balance – This depends on our future needs based on our long-term Capital Improvement Program.

Source of Revenue – Motor Fuel Tax Allotments. Motor Fuel Tax Allotments are based on fuel taxes charged by the state and reapportioned to local municipalities on a per capita basis.

Traditional Areas of Expenditures – Road capital projects, street repairs and maintenance, street light repair, traffic light repair, right-of-way acquisition, road maintenance and drainage projects.

Other Possible Areas of Expenditures – Personnel Services and benefits, Street right of way (ROW) mowing and maintenance.

Future Needs – Ongoing.

Limitations - All projects must be approved by the Illinois Department of Transportation.

PARK DEVELOPMENT FUND (Fund 50)

Fund Type – Special Revenue – Used to account for revenue derived from local motor fuel tax, developer park fees and other earmarked revenue sources.

Purpose – The Fund will be used for major park development projects as approved by the Village Board.

Suggested Minimum Fund Balance - This depends on the Village's future needs based on the long-term Parks and Recreation Capital Improvement Program.

Suggested Maximum Fund Balance – This depends on the Village's future needs based on the long-term Parks and Recreation Capital Improvement Program.

Source of Revenue – Developer's obligations - This revenue/improvement source is directly dependent upon the completion of existing and new housing developments. This source of revenue is dependent on available property and the housing development market. Local motor fuel tax and CMAQ grants are another source of revenue and Equity Transfers from other funds.

Traditional Areas of Expenditures – Development, improvements and maintenance of the Village's Park Properties. Expansion and maintenance of the Village's Heroes Trail system.

Future Needs – Continued local motor fuel tax revenue, developer fees and equity transfers to support ongoing park improvement projects.

Limitations – Expenditures are limited to capital improvement projects involving the Village's parks and trail systems.

HOME RULE SALES TAX FUND (Fund 30)

Fund Type – Special Revenue – Used to account for revenue derived from specific taxes or other earmarked revenue sources.

Purpose – To account for the home rule sales tax revenue collections, debt repayment and fund equity transfers.

Suggested Minimum Fund Balance – Retain a 25% minimum of annual home rule sales tax in fund balance.

Suggested Maximum Fund Balance – Retain a 50% maximum of annual home rule sales tax in fund balance.

Source of Revenue – Home Rule Sales Tax and Investment Income.

Traditional Areas of Expenditures – Fund equity transfers and future debt repayment.

Future Needs – Home rule sales tax revenue stream to continue equity transfers for capital project funding and future debt repayment.

Limitations – Limited to fund equity transfers and future debt repayments.

CAPITAL PROJECTS FUND (Fund 70)

Fund Type – Capital Project – Capital Project Funds are used to account for major infrastructure repair, restoration and installation projects.

Purpose – Street improvement projects and the repair and maintenance of street intersections, street lighting, sidewalks and other related projects. Drainage and flooding mitigation improvements can also be paid out of this fund.

Suggested Minimum Fund Balance – Undetermined.

Suggested Maximum Fund Balance – This depends on the Village's future needs based on the long-term Capital Improvement Program.

Source of Revenue – Equity transfers from General Fund and Home Rule Sales Tax Fund, grant income and letter of credit draws.

Traditional Areas of Expenditures – Repair and maintenance (streets, streetlights, traffic signals and signs, traffic calming), street and intersection improvement projects and related engineering, park development and flooding mitigation improvements.

Future Needs – Street, sidewalk, and intersection improvements. A permanent, dedicated revenue source is needed to support ongoing infrastructure improvement projects.

Limitations - Expenditures (in excess of $100,000 and long-term in nature) should be related to infrastructure/transportation improvements, park development, drainage improvements, flooding mitigation improvements and storm water improvements.

TREE RESTORATION FUND (Fund 71)

Fund Type – Capital Project – Capital Project Funds are used to account for major infrastructure repair, restoration and installation projects.

Purpose – Remove and/or replace damaged trees.

Suggested Minimum Fund Balance – N/A.

Suggested Maximum Fund Balance – N/A.

Source of Revenue – Fund transfers from General Fund and Capital Project Fund.

Traditional Areas of Expenditures – Arborist, public parkway tree removal and tree replacement.

Future Needs – As determined by the Village Board of Trustees.

Limitations – Expenditures should be related to tree replacement.

CAPITAL PROJECT- BOND FUNDED (Fund 72)

Fund Type – Capital Project – Capital Project Funds are used to account for major infrastructure repair, restoration and installation projects (funded from 2012 general obligation bond issue).

Purpose – Infrastructure improvement projects including the following: Bedford Park Water Transmission Line acquisition project; Drainage and flooding mitigation studies and improvements; Village costs related to IDOT'S 159th Street Improvement Project; and Fund Transfer for Heritage Park (Option D) project.

Suggested Minimum Fund Balance – Fund will expire with the complete spend down of bond proceeds.

Suggested Maximum Fund Balance – N/A

Source of Revenue – Bond (series 2012) proceeds, EPA 319 grant and investment income.

Traditional Areas of Expenditures – Infrastructure improvement projects including the following: Bedford Park Water Transmission Line acquisition project; Drainage and flooding mitigation studies and improvements; and Village costs related to IDOT'S 159th Street Improvement Project.

Future Needs – Infrastructure improvements as determined by the board of trustees.

Limitations - Expenditures should be related to infrastructure improvement projects including the following: Northern Will County Water Agency expenditures; Drainage and flooding mitigation studies and improvements.

AGENDA SUPPLEMENT SHEET

Agenda Item Number: K.8

Village Board Meeting Date: February 11, 2026

Committee Meeting Date: February 4, 2026 A&F

Item Title: **Consider a Motion to Approve the Payment for the Village of Homer Glen's 2026 Annual Membership dues from the Will County Governmental League in the amount of $24,609.45.**

Motion for Consideration: Is there a Motion to Approve the Payment for the Village of Homer Glen's 2026 Annual Membership dues from the Will County Governmental League in the amount of $24,609.45?

Committee Recommendation: The committee voted unanimously three (3) to zero (0) in favor or renewing our membership with the Will County Governmental League in the amount of $24,609.45.

Staff Contact: Assistant Finance Director Lisa Kopas

Background Information: The Will County Governmental League (WCGL) is a non-profit organization that assists municipalities in maintaining and improving services, assisting with important legislation, transportation, public works, and intergovernmental relations.

One of the main functions of the Will County Governmental League is to identify and analyze legislation as well as state and federal agency rules that impact Will County municipalities and the well-being of Will County residents and employers. They provide opportunities for all members to come together with community and business leaders to build and enhance relationships.

Budget Implications: These membership dues are a 2026 budgeted item.

Attachments: WCGL Invoice for 2026

Will County Governmental League
15905 S. Frederick Street
Suite 107
Plainfield, IL 60586

INVOICE

Date	Invoice #
1/7/2026	2026-1074

Bill To

Village of Homer Glen
Attn: Gina Spino
14240 W. 151st Street
Homer Glen, IL 60491

Contact Us:

Phone # 815-254-7700 x102
E-mail: info@wcgl.org

	Due Date
	2/6/2026

Description	Qty	Price Each	Amount
2026 Membership Dues	1	24,609.45	24,609.45

- Only Municipal Member funds are used for administrative costs for the WCGL. (these costs include lobbying expenses)
- Non-municipal members (Corporate Partners, Supporting, Legislative, Governmental & non-supporting members) fund are NOT USED for these purposes.

Please note - NEW MEMBERSHIPS WILL NOT BE ACTIVE UNTIL DUES ARE PAID IN FULL.

Total	$24,609.45
Payments/Credits	$0.00
Balance Due	**$24,609.45**

AGENDA SUPPLEMENT SHEET

Agenda Item Number: K.9

Village Board Meeting Date: February 11. 2026

Committee Meeting Date: February 4, 2026, A&F

Item Title: **Consider for Approval the quote for an IT Security Services annual contract with Field Effect in the amount of $10,260.00.**

Motion for Consideration: Is there a Motion to Approve the quote from Field Effect for an annual contract for IT Services in the amount of $10,260.00?

Committee Recommendation: The committee voted unanimously three (3) to zero (0) to approve the annual contract with in the amount of $10,260.00.

Staff Contact: IT Technician, Dan Nolan

Background Information: Cyberattacks on government agencies are becoming more common and more complex every year. Our organization has some substantial gaps when it comes to cybersecurity. The first, and most important step, in solidifying our environment is to add a quality MDR (Managed detection and response) solution to our toolset. After researching several options, it has been determined that the best fit for Homer Glen will be Field Effect MDR Complete. Field Effect provides comprehensive, 24/7, managed detection and response tailored for public sector entities to combat ransomware and sophisticated cyber threats. It integrates endpoint, network, and cloud security with expert human analysis to deliver prioritized, actionable threat intelligence.

Why Field Effect?

Holistic, No-Gap Coverage: Unlike tools focused only on endpoints, this solution monitors the entire IT infrastructure, including our endpoints, network (including DNS firewall), M365, and the external attack surface (dark web monitoring), to prevent, detect, and respond to threats.

Reduced Noise (AROs): Instead of overwhelming, low-priority alerts, Field Effect provides AROs, which are clear, actionable, and prioritized insights that tell users exactly how to remediate risks, even if they lack deep security expertise.

Proactive Risk Management: It focuses on reducing the attack surface by identifying vulnerabilities like misconfigurations, unpatched software, and Shadow IT, preventing breaches before they occur.

Expert-Led Security: The platform is supported by an elite team of security analysts, often former national intelligence and defense experts, who validate alerts and hunt for threats 24/7.

Compliance Support: The platform will aid in getting us NIST SP 800-171 compliant and make sure if there is a breach our insurance will cover it.

Cost-Effective**:** Designed for organizations needing enterprise-grade protection without high overhead.

Attachments: Attached are the quotes directly from Field Effect and one of their partners, Clutch Solutions, for 40 seats of MDR Complete. (40 seats based on the number of Office 365 G3 GCC licenses we have available)

Budget Implications: This project has been budgeted under line item 10-92-60-206

Field Effect Security Inc.

207-825 Exhibition Way
Ottawa ON K1S 5J3
Canada
+1 (800) 299-8986

Quote

Q-16737

January 19, 2026

The Village of Homer Glen
14240 W 151st St
Homer Glen 60491
United States of America

Effective Date	February 01, 2026
Contract End Date	January 31, 2027
Term	12 Months

FIELD EFFECT PRODUCT/SERVICES

PRODUCT SKU	DESCRIPTION	CHARGE	MSRP	QTY	RATE	ANNUAL TOTAL
FE-MDR-CMP	MDR Complete Users	Annual	$285.00	40	$256.50	$10,260.00

ONE-TIME CHARGES

PRODUCT SKU	DESCRIPTION	CHARGE	MSRP	QTY	RATE	TOTAL
FE-COM-1-OTC	Compact 1 Appliance- One-time charge	One-Time	$799.00	1	$799.00	$799.00

Total Annual Charge (USD)	$10,260.00
Total One-Time Charge (USD)	$799.00

Quote Expiry Date: February 18, 2026

Upon acceptance of this Quote by customer/partner, Field Effect will issue an Order Form for signature. Upon signature of the Order Form by both parties, the Order Form and the Field Effect Terms of Service: https://fieldeffect.com/terms-service will form a binding contract between the parties.

2152 S Vineyard Ave
Bld. 1, Ste 102
Mesa, AZ 85210
www.clutchsolutions.com

Quotation

Quote #	76581
Terms	NET 30
Contact	Dan Nolan dnolan@homerglenil.org (708) 301-0632
Quote Date	1/26/2026
Expires	2/25/2026

Sales Rep: Steve Kaus
steve.kaus@clutchsolutions.com
p. 480-999-4397

Customer
Village of Homer Glen
Dan Nolan
14240 W 151st St
Homer Glen, IL 60491
dnolan@homerglenil.org

Bill To
Village of Homer Glen
Accounts Payable
14240 W 151st St
Homer Glen, IL 60491

Ship To
Village of Homer Glen
14240 W 151st St
Homer Glen, IL 60491

Description	Customer PO	Contract	Ship Via
Tax Exempt - Field Effect (1 year)			FedEX Ground

Item	Mfg	Part #	Qty	Description	Price	Extended Price
1	Field Effect Security Inc.	FE-MDR-CMP	40	DR Complete Users (Annual Charges)	$254.00	$10,160.00
2	Field Effect Security Inc.	E-COM-1-OTC	1	Compact 1 Appliance (One-Time Charge)	$889.00	$889.00
3				Tax Exempt Certificate Required before we can process your order without sales taxes		

Sub Total:	$11,049.00
Shipping and Handling:	$0.00
Tax Rate: (0.000000)	$0.00
Total	**$11,049.00**

Clutch Solutions and its divisions are a Recognized Native Minority Business Enterprise (MBE) with National Minority Supplier Development Council (NMSDC) and a Proud Valued TRIBALHUB member with the TribalHub divisions.

ACH Payment Info:
BMO Bank NA
Account Number: 2108769
Routing Number: 071000288

TAX ID: 82-1692602

By ordering through Clutch Solutions you agree to our standard terms and conditions available at:
https://clutchsolutions.com/terms-and-conditions/

Return Policy: All returns must be requested within 30 days of receipt and are subject to manufacturer approval. No refunds after 30 days.

If you are granted "Net-##" payment terms, you agree that if you are late paying your invoice, a 1.5% finance charge or the maximum charge permitted by law may be assessed against all accounts with past due balances. You agree to pay all the company's reasonable attorney's fees and all collection agency fees incurred in the collection of any amount owed thereunder and not paid when due.

AGENDA SUPPLEMENT SHEET

Agenda Item Number: K.10

Village Board Meeting Date: February 11, 2026

Committee Meeting Date: February 4, 2026 A&F

Item Title: **Consider for Approval Resolution No. 26-003, a Resolution to Establish a Volunteer and Community Service Program for the Village of Homer Glen.**

Motion for Consideration: Is there a Motion to Approve Resolution No. 26-003, a Resolution to Establish a Volunteer and Community Service Program for the Village of Homer Glen?

Committee Recommendation: The committee voted unanimously to approve a resolution to establish a volunteer program with a three (3) to zero (0) vote.

Staff Contact: Village Manager Joe Baber and Assistant to the Village Manager, Gia Cassin

Background Information:
The Village often requires the need for volunteers to help us to achieve successful events. We also receive a fair number of inquiries from community members asking for opportunities to volunteer and work off service hours.

Up until now, the Village has been managing these volunteering initiatives through various staffed departments, but we would like to establish a centralized process with one primary point of contact, coordinated through the various departments or committee event liaisons, so that it takes the responsibility off of the committee and department heads to have to manage volunteers in conjunction with their event. Also, this will provide a simpler, more streamlined process for our residents.

The goal would be for all the volunteering/community service hours to take place either ONLY during business hours or for the duration of an event. If community service hours require signing off, the coordinator will be able to sign off for the participant.

If approved, the program would take effect after all final reviews by legal have been completed. Information will be published on the website and via social media to both direct and encourage community participation. This program will be managed by Assistant to the Village Manager, Gia Cassin, under the direction of Village Manager, Joe Baber.

Attachments:
1. Resolution; 2. Application

Budget Implications: None

THE VILLAGE OF HOMER GLEN
WILL COUNTY, ILLINOIS

RESOLUTION
NUMBER 26-003

A RESOLUTION ESTABLISHING A VOLUNTEER AND COMMUNITY SERVICE PROGRAM FOR THE VILLAGE OF HOMER GLEN

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 on 02/11/2026

A RESOLUTION ESTABLISHING A VOLUNTEER AND COMMUNITY SERVICE PROGRAM FOR THE VILLAGE OF HOMER GLEN

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 a government and affairs including the power and authority to contract and be contracted with; and

WHEREAS, the Village seeks to establish an organized volunteer and community service program that is open to residents of our community, schools and community groups, and those having community service hours imposed upon them as a result of the Village of Homer Glen's adjudication process and;

WHEREAS the Village is requiring the applicants to put in the volunteer/participation time during Village sponsored events and or during the Village work hours only, and;

WHEREAS, the Corporate Authorities and the Village Manager have considered and reviewed the application attached as Exhibit A and find the same to be in the best interests of the Village**.**

NOW THEREFORE, BE IT RESOLVED by the Village President and Village Board of Trustees of the Village of Homer Glen, Will County, Illinois, as follows:

SECTION 1: RECITALS – the foregoing recitals are hereby incorporated into this Resolution as if full set forth herein.

SECTION 2: AUTHORIZATION TO EXECUTE AND ACT IN ACCORDANCE WITH AGREEMENT. The Village Board of Trustees does accept the program as outlined.

DRAFT

SECTION 3: EFFECTIVE DATE - This Resolution shall be in full force and effect from and after its passage, approval and publication as required by law.

[*Remainder of Page Intentionally Left Blank*]

DRAFT

ADOPTED by the Village President and Village Board of Trustees of the Village of Homer Glen, Will County, Illinois this 11th day of February, 2026 pursuant to a roll call vote as follows:

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

APPROVED by the Village President on February 11, 2026.

_____
Christina Neitzke-Troike
Village President

ATTEST:

_____
Candice Bielski
Village Clerk

DRAFT

EXHIBIT A

DRAFT

Village of Homer Glen

PARTICIPANT AGREEMENT, WAIVER AND RELEASE FORM

THIS FORM MUST BE COMPLETED BEFORE ANY PARTICIPATION WILL BE ALLOWED

Participant's Name _____ Date of Birth___ /____ /_____

Address _____ City_____

State _____ Zip _____

Gender (circle one) M F Age_____ Email_____
Phone_____

Emergency Contact Name _____

Relationship to Participant _____ Phone _____

AGREEMENT, WAIVER AND RELEASE

In consideration of being permitted by the Village of Homer Glen to perform community service for the Village of Homer Glen, and/or participate in activities at Village of Homer Glen Parks and facilities, (hereinafter referred to collectively as "community activities"), I hereby waive, release and discharge any and all claims for damage for personal injury, death or property damage which I may have, or which may hereafter accrue to me, as a result of my performance of, and/or participation in said community activities. This release is intended to discharge the Village of Homer Glen, its officers, officials, employees, and agents, from any and all liability arising out of or connected in any way with my performance of and/or participation in community activities, even though liability may arise from the negligence or carelessness of the Village of Homer Glen, its officers, officials, employees and agents. It is understood that the community activities such as the ones I will be performing and/or participating in, involve an element of risk and danger of accidents, injury and harm, and knowing those risks, I hereby assume those risks. It is further agreed that this waiver, release and assumption of risk is to be binding on my heirs and assigns. I agree to defend, indemnify and to hold harmless, the Village of Homer Glen, its officials, officers, employees and agents, (hereinafter referred to collectively as "Indemnitees"), from any loss, liability, damage, cost or expense which they may incur as the result of my death or any injury or property damage that I may sustain while performing and/or participation in community activities. I understand that by performing and/or participating in said community activities, I consent to photo images taken by the Village of Homer Glen staff to be used in any or all Village of Homer Glen publications and websites.

CONSENT OF PARENT/GUARDIAN

I am the parent or legal guardian of the Participant listed above. I hereby consent that the participant may perform and/or participate in the community activities and I hereby execute the Agreement, Waiver and Release on his/her behalf. I hereby affirmatively state and represent that the said Participant is physically able to perform and/or participate in the community activities, and agree to indemnify, defend and hold harmless the Indemnitees from any loss, liability, damages, costs, fees or expenses, including but not

DRAFT

limited to attorneys' fees, that they may incur as result of the death or any injury or property damage that said Participant may sustain while participating in the community activities.

I HAVE CAREFULLY READ THIS AGREEMENT, WAIVER AND RELEASE AND FULLY UNDERSTAND ITS CONTENTS. I AM AWARE THAT THIS IS A RELEASE OF LIABILITY AND A BINDING CONTRACT BETWEEN MYSELF AND THE VILLAGE OF HOMER GLEN AND I SIGN IT OF MY OWN FREE WILL. I HAVE BEEN AFFORDED AN OPPORTUNITY TO REVIEW WITH MY LEGAL COUNSEL.

Print Name _____ Signature _____

Relationship_____ Date _____

DRAFT

AGENDA SUPPLEMENT SHEET

Agenda Item Number:	**L.1**
Village Board Meeting Dates:	**February 11, 2026**
Committee Meeting Date:	**NA**

Item Title: Consider for Approval the Mayor's Appointment of Carly Bos to the Ability Awareness Committee.

Motion: Is there a motion to approve the Mayor's Appointment of Carly Bos to the Ability Awareness Committee?

Staff Contact: Penny Richards, Administrative Assistant, AAC Staff Liaison

Background Information

The Ability Awareness Committee seeks to explore and develop partnerships with non-profit organizations, businesses, municipalities, school districts and special recreation districts to increase educational and recreational assistance for residents. This committee works together to expand inclusivity, plan activities and events and works with the Village regarding regulations for signage.

Carly Bos:

Carly Bos is a Homer Glen resident and a mother of 4, whose oldest child has special needs. Her education regarding those needs has led her to become quite passionate in seeking a committee where she can share her experience and knowledge. Carly also shares information on her podcast that make her a valuable asset to the committee. She says her son has inspired her to go deep and keep going strong.

Budget Implications: None.

AGENDA SUPPLEMENT SHEET

Agenda Item Number:	**L.2**
Village Board Meeting Dates:	**February 11, 2026**
Committee Meeting Date:	**NA**

Item Title: Consider for Approval the Mayor's Appointment of Beth Mitchell to the Ability Awareness Committee.

Motion: Is there a motion to approve the Mayor's Appointment of Beth Mitchell to the Ability Awareness Committee?

Staff Contact: Penny Richards, Administrative Assistant, AAC Staff Liaison

Background Information

The Ability Awareness Committee seeks to explore and develop partnerships with non-profit organizations, businesses, municipalities, school districts and special recreation districts to increase educational and recreational assistance for residents. This committee works together to expand inclusivity, plan activities and events and works with the Village regarding regulations for signage.

Beth Mitchell:

Beth Mitchell is a Homer Glen resident looking to give back to the community she lives in. Beth's interest in the Ability Awareness Committee stems from seeing how passionate her mother speaks of being on the Committee herself. Beth is a reflection of good wanting to do good. She has previously participated in events with the Committee and is considered to be a valuable addition.

Budget Implications: None.

AGENDA SUPPLEMENT SHEET

Agenda Item Number:	**L.3**
Village Board Meeting Dates:	**February 11, 2026**
Committee Meeting Date:	**NA**

Item Title: Consider for Approval the Mayor's Appointment of Trustee Schaller to the Environment Committee.

Motion: Is there a motion to approve the Mayor's Appointment of Trustee Shaller to the Environment Committee?

Staff Contact: Gia Cassin, Assistant to the Village Manager

Background Information

The Environment Committee supports and promotes the Community and Nature in Harmony village motto through various initiatives and events throughout each year. It is a committee founded on and led by like-minded people with the common goal of preserving, protecting and celebrating the beauty in nature.

The mayor is pleased to announce the appointment of Trustee Schaller to the Environment Committee. Trustee Schaller has been a resident of the Village since 2012. He is a dedicated public servant with 28 years of law enforcement behind him. He is committed to preserving Homer Glen's rural charm and works tirelessly to address resident concerns and improve the overall quality of life for everyone in Homer Glen.

Budget Implications: None.

HOMER GLEN

AGENDA SUPPLEMENT SHEET

Agenda Item Number: L.4

Village Board Meeting Date: February 11, 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 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). A *draft* of 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 draft meeting minutes from January 15, 2026.

Public Comment

Several residents spoke regarding this project during the public hearing on January 15, 2026. The draft 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 a 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 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 signs permitted. (§220-1005);

Conformance with other Village Regulations

Exterior Construction Standards (Chapter 75, Article II): (Chapter 75, Article II): The Exterior Construction Standards do 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 do 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.

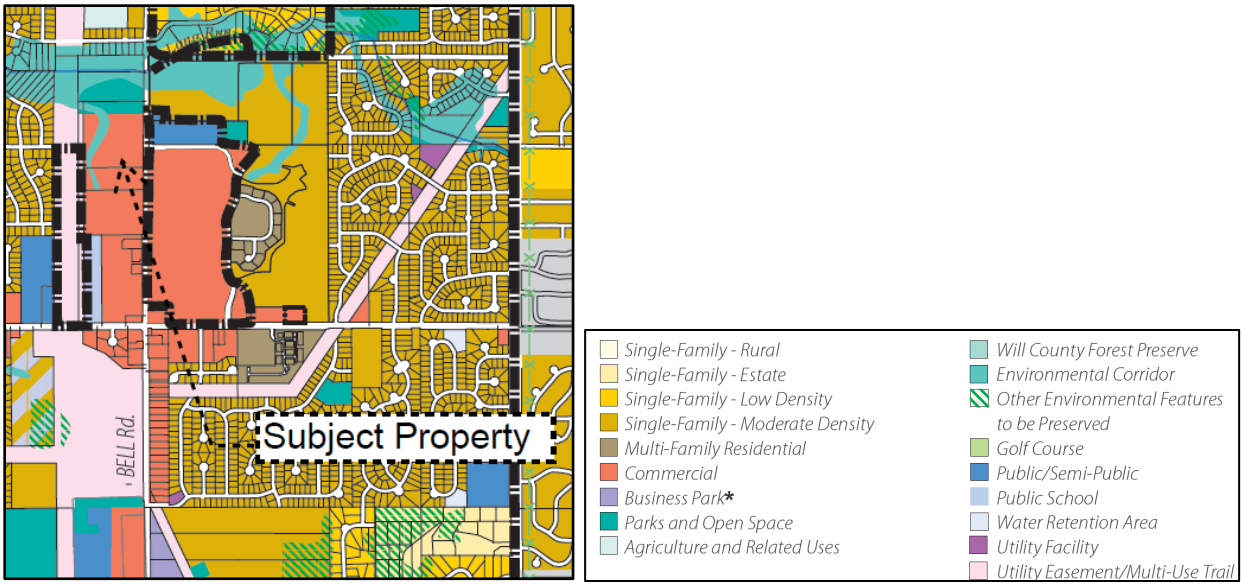
Subdivision & Stormwater (Chapter 138, Article I): (Chapter 138, Article I): The Subdivision regulations do not apply to this request as the property was formerly subdivided and the Final Plat was recorded in January 2025. The Stormwater regulations do apply to this request. Final engineering was reviewed 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 #3).

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 applicant has responded to each of the 10 findings of fact for each of the 5 special use permits requested. These responses have been attached to this report.

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. Standards for Major Change to PUD, prepared by applicant 1.7.25
7. Standards for Special Use Permits, prepared by applicant 1.7.25
8. Plan Commission meeting minutes excerpt, September 21, 2023
9. Village Board meeting minutes excerpt, October 11, 2023
10. Plan Commission *draft* meeting minutes excerpt, January 15, 2026
11. Environmental Impact Statement, received 12.11.25
12. Traffic Study prepared by KLOA, received 8.30.23
13. Proposed menu for Scali's Beef
14. 3D Renderings of buildings, prepared by applicant (inaccurate, refer to scaled building elevation drawings for accuracy)
15. Final Engineering Plans, received 11.25.25
16. Landscape Plan, received 1.23.26
17. Autoturn Exhibits for Fire Department, Delivery Vehicles and Fueling Trucks, received 9.13.23
18. Floorplans for Convenience Store and Car Wash buildings, received 7.26.23
19. Building Elevations for Convenience Store and Car Wash, received 7.26.23
20. Elevations for Gas Station Pump Canopy, received 1.9.26
21. Sign Plan, received 11.25.25
22. Photometric Plan, received 1.7.26

THE VILLAGE OF HOMER GLEN
WILL COUNTY, ILLINOIS

ORDINANCE
NUMBER 25-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]

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

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

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. 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 of fact 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, made findings of fact which are incorporated into the record of its proceedings which are attached hereto as Exhibit B, and 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,

WHEREAS, the Village President and Board of Trustees carefully considered public commentary, the recommendations of the Plan Commission, the Village's staff report, the applicant's submittals, and the exhibits and testimony provided at the public hearing, all of which are incorporated into the record of its proceedings; and,

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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, and within the Plan Commission's findings as set forth in Exhibit B, are incorporated by reference as if fully set forth herein, and are expressly adopted as recitals and factual findings of the Village Board.

Section 2. 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:

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

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

Section 3.1. Conditions. The conditional approvals in Sections 2 and 3 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;
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 4. 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 5. 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.

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Section 6. Effective Date. This Ordinance shall be in full force and effect from and after its passage and approval.

Section 7. 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 11th 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				

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APPROVED by the Village President on February 11, 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.

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);*

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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.*

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.

Commissioner Stanley made a motion to adopt the applicant's findings as the findings of the Plan Commission, seconded by Commissioner McGary. The motion carried 5-0.

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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

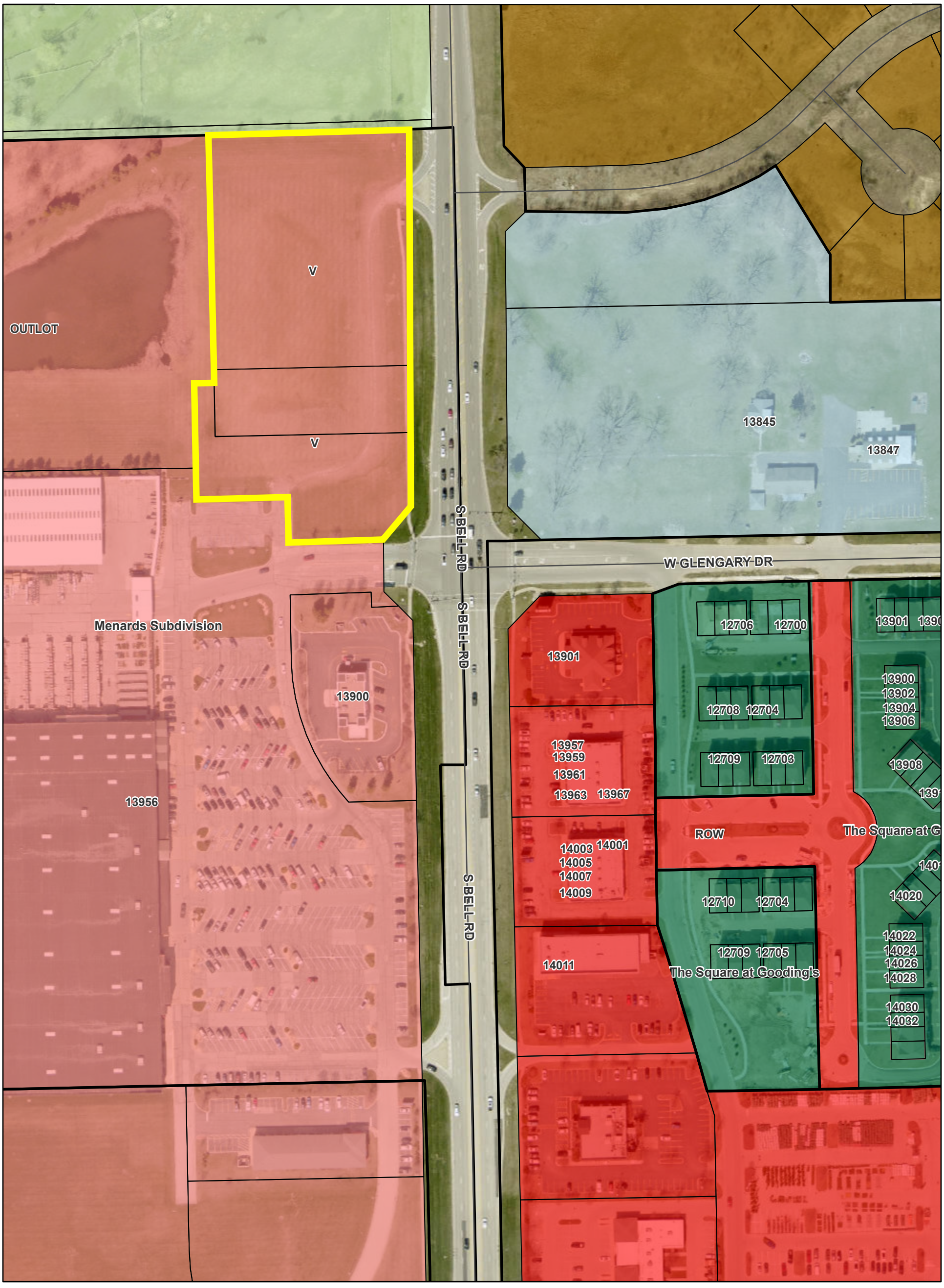
ATTACHMENT 3

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: 10.00
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.= 700.00'
700.00'
SET IRON ROD AT CORNER
SOUTH LINE OF THE N. 100.00' OF LOT 4
MEAS.= S89°11'46"W MEAS.= 297.27'
LOT 4 IN MENARD'S SUBDIVISION
P.I.N.: 05-02-213-003
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 39.33'
N01°24'16"W 10.00'
S88°35'44"W 32.44'
N01°24'16"W 74.50'
N01°24'16"W 190.94'
7.00'
29.63'
DRAINAGE EASEMENT HEREBY GRANTED
101.00'
59.96'
SIGN EASEMENT PER DOC. NO. R2023005475
5' PRIVATE UTILITY EASEMENT PER DOC. NO. R2023005475
35.00'
40.00'
SET IRON ROD AT CORNER
REC. & MEAS.= 453.06'
R2003-129703
HERETOFORE DEDICATED FOR ROADWAY PER DOCUMENT NO. 9338361
BELL ROAD
EAST LINE OF THE NORTHEAST 1/4 OF SECTION 2-36-11
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
21.15'
SIGN EASEMENT PER DOC. NO. R2023005475
N88°04'32"E 36.78'
21.41'
42.20'
63.0'
S43°39'45"W
N01°55'08"W 15.00'
21.51'
S88°04'52"W

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

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

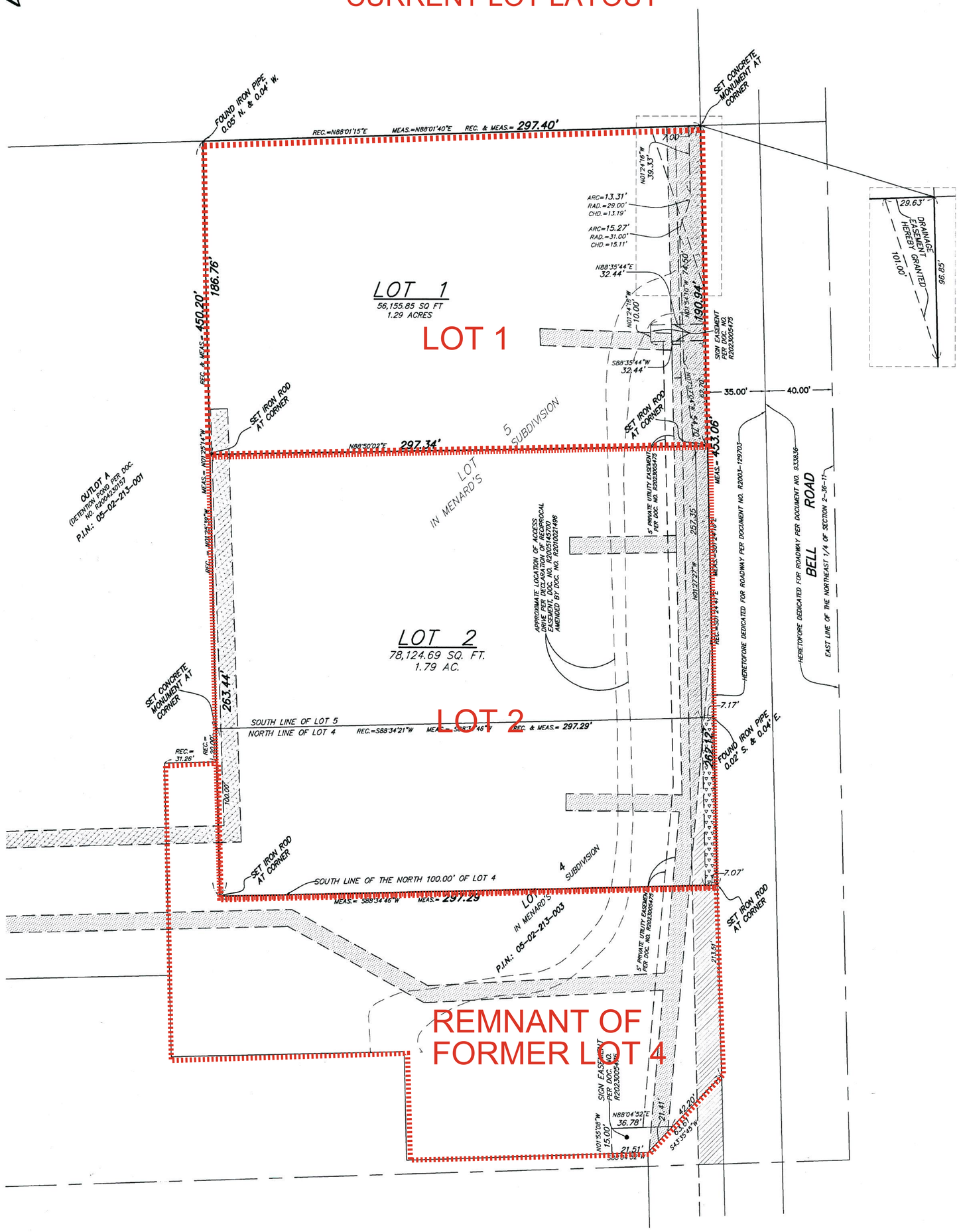
FINAL PLAT OF
RESUBDIVISION OF LOT 5 IN MENARD'S SUBDIVISION

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: 10.00
PAGES: 3
JAD

CURRENT LOT LAYOUT



LEGEND

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- EASEMENT FOR WATER MAIN PER DOCUMENT NO. R2010050936
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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

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

SPECIAL USE STANDARDS (PLANNED DEVELOPMENT-MAJOR CHANGE)
(DECEMBER 11, 2025 REVISION)

Applicant restates the findings and support provided before the Village's adoption of Ordinance Nos. 22-038 and 23-062. It also notes that the car wash findings should remain unaffected by the proposal of a service station on Lot 2. Section 220-1209D of the Code of the Village of Homer Glen states the required standards for making findings of fact for a special use (and any amendments thereto). Applicant incorporates the special use standards narrative, project description, environmental statement, and market and operations statement. Applicant meets the standards with respect to the major change proposed.

On September 14, 2022, the Village Board approved Ordinance No. 22-038 which granted, in part, a special use permit for a major amendment to the Menards planned unit development with exceptions, special use permits for a car wash and a drive-through establishment, site plan approval and a variance from exterior construction standards. Ordinance No. 22-038 also approved a preliminary plat of subdivision. The Village Board also approved the requested major change via Ordinance No. 23-062, but it requires reauthorization. Applicant's final plat of subdivision was recorded in January 2025. It continues plans for the modem car wash and for the drive-through. Applicant continues plans for work on Lot 4 related to the access road and grading and slightly alters plans for signage on Lot 4.

Applicant proposes a two-lot planned unit development that includes a car wash on Lot 1 and a gasoline service station, convenience store and a restaurant with a drive-through on Lot 2 of land formerly known as Lot 5 in Menards Subdivision and the north 100 feet of Lot 4 in the same subdivision. Lot 2 will have 24-hour operations. The application contemplates special use approvals for the service station and amended drive-through operation with exceptions that are slightly different than those approved under Ordinance No. 22-038 (and identical to those within Ordinance No. 23-062). The proposed site plan and landscape plan substantially conform to the general design principles reflected in the plans approved by in the prior entitlement which is now supported by a final engineering set which is part of the application.

The project involves a further amendment to the final governing documents of an approved planned development. Applicant meets the requirements of Section 220-1209D of the Code of the Village of Homer Glen. Applicant meets the standards and findings necessary for a special use planned development (and any amendments thereto). Applicant meets the standards with respect to both the service station, drive-through, car wash and 24-hour operations on Lot 2. (See Special Use Standards narrative which is incorporated herein by this reference.) The overall planned development meets the standards of Section 220-1209D as follows:

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.*** 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.

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, the character of the neighborhood, or other matters affecting the public health, safety and welfare of the community.*** 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.

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.*** 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 compliment 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.

4. ***The proposed use at the particular location is desirable to provide a service or facility in the interest of public convenience and the gain to the public and all or a part of the community exceeds the hardship imposed upon the property owner.*** 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 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.

5. ***The proposed special 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.*** 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.

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.*** 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.

7. ***The exterior architectural appeal and functional plan of any proposed structure will not be so at variance with either the exterior architectural appeal and functional plan of the structures already constructed, or in the course of construction in the immediate neighborhood or the character of the applicable district, as to cause a substantial depreciation in the property values within the neighborhood.*** 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.

8. ***Adequate utilities, access roads, drainage and slash or necessary facilities have been or are being provided.*** 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.

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

10. ***The proposed use, at its location, meets the location, goals and objectives of the Village's Comprehensive Plan and is in general accord with the guidelines of the Plan.*** 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.

PLANNED UNIT DEVELOPMENT EXCEPTIONS

Applicant has proceeded before the Village Board on two occasions in order to move this modification forward. Each time, the Village was comfortable with the various planned unit development exceptions. There has been no change to the plans since the last Village Board review. Physical constraints did not lead to delays in the completion of work on the development. The exceptions previously granted within the modification were sufficient to allow a reasonable development while adhering to the purpose and intent of the Zoning Ordinance.

The village is authorized to engage in adjustments to the Zoning Ordinance through exceptions to the applicable bulk regulations within the boundaries of the planned unit development. These bulk regulations include, but are not limited to, lot area, width, depth, height, planning for yards, building separation and the size of accessory structures including signs and sign panels. The findings necessary when approving planned development exceptions appear in section 220-904(B).

The exceptions are solely for the purpose of promoting an efficient and coordinated site plan no less beneficial to the residents or occupants of the development, as well as the neighboring property, then would be obtained under the bulk regulations of this chapter for buildings developed on separate zoning lots. The exceptions include the following:

1. From Section 220-807, to continue the approved access drive and allow for the new shared interior drive serving two lots, which extends across required interior yards of Lots 1 and 2, and serves the purpose of avoiding excessive paved area, wasted land area and pursuit of a plan that is incongruous with planning for the Menards Subdivision;

2. From Table 2B, 2:7, to allow the car wash and new retail building to be located closer to the shared lot line between Lot 1 and Lot 2 in furtherance of a development that features a large open space area to the north on Lot 1 and open space to the south on Lot 2, all of which allows better building separation and more perimeter open space;

3. From Table 2B, 2:7, to allow lot coverage in excess of 65% within each resulting subdivided lot as reflected in the plan submitted with the application, including the final engineering plans, which is consistent with lot coverage planning for the overall planned unit development within the Menards Subdivision;

4. From Table 2B, 2:7, to allow a 19-foot tall pump island canopy;

5. From Table 2B, 2:8, to continue the long-standing 20-foot landscaped front yard along Bell Road adjacent to the planned access road with efficient use of parking along the drive that is consistent with the remainder of the Menard Subdivision;

6. From Section 220-1002(F), to permit parking spaces that are six inches shorter (19 feet deep) in order to continue the approved access drive and allowing consistency in parking design across the development site and landscaping and an area for loading even though most uses of this type do not require a loading space;

7. From Section 220-1002(H)(8), to allow the continued use of parking in the front yard along the approved access drive which has been planned since development across the front yard in the existing improved areas in the Menard Subdivision;

8. From Table B(4), to allow adequate signage for the development and individual tenants as follows:

    a. To allow additional wall signs on the north and south walls of the car wash;
    b. To allow additional wall sign area on the entire car wash, which has exceptionally limited building frontage and requires more signage;
    c. To allow additional overall wall signage on the Lot 2 building in light of the effort to maintain visibility;
    d. To allow signage as depicted on the pump islands' canopy (including two canopy signs on the east elevation of the canopy);
    e. To allow trade dress branding directions instructions, video panels and viewing screens at and near each pump station;
    f. To allow two ground signs, one of which will be situated on the remainder of Lot 4 according to plans that have long existed for ground signs at the southeast corner of Lot 4 that will serve businesses other than Menards which has its primary sign on the opposite corner of the main intersection of Glengary Drive and Bell Road; and
    g. To otherwise approve the sign package, including use of signs reserve for Lot 4 by one or more users of Lot 1 and Lot 2.

9. From Table B(4) In order to allow placement of the Southerly monument sign closer than 10 feet to the interior Southern lot line at the entrance (Menards and staff will still review this matter during permitting).

Each of the above exceptions has a legal and practical foundation tied to development of an efficient and coordinated site plan with resulting land improvements that respect the needs of the businesses on Lot 1 and Lot 2, the businesses already existing in Menards Subdivision, and the prerogatives of neighbors and visitors to the subject property. None of the relief imposes any bulk or other development burdens on neighbors. Indeed, the relief sought serves to maintain and improve traffic flow, wayfinding, and the appearance of a successful business district in the Bell Road corridor.

The planned development with exceptions provides amenities above and beyond the minimum requirements, such as outstanding design and architecture, the quantity and quality of open space and landscaping, or other features. As noted above, several of the adjustments are intended to internalize planning for drive aisles and parking and to afford applicant the opportunity to maintain a consistent landscape yard along Bell Road, increase open space north

of the car wash on Lot 1, karma and increase open space south of the development area on Lot 2. The result is a project with better open space and substantial landscaping beyond that which is required by ordinance. The placement of the buildings also preserves views across the Menard Subdivision to the recently redeveloped Arby's drive-through restaurant and the Menards operation. Notably, all perimeter yard planning remains as contemplated by the Village since 2004 and through each redevelopment phase within the Menard Subdivision. Modification allows for unified onsite and offsite access and signage. Lastly, the various deviations to parking design allow for a landscape island between the access road and the pump islands that serves the Village's interest in avoiding traffic for gas customers that include trucks with semi-trailers and this island will soften the site and provide an improved westerly view from Bell Road.

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

SPECIAL USE PERMIT STANDARDS (JANUARY 7, 2026 REVISION)
(CAR WASH, SERVICE STATION, DRIVE-THROUGH, 24 HOUR OPERATIONS)

Applicant restates the findings and support provided before the Village's adoption of Ordinance Nos. 22-038 and 23-062. It also notes that the findings concerning the car wash (Lot 1, north) should remain unaffected by the proposal of a service station on southerly Lot 2. The service station proposal improves the car wash's functionality by allowing the elimination of parking spaces at the stacking entrance and by eliminating parking on the west line of the access road. Section 220-1209D of the Village of Homer Glen Zoning Ordinance states the required standards for making findings of fact for a special use (and any amendments thereto). Applicant meets the standards with respect to the service station, hours of operation (new since the last approval) and the restaurant offering a drive through.

This return visit to the hearing and approval process should add confidence in plans for construction planned to begin in early Spring 2026. Final platting of the approved subdivision occurred in 2025. Among other things, the approved plat includes the form of the two-lot planned unit development modification and the sign easement for the shared sign at the northwest corner of the main entrance. Menard, Inc. and Applicant recorded an easement relating to the shared signs among other matters. Final engineering plans were provided to the Village before and after platting. No material change to plans approved at zoning were necessary.

As noted in the project description, there were some new staff requests in December 2025, which is confirmation that what amounts to a fourth review of the project occurred prior to hearing. One significant comment about lighting on the north line of Lot 1 was resolved once staff confirmed a narrow buffer parcel (owned by Menard, Inc.) was situated in the C-2 zoning district and not zoned A-1 Agricultural. Additionally, while a building permit was not fully applied for or obtained in 2025, the Applicant proceeded with Village civil engineering review for permitting (full engineering set provided with application, photometrics near access road updated per staff request and provided this same date). For zoning purposes, and in light of the final engineering, the plans with the application should be acceptable to the Village.

<u>CAR WASH SPECIAL USE (LOT 1)</u>

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.*** 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 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.

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, the character of the neighborhood, or other matters affecting the public health, safety and welfare of the community.*** 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 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.

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.*** 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.

4. ***The proposed use at the particular location is desirable to provide a service or facility in the interest of public convenience and the gain to the public and all or a part of the community exceeds the hardship imposed upon the property owner.*** 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.

5. ***The proposed special 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.*** 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.

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.*** 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.

7. ***The exterior architectural appeal and functional plan of any proposed structure will not be so at variance with either the exterior architectural appeal and functional plan of the structures already constructed, or in the course of construction in the immediate neighborhood or the character of the applicable district, as to cause a substantial depreciation in the property values within the neighborhood.*** 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.

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

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

10. ***The proposed use, at its location, meets the location, goals and objectives of the Village's Comprehensive Plan and is in general accord with the guidelines of the plan.*** 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.

<u>LOT 2 SERVICE STATION</u>

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.*** 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 220-903(C)(1)(A)(9) identifies a change that “[s]ignificantly 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.

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, the character of the neighborhood, or other matters affecting the public health, safety and welfare of the community.*** 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.

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.*** 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.

4. ***The proposed use at the particular location is desirable to provide a service or facility in the interest of public convenience and the gain to the public and all or a part of the community exceeds the hardship imposed upon the property owner.*** 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.

5. ***The proposed special 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.*** 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.

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.*** 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.

7. ***The exterior architectural appeal and functional plan of any proposed structure will not be so at variance with either the exterior architectural appeal and functional plan of the structures already constructed, or in the course of construction in the immediate neighborhood or the character of the applicable district, as to cause a substantial depreciation in the property values within the neighborhood.*** 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.

8. ***Adequate utilities, access roads, drainage and/or necessary facilities have been or are being provided.*** 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.

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

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.

10. ***The proposed use, at its location, meets the location, goals and objectives of the Village's Comprehensive Plan and is in general accord with the guidelines of the plan.*** 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.

LOT 2 DRIVE-THROUGH SPECIAL USE

Several of the remarks above apply to the drive-through special use. Applicant will not repeat them, but will rely on them relating to factual conclusions below. Applicant also notes that, via Ordinance No. 22-038, the Village has concurred in the findings necessary for a drive through on Lot 2. The proposed drive-through has now been shifted 100-105 feet west of the access road improving on the prior design. Applicant has eliminated parking west of the drive through which caused some concern under the earlier design. A bypass lane is provided adjacent to the stacking area. On a small number of occasions, loading may occur from the bypass lane, but loading will be planned so as to avoid peak hours of drive-through use. Applicant improved access into and from the drive-through so it is wider at relevant points.

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.*** 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.

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, the character of the neighborhood, or other matters affecting the public health, safety and welfare of the community.*** 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.

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.*** 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.

4. ***The proposed use at the particular location is desirable to provide a service or facility in the interest of public convenience and the gain to the public and all or a part of the community exceeds the hardship imposed upon the property owner.*** 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.

5. ***The proposed special 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.*** 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).

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.*** 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.

7. ***The exterior architectural appeal and function al plan of any proposed structure will not be so at variance with either the exterior architectural appeal and functional plan of the structures already constructed, or in the course of construction in the immediate neighborhood or the character of the applicable district, as to cause a substantial depreciation in the property values within the neighborhood.*** 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.

8. ***Adequate utilities, access roads, drainage and/or necessary facilities have been or are being provided.*** 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.

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

10. ***The proposed use, at its location, meets the location, goals and objectives of the Village's Comprehensive Plan and is in general accord with the guidelines of the plan.*** 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 24-HOUR OPERATIONS

Applicant seeks a special use permit for 24-hour operations on Lot 2 and those easement areas benefitting Lot 2 (the sign easement area on the remainder of Menards Lot 4 and the parking easement on Lot 1). These easements are property rights that run with ownership of Lot 2. Section 220-711(A)(11) provides: "Hours of operation. Nonresidential uses may be open for business between the hours of 6:00 a.m. and 11:00 p.m. Establishments seeking twenty-four-hour operation must be approved as a special use in accordance with § 220-1209." For the past four years, Applicant has informed staff and the Village that it was not planning to operate 24 hours a day from the outset. Such operations were possible later. Due to what staff sees as a prior misreading of the ordinance quoted above (even though a vague land use restriction would ordinarily be read in favor of the property or business owner), staff notified that its inquiries about 24-hour operations related more directly to whether Applicant would be open longer than 17 hours a day. Following word of this interpretation in December 2025, Applicant had a series of internal deliberations through which it determined that it was best to avoid the entanglement of the Village in its determination of whether to stay open past 11:00 PM and to open prior to 6:00 AM or to convert to fully 24 hours each day.

Operations on Lot 2 will be 24 hours per day according to the standard definition. This will include the automobile service component and the convenience store component. It may include Scali's Beef (which is inside the convenience store building). To be clear, operations with respect to gasoline and diesel sales and on the interior of the convenience store will extend a true 24-hours a day, not merely opening sometime before 5:00 AM and closing sometime after 11:00 PM. If not open the full 24 hours, Scali's Beef will be open past 11:00 PM at least a few nights each week. Operations may occur before 6:00 AM with deliveries and food prep as well as catering, but the start of operations will depend on catering orders and its opening of operations is less regular than Arby's or Firestone, for example. The full menu will be available from 10 AM until 10 PM (11 PM Friday and Saturday). Scali's is intended to run 24 hours.

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.*** 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)	
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, the character of the neighborhood, or other matters affecting the public health, safety and welfare of the community.*** 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.*** 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 desirable to provide a service or facility in the interest of public convenience and the gain to the public and all or a part of the community exceeds the hardship imposed upon the property owner.*** 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 special 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.*** 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.*** The 24 hour operation is on the interior of the Menards Subdivision and will not affect use or development of Rivera's.

7. ***The exterior architectural appeal and functional plan of any proposed structure will not be so at variance with either the exterior architectural appeal and functional plan of the structures already constructed, or in the course of construction in the immediate neighborhood or the character of the applicable district, as to cause a substantial depreciation in the property values within the neighborhood.*** This factor does not apply to the request.

8. ***Adequate utilities, access roads, drainage and/or necessary facilities have been or are being provided.*** Please see above discussion.

9. ***Adequate measures have been or will be taken to provide ingress and egress so designed as to minimize traffic congestion in the public streets.*** Please see above discussion. Traffic is greatly diminished for those hours of operation under the proposed special use.

10. ***The proposed use, at its location, meets the location, goals and objectives of the Village's Comprehensive Plan and is in general accord with the guidelines of the plan.*** Please see above discussion.

Dated: January 7, 2026

Respectfully submitted,

DANIEL LAW OFFICE, P.C.

By: _____
Mark W. Daniel
Applicant's Attorney

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

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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.

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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.

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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

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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,*

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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.

<u>PUD Exceptions:</u>

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);*

<u>PUD Conditions:</u>

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.*

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*

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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): _____

Approved Date: _____

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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

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.

9575 West Higgins Road, Suite 400 | Rosemont, Illinois 60018
p: 847-518-9990 | f: 847-518-9987

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

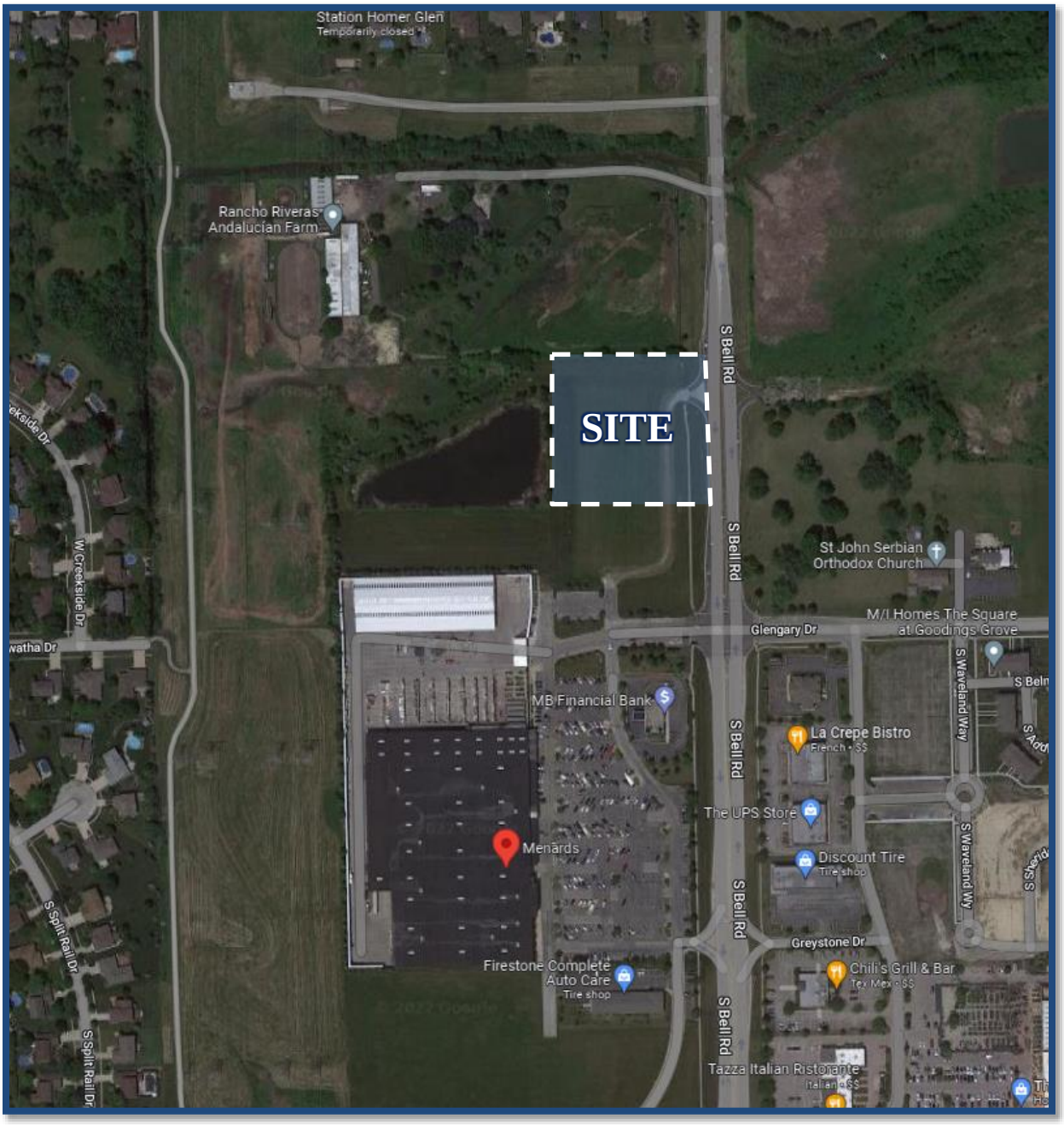
Access to the fuel center is proposed to be provided via a right-turn in/right-turn out access drive on Bell Road and cross-access with the Menards store.

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.

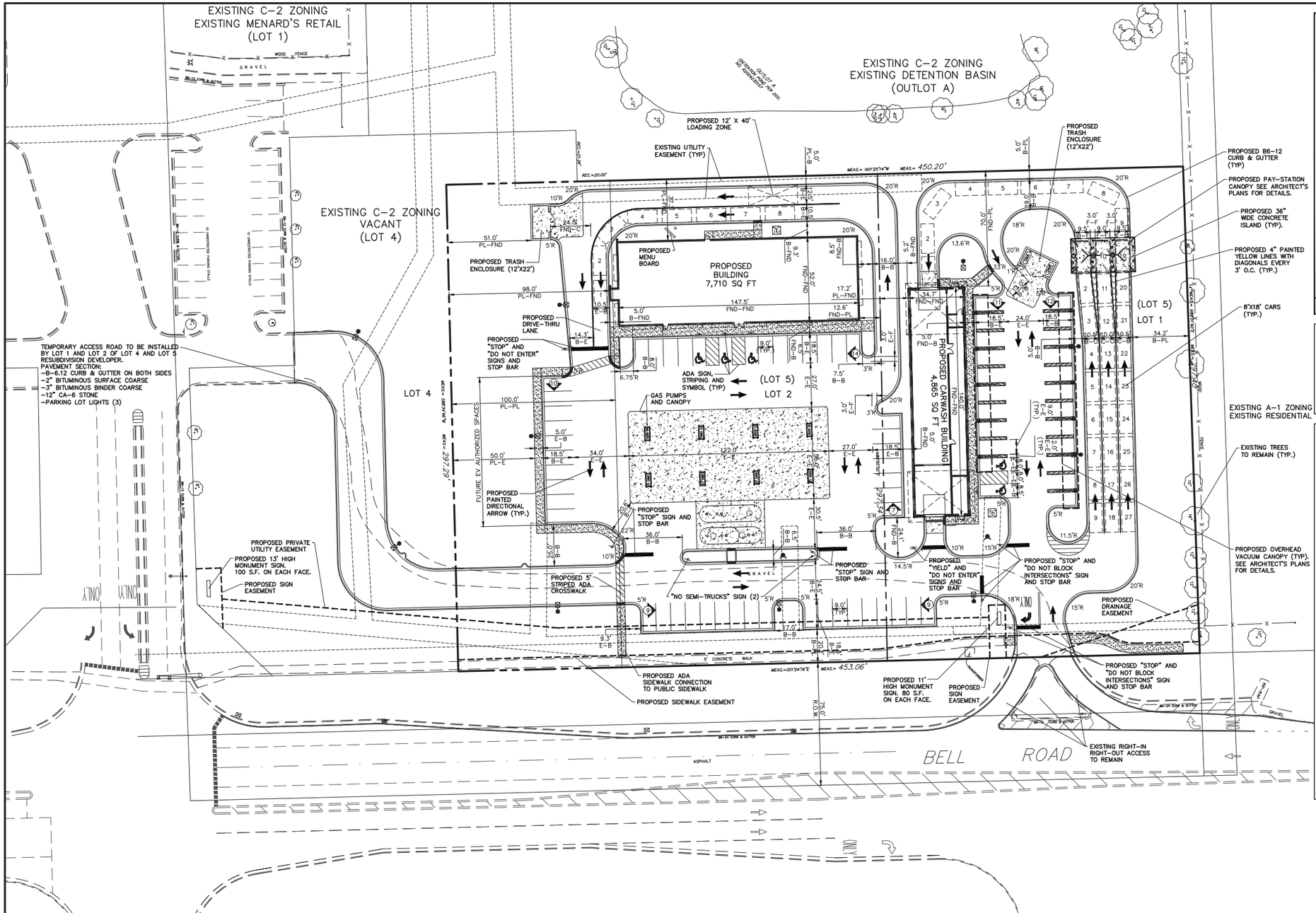
- If necessary, a staff person will be placed at the internal intersection west of Bell Road to help direct traffic through the intersection and manage the intersection's operations.

- 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	6/22/2023

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 14 - 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.

*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
C-1	COVER SHEET							
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						
C-7	PHASE 2 SOIL EROSION CONTROL PLAN	X						
C-8	SOIL EROSION CONTROL DETAILS AND SPECS							
C-9	PROJECT DETAILS #1							
C-10	PROJECT DETAILS #2							
C-11	IL AMERICAN WATER - DETAILS & SPECS #1							
C-12	IL AMERICAN WATER - DETAILS & SPECS #2		X					
C-13	PROJECT SPECIFICATIONS							
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	
	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	
	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	
	UNDERGROUND ELECTRIC	TELEPHONE MARKER	
	UNDERGROUND TELEPHONE	WATER MAIN	W
	GAS MAIN	GAS MAIN	G
	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	705
		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

C-1

NO.	REVISIONS	DATE
1	PER VILLAGE COMMENTS DATED 2/13/2024	2/27/2024
2	PER ILAWC COMMENTS DATED 11/19/2024	11/22/2024

Prepared For:

NSS GROUP, INC.
8060 Lawndale
Skokie, IL 60077

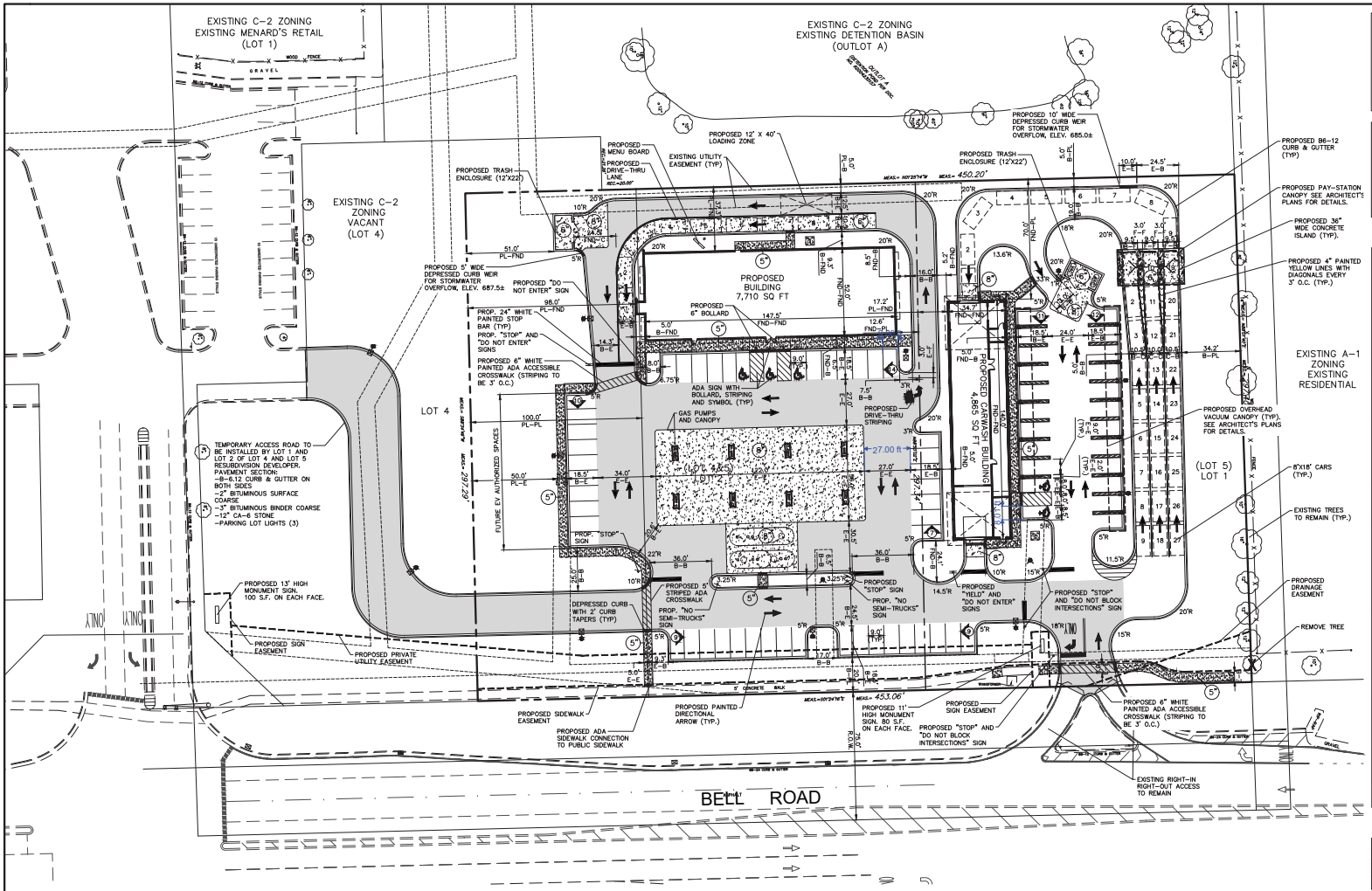
HOMER GLEN DEVELOPMENT
NWC of Bell Road and Glengary Drive - Lot 5
Homer Glen, Illinois

Prepared By:

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: NONE
PROJECT NO: 21-074

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 (NDOT S3) 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.)

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

GEOMETRIC PLAN

C-2

NO.	REVISIONS	DATE
1	NONE	2/27/2024
2	NONE	4/12/2024

Prepared For:

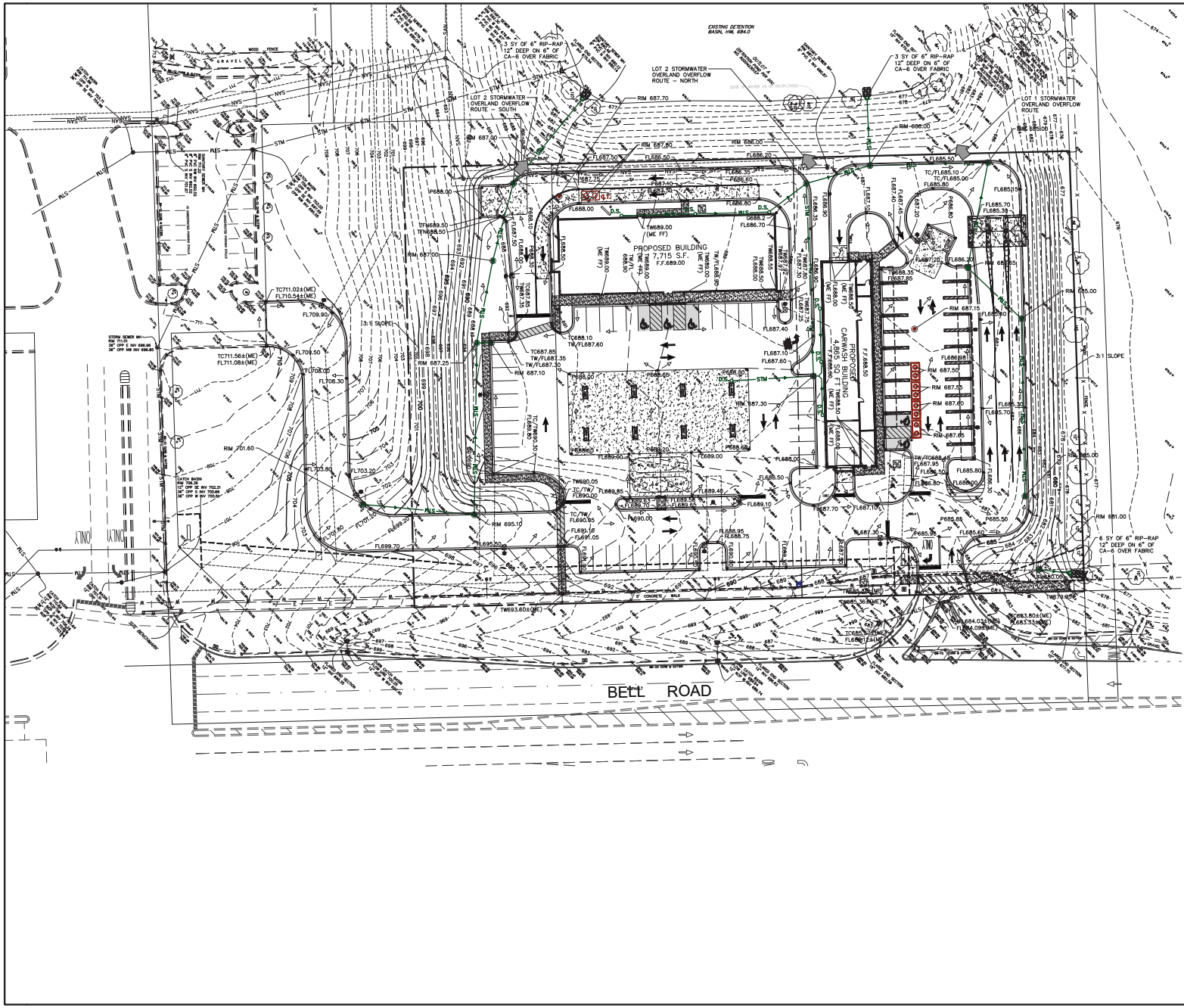
NSS GROUP, INC.
8060 Lawndale
Skokie, IL 60077

HOMER GLEN DEVELOPMENT
NWC of Bell Road and Glengary Drive - Lot 5
Homer Glen, Illinois

Prepared By:

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



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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)

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.

A.D.A. ACCESSIBLE ROUTE. SEE SHEET C-4 AND C-4.1 FOR GRADING AND ADA DETAILS.

30 0 15 30 60 120

GRADING PLAN

C-3

NO.	DATE
1	2/27/2024
2	1/12/2024

TOTAL ACRES	5.0±
WETLANDS	NONE
FLOODPLAIN	NONE

Prepared For:

NSS GROUP, INC.
8060 Lawndale
Skokie, IL 60077

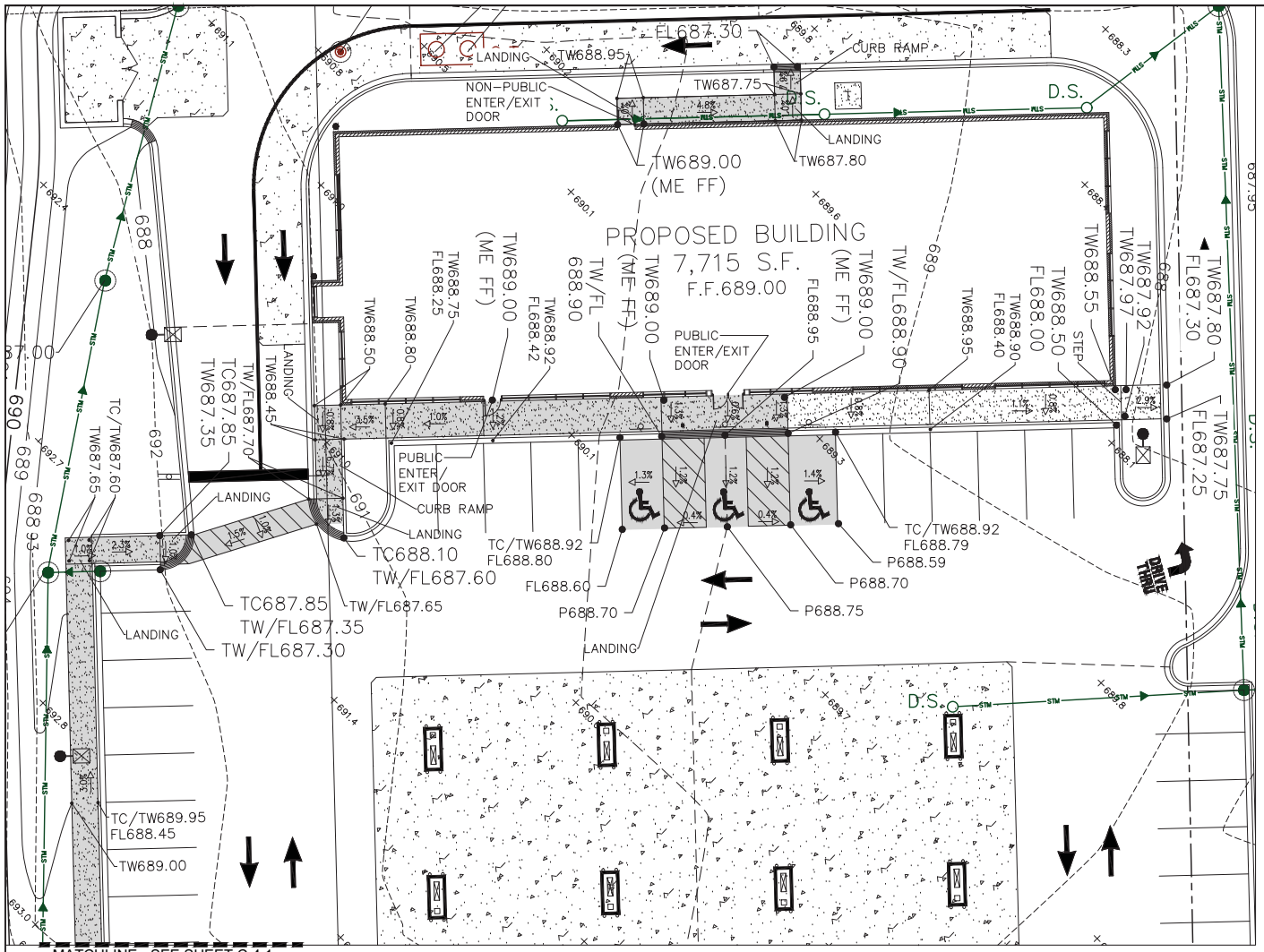
HOMER GLEN DEVELOPMENT
NWC of Bell Road and Glengary Drive - Lot 5
Homer Glen, Illinois

Prepared By:

WatErmark Engineering RESOURCES
watermark-engineering.com | 2631 Ginger Woods Pkwy | Aurora, IL 60502 | (630) 375-1800

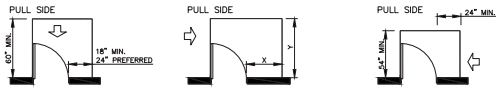
CHECKED BY: J. MILLER
DESIGN BY: R. NELSON
DRAWN BY: JOSH MILLER
DATE: JANUARY 10, 2024
SCALE: 1" = 30'
PROJECT NO.: 21-074

GRADING PLAN



MATCHLINE - SEE SHEET C-4.1

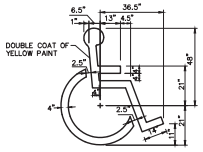
LOT 2 - GAS STATION
ACCESSIBLE ROUTE GRADES - PLAN VIEW



NOTE: X=36 IN. MIN. IF Y=60 IN.
X=42 IN. MIN. IF Y=54 IN.

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.

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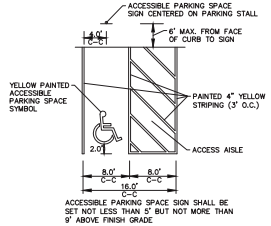
= A.D.A. ACCESSIBLE ROUTE



ACCESSIBLE PARKING SPACE DETAIL

10 0 5 10 20 40

ACCESSIBLE ROUTE GRADES & DETAILS #1

C-4

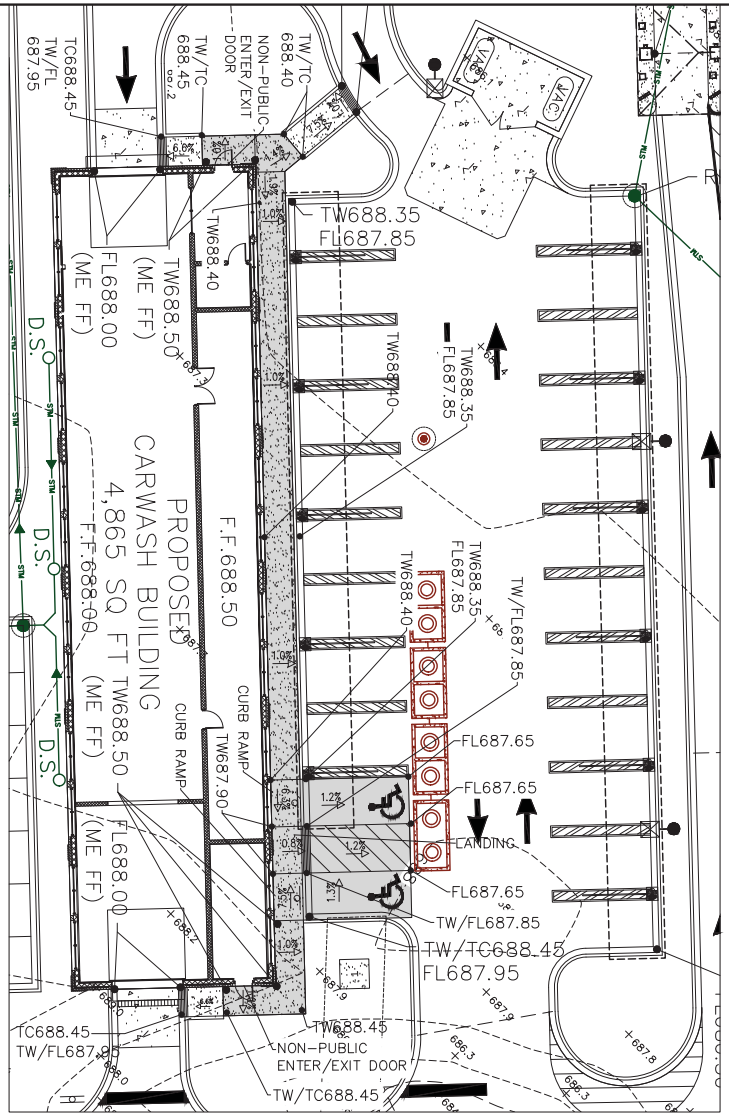
Prepared For:
NSS GROUP, INC.
8060 Lawndale
Skokie, IL 60077
HOMER GLEN DEVELOPMENT
NWC of Bell Road and Glengary Drive - Lot 5
Homer Glen, Illinois

Prepared By:
WaterMark Engineering Resources
2831 Ginger Woods Pkwy | Aurora, IL 60502 | (630) 375-1800
watermark-engineering.com

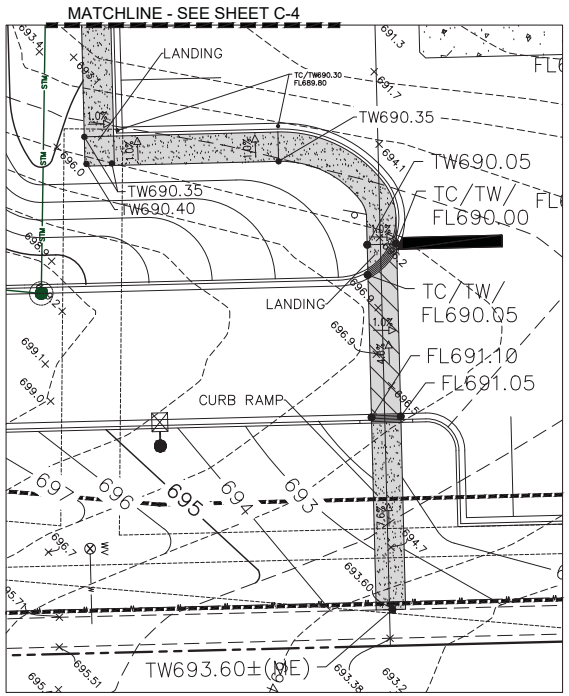
CHECKED BY: J. MILLER
DESIGN BY: R. NELSON
DRAWN BY: JOSH MILLER
DATE: JANUARY 10, 2024
SCALE: 1" = 10'
PROJECT NO.: 21-074

NO.	REVISIONS	DATE
1	NONE	2/27/2024
2		11/22/2024

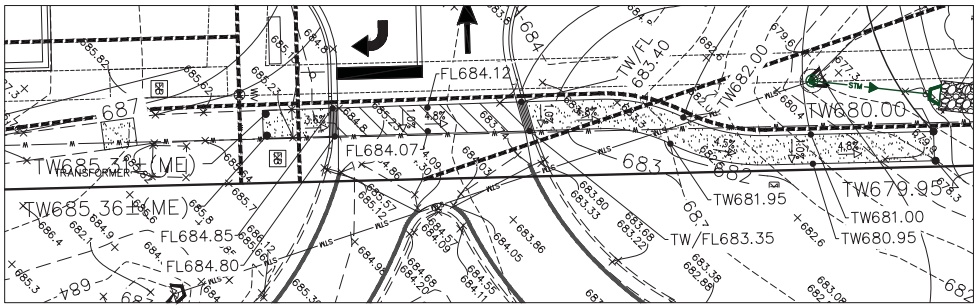
ACCESSIBLE ROUTE GRADES & DETAILS #1



LOT 1 - CAR WASH
ACCESSIBLE ROUTE GRADES - PLAN VIEW



LOT 2 - GAS STATION
ACCESSIBLE ROUTE GRADES - PLAN VIEW



LOT 1 - PUBLIC SIDEWALK AT BELL ROAD ENTRANCE
ACCESSIBLE ROUTE GRADES - PLAN VIEW

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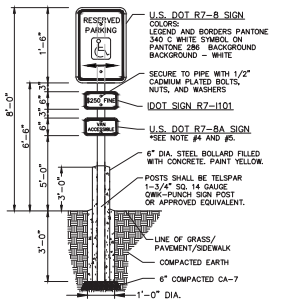


1. WHERE A FINE IN EXCESS OF $250 IS ESTABLISHED BY A MUNICIPALITY BY ORDINANCE IN ACCORDANCE WITH THE STATUTES, THE ACTUAL AMOUNT OF THE FINE SHOULD BE SHOWN.
2. THIS PLATE MAY BE MOUNTED DIRECTLY BELOW THE R7-8 SIGN OR COMBINED WITH THAT SIGN ON A SINGLE 12 INCH BY 24 INCH PANEL.
3. ON THE RESERVED 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

10 0 5 10 20 40

ACCESSIBLE ROUTE GRADES & DETAILS #2

C-4.1

NO.	DATE	REVISIONS
1	2/27/2024	NONE
2	11/22/2024	NONE

Prepared For:

NSS GROUP, INC.
8060 Lawndale
Skokie, IL 60077

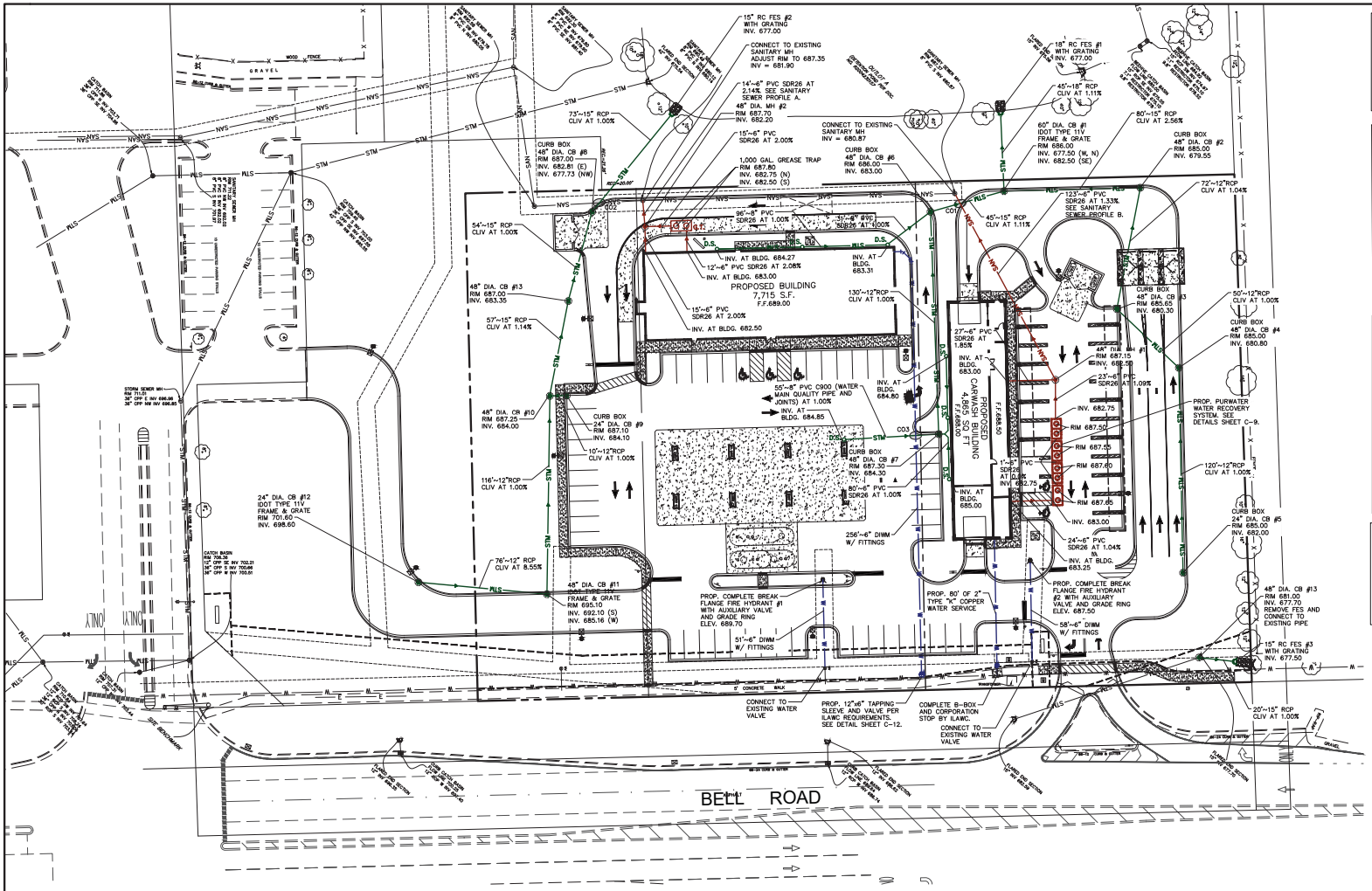
HOMER GLEN DEVELOPMENT
NWC of Bell Road and Glengary Drive - Lot 5
Homer Glen, Illinois

Prepared By:

WatCrmark 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" = 10'
PROJECT NO.: 21-074

ACCESSIBLE ROUTE GRADES & DETAILS #2



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.

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)

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

30 0 15 30 60 120

UTILITY PLAN

NO.	REVISIONS	DATE
1	PER ILAWC COMMENTS DATED 11/19/2024	12/2/2024
2		

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
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CHECKED BY: J. MILLER
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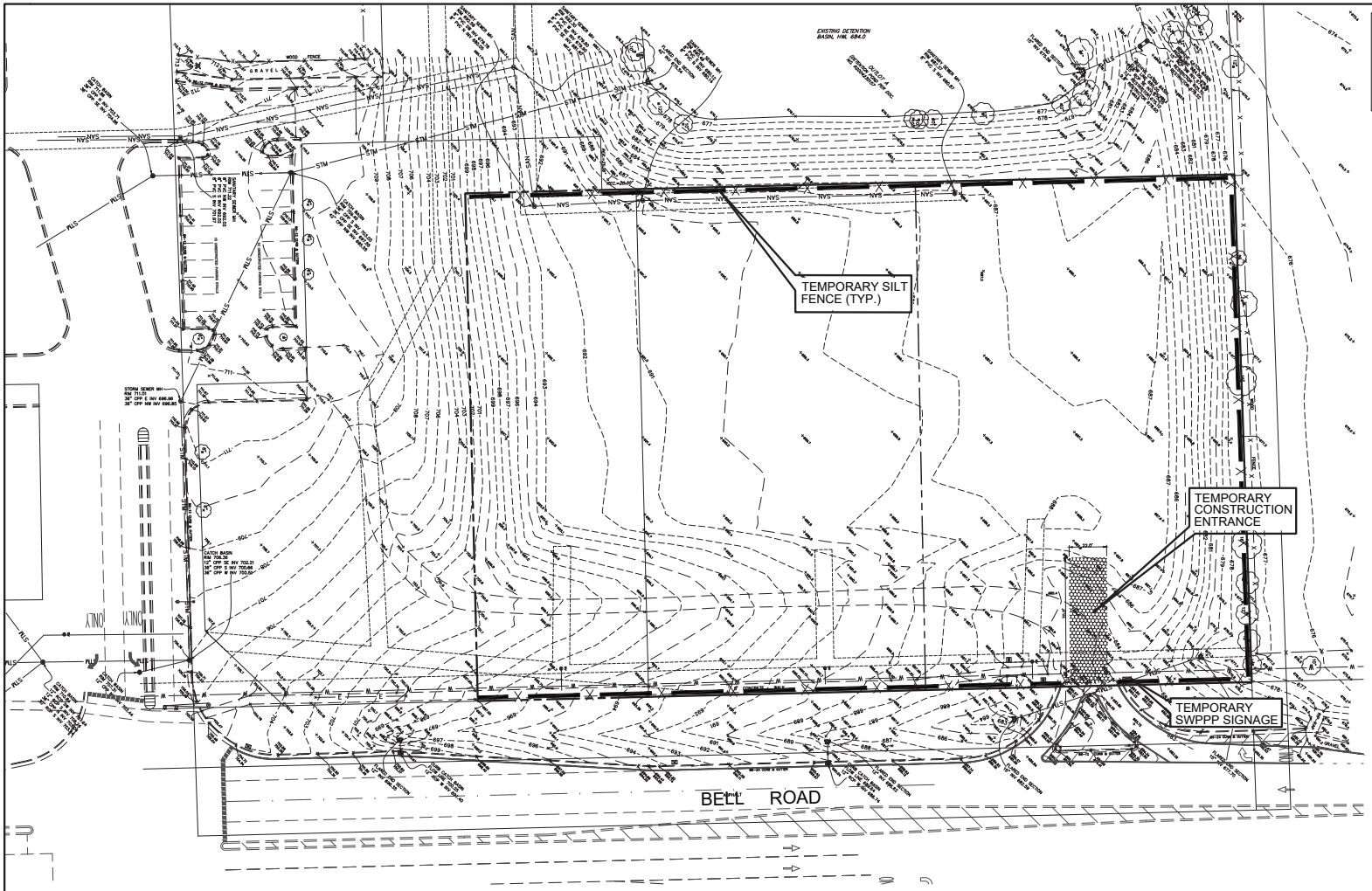
DRAWN BY: JOSH MILLER
DATE: JANUARY 10, 2024
SCALE: 1" = 30'
PROJECT NO.: 21-074

C-5

UTILITY PLAN



GENERAL NOTES:
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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.

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.	REVISIONS	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
NWC of Bell Road and Glengary Drive - Lot 5
Homer Glen, Illinois

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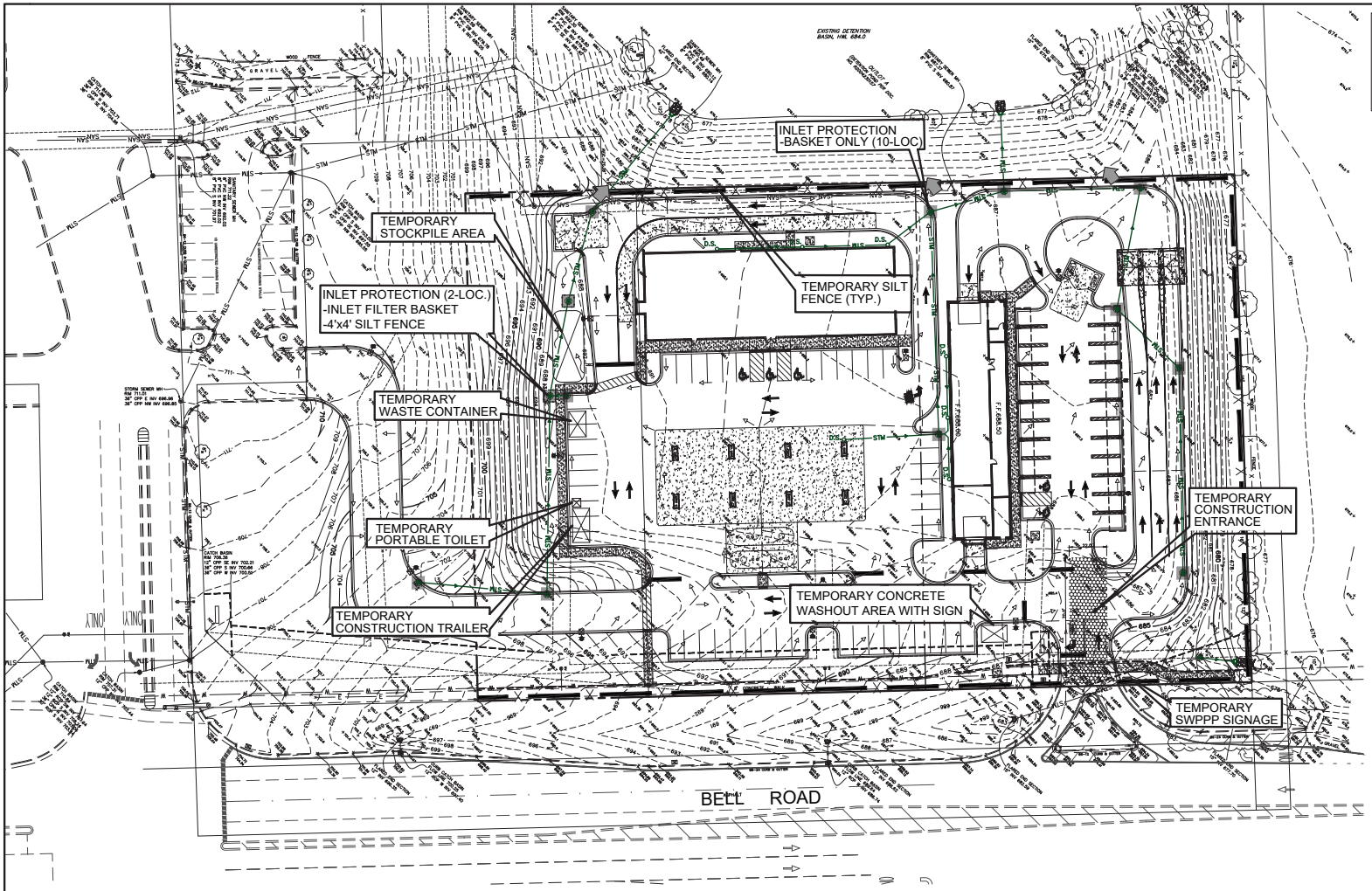
DRAWN BY:	JOSH MILLER
DATE:	JANUARY 10, 2024
SCALE:	1" = 30'
PROJECT NO.:	21-074

C-6

PHASE I SOIL EROSION CONTROL PLAN



GENERAL NOTES:

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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:

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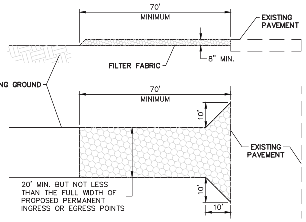
DATE: JANUARY 10, 2024
SCALE: 1" = 30'
PROJECT NO.: 21-074

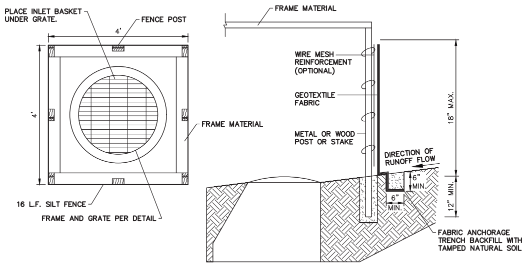
C-7

PHASE II SOIL EROSION CONTROL PLAN



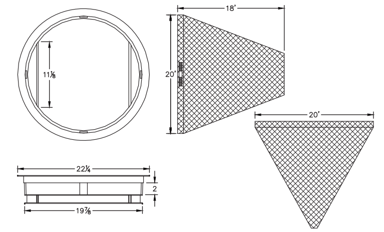
NOTES:
1. STONE SIZE – IDOT COARSE AGGREGATE GRADATIONS: CA–1, CA–2, CA–3 OR CA–4.
2. THICKNESS – NOT LESS THAN EIGHT (8) INCHES.
3. FILTER FABRIC – SHALL BE PLACED OVER THE ENTIRE AREA PRIOR TO PLACING OF STONE. GEOTEXTILE FABRIC SHALL MEET THE REQUIREMENTS OF MATERIAL CLASS I, II OR IV IN THE ILLINOIS 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



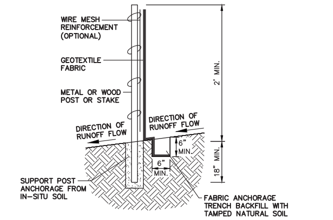
NOTES:
1. FENCE POSTS SHALL BE EITHER STANDARD STEEL POST OR WOOD POST WITH A MINIMUM CROSS–SECTIONAL AREA OF 3.0 SQ. IN.
2. STEEL POSTS SHALL BE STANDARD T AND U SECTIONS WEIGHING NOT LESS THAN 1.33 POUNDS PER LINEAR FOOT OR OTHER STEEL POSTS HAVING EQUIVILENT STRENGTH AND BENDING RESISTANCE.
3. GEOTEXTILE 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	●	—	—	—	—	—	—	—	—	—	—	▶

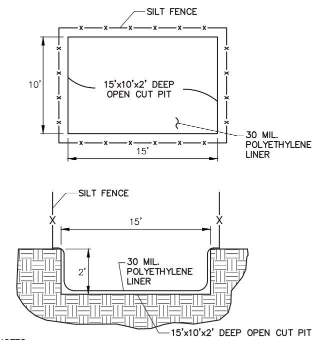
NOTES:
1. PERMANENT VEGETATION SHALL BE PLANTED ACCORDING TO THE APPROVED LANDSCAPE PLAN AND SHALL FOLLOW ILLINOIS URBAN MANUAL PRACTICE STANDARD 880 FOR PERMANENT SEEDING AND 925 FOR SODDING AT A MINIMUM.
2. TEMPORARY SEEDING SHALL BE APPLIED ACCORDING TO THE ILLINOIS URBAN MANUAL PRACTICE STANDARD 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 1 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	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:

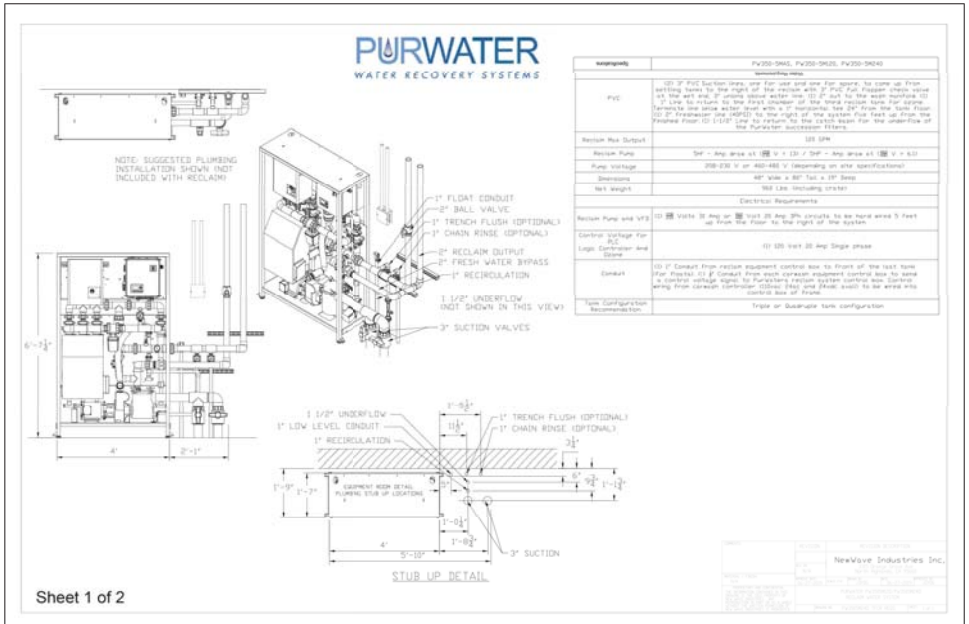
WatErmark Engineering RESOURCES
watermark-engineering.com | 2631 Ginger Woods Pkwy | Aurora, IL 60502 | (630) 375-1800

CHECKED BY: J. MILLER
DESIGN BY: R. NELSON
DRAWN BY: JOSH MILLER
DATE: JANUARY 10, 2024
SCALE: NONE
PROJECT NO.: 21-074

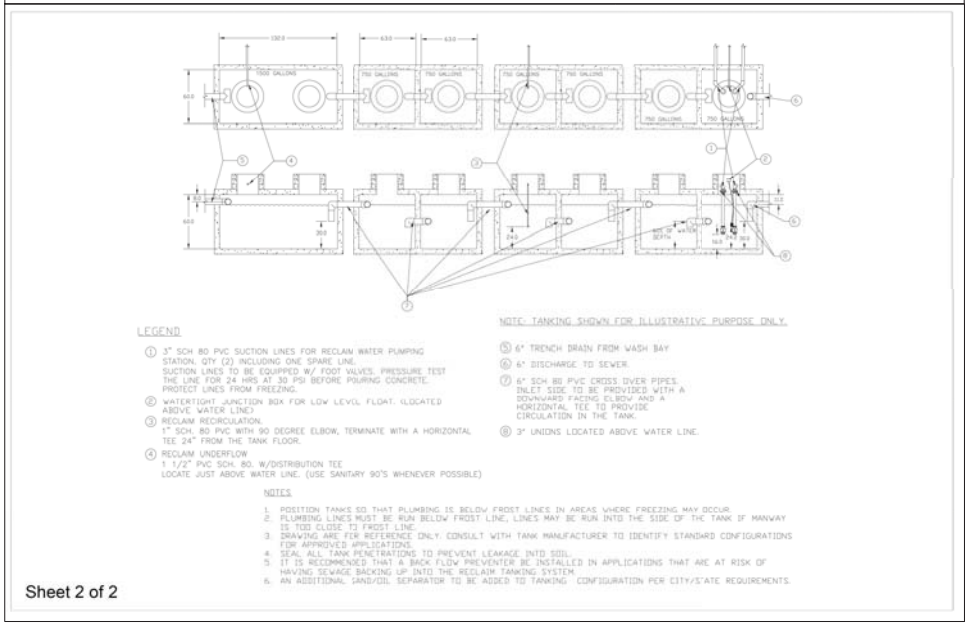
SOIL EROSION CONTROL DETAILS AND SPECS

C-8

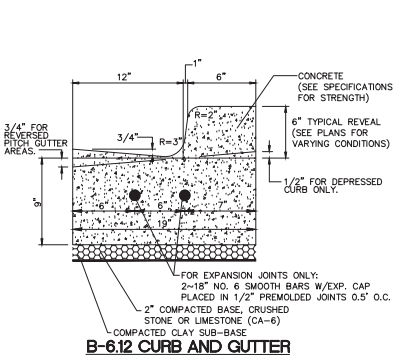
SOIL EROSION CONTROL DETAILS AND SPECS



Sheet 1 of 2

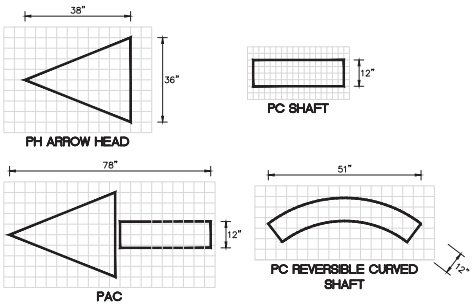


Sheet 2 of 2



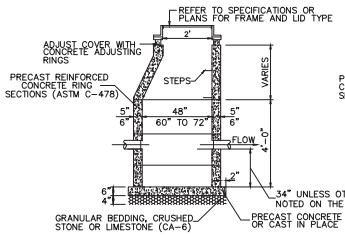
B-6.12 CURB AND GUTTER

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%.

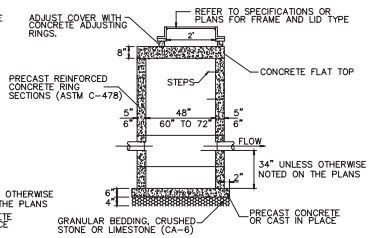


PARKING LOT ARROWS

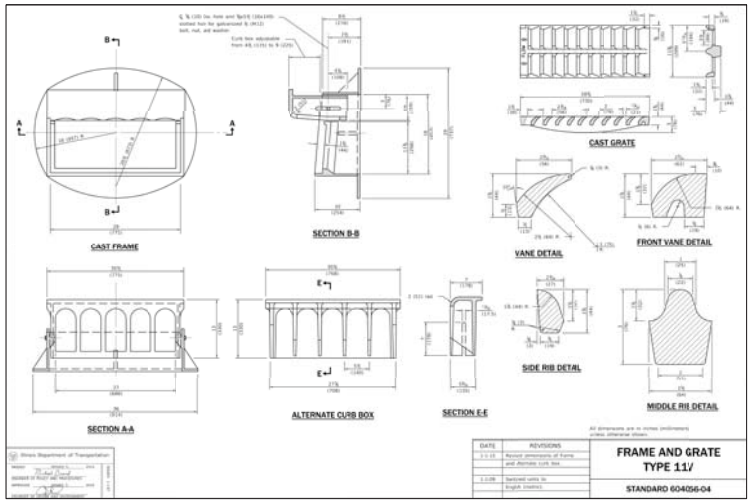
NOTES: 1. DOUBLE COAT PAINT.
2. PAINT COLOR TO BE YELLOW UNLESS OTHERWISE NOTED.



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
Homer Glen, Illinois

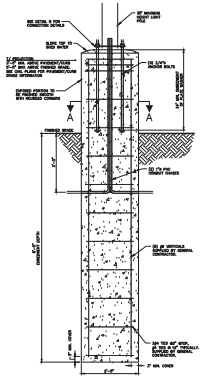
Prepared By:

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: NONE
PROJECT NO.: 21-074

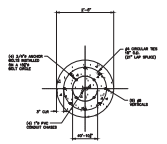
PROJECT DETAILS #1

C-9

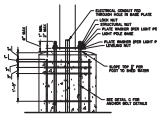


FOUNDATION SECTION

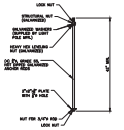
CONTRACTOR NOTE:
VERIFY BOLT CIRCLE AND ANCHOR BOLT SIZE PRIOR TO ORDERING POLES AND ANCHOR BOLTS



Ⓐ CROSS SECTION DETAIL

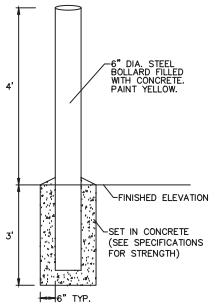


Ⓑ CONNECTION DETAIL

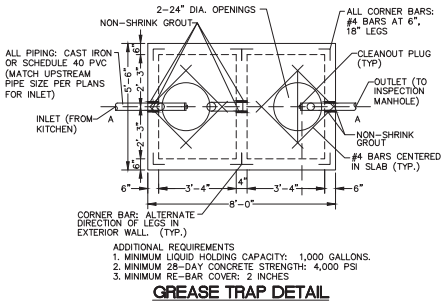


Ⓒ ANCHOR BOLT DETAIL

PARKING LOT LIGHT POLE DETAIL

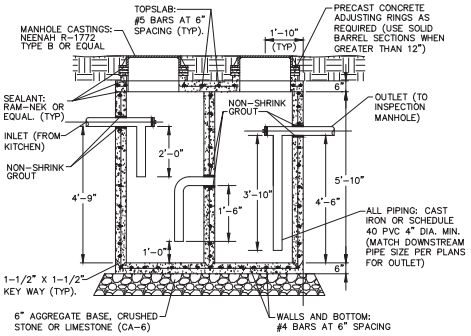


BOLLARD



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
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:	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 waterproof 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 (630/739-8839) 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

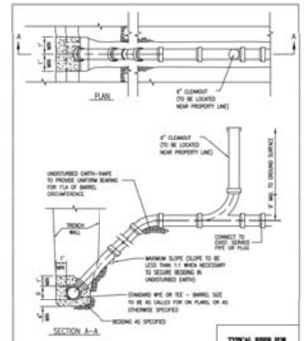
BASED ON EQUATIONS FROM ASTM C828
SPECIFICATION TIME (MIN:SEC) REQUIRED FOR
PRESSURE DROP FROM 3 1/2 TO 2 1/2 PSIG
WHEN TESTING ONE PIPE DIAMETER ONLY
PIPE DIAMETER, INCHES

	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	8:30		
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	5:40			10:25	13:36
250	0:44	1:39	2:56	4:35			8:31	11:35	15:07
275	0:48	1:49	3:14	4:43			9:21	12:44	16:38
300	0:53	1:59	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

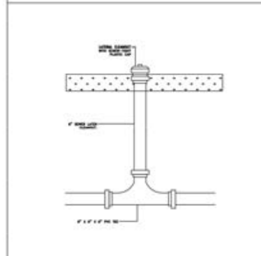
DIAMETER	BASE I.D. PER UNIBELL	5% MANDREL O.D.
6 IN.	5.79 IN.	5.50 IN.
8 IN.	7.76 IN.	7.37 IN.
10 IN.	9.71 IN.	9.23 IN.
12 IN.	11.56 IN.	10.98 IN.
15 IN.	14.14 IN.	13.43 IN.

SANITARY SEWER MAIN AIR TEST TABLE



TYPICAL RISER FOR SANITARY SERVICE LATERAL

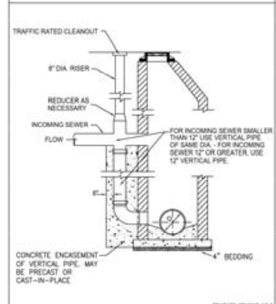
ILLINOIS-AMERICAN WATER COMPANY
STANDARD



NOTES
1. DEPTH VARIES PER PLAN AT R.O.W. OR UTILITY EASEMENT LINE
2. SDR 26 OR SDR 35 PVC PIPE TO BE USED

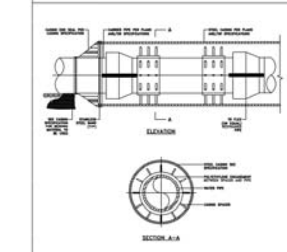
CLEANOUT DETAIL

ILLINOIS-AMERICAN WATER COMPANY
STANDARD



TYPICAL SEWER DROP MANHOLE CONNECTION

ILLINOIS-AMERICAN WATER COMPANY
STANDARD

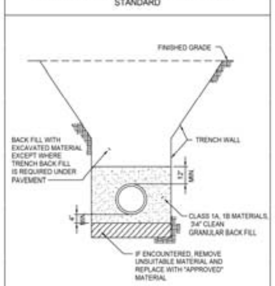


CASING INSTALLATION

PIPE CASING DETAIL FOR SANITARY SEWERS

CONTACT LOCAL DISTRICT FOR MANHOLE STEPS. SOME REQUIRE STEPS AND OTHERS REQUIRE THE STEPS TO BE REMOVED.

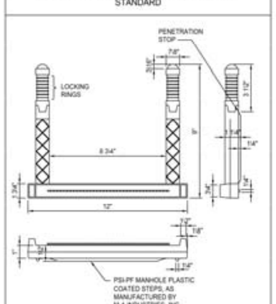
ILLINOIS-AMERICAN WATER COMPANY
STANDARD



PIPE EMBEDMENT IN ACCORDANCE WITH ASTM D-2321

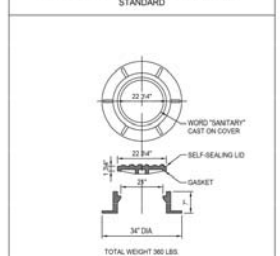
SANITARY SEWER TRENCH DETAIL

ILLINOIS-AMERICAN WATER COMPANY
STANDARD



SANITARY SEWER MANHOLE STEPS

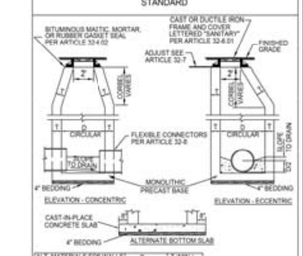
ILLINOIS-AMERICAN WATER COMPANY
STANDARD



NOTES
1. NEENAH R-1772-B (OR APPROVED EQUAL)
2. SELF-SEALING LIDS
3. NO PICK HOLES IN THE FRAME

MANHOLE FRAME WITH SOLID LID

ILLINOIS-AMERICAN WATER COMPANY
STANDARD



ALT. MATERIALS FOR WALLS	D	T (MIN.)
PRECAST REIN. CONCRETE SECT.	4 FEET 5 FEET 6 FEET	4 IN. 5 IN. 6 IN.

NOTE: SANITARY MANHOLES SUBJECT TO SATURATED SOIL CONDITIONS OR SURFACE SUBMERGENCE SHALL BE EQUIPED WITH CHIMNEY SEALS AND WATER TIGHT MANHOLE COVERS.

TYPICAL SANITARY MANHOLE "A"
CHECK LOCAL REGULATIONS TO SEE IF STEPS ARE REQUIRED.

NO.	REVISIONS	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:

Watermark Engineering Resources
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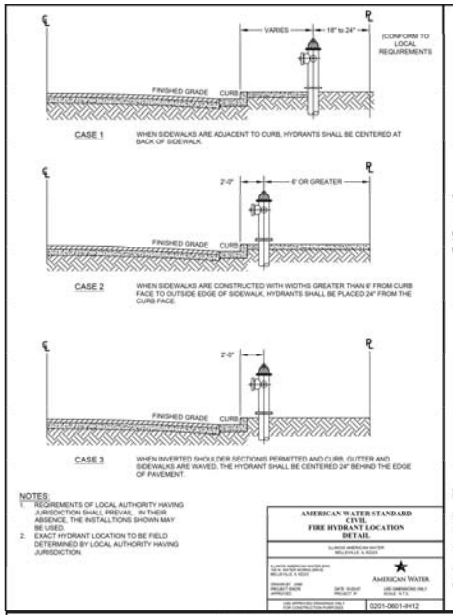
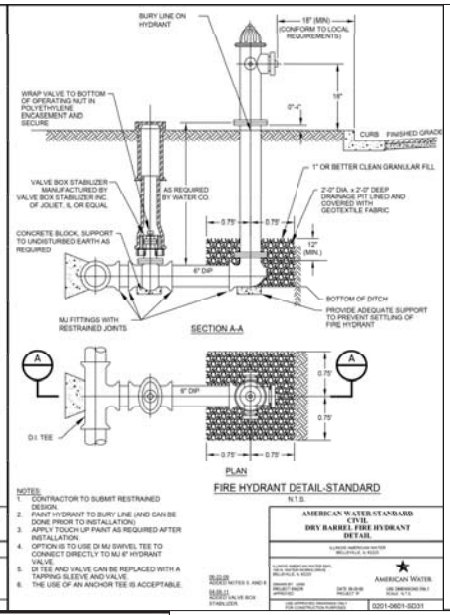
CHECKED BY: J. MILLER
DESIGN BY: R. NELSON
DRAWN BY: JOSH MILLER
DATE: JANUARY 10, 2024
SCALE: NONE
PROJECT NO.: 21-074

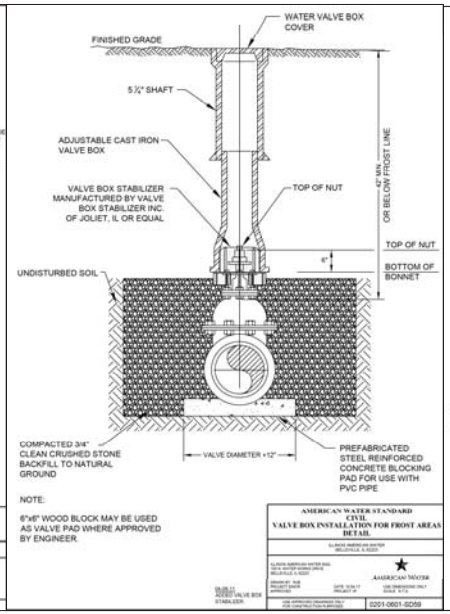
IL AMERICAN WATER DETAILS & SPECS #1

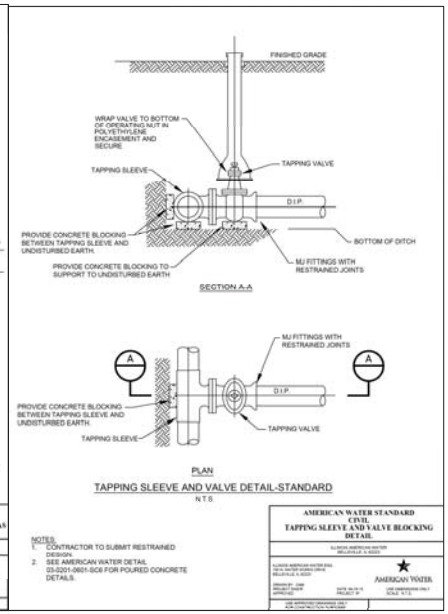
C-11

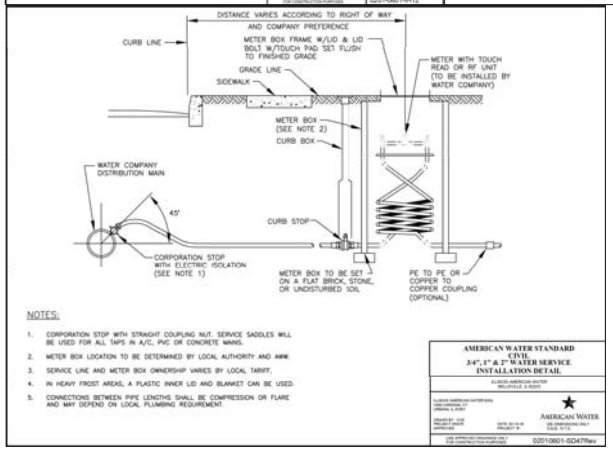
ILAW DETAILS & SPECS #1











NO.	DATE	REVISIONS
1	2/27/2024	NONE
2	4/12/2024	PER ILAWC COMMENTS DATED 11/16/2023

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: 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 CONSTRUCTED 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. WATER MAINS 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 REQUIREMENTS 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%).

NO.	REVISIONS	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:

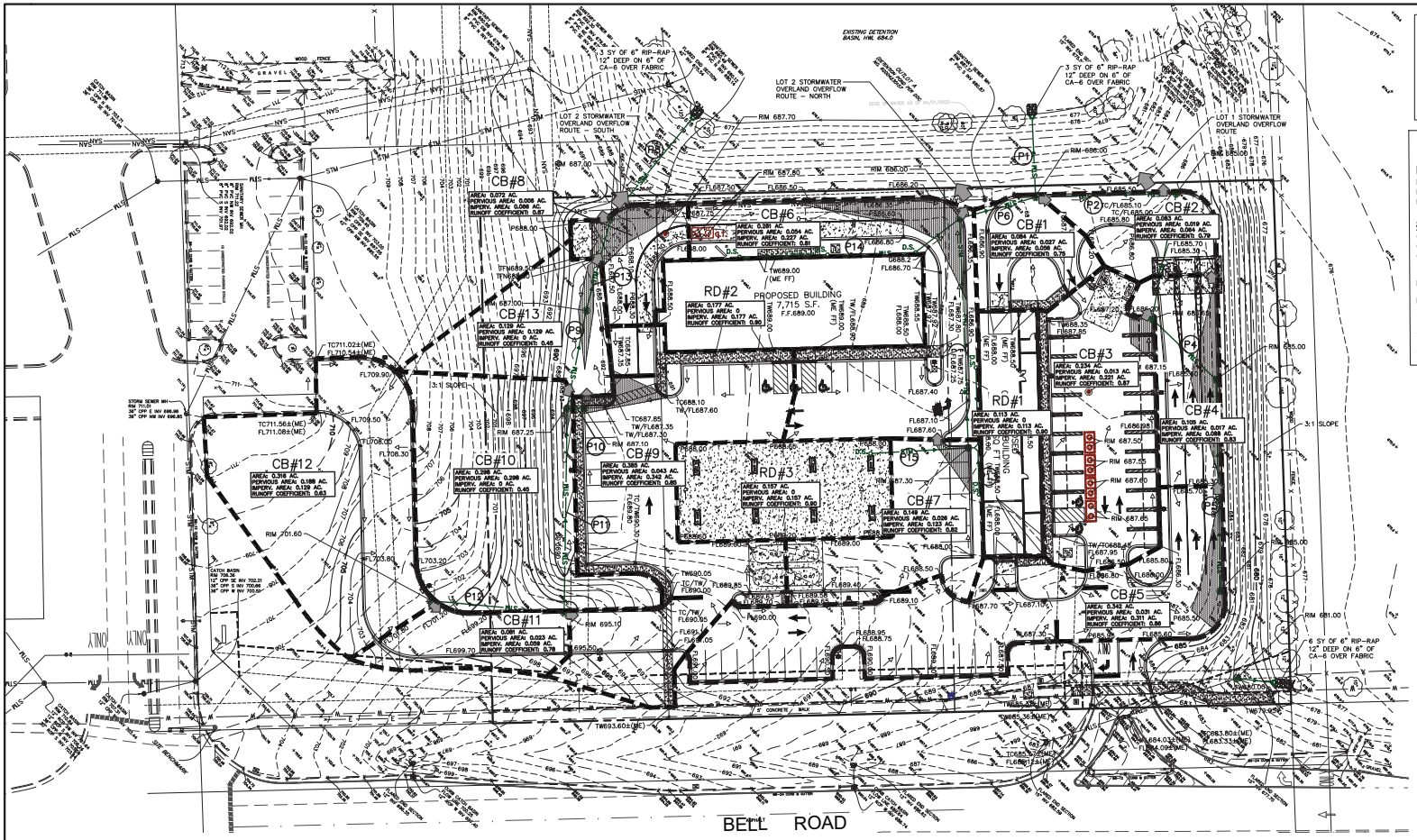
Watermark Engineering Resources
watermark-engineering.com | 2631 Ginger Woods Pkwy | Aurora, IL 60502 | (630) 375-1800

CHECKED BY: J. MILLER
DESIGN BY: R. NELSON
DRAWN BY: JOSH MILLER
DATE: JANUARY 10, 2024
SCALE: NONE
PROJECT NO.: 21-074

PROJECT SPECIFICATIONS

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 h (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	11/22/2024

Prepared For:

NSS GROUP, INC.
8060 Lawndale
Skokie, IL 60077

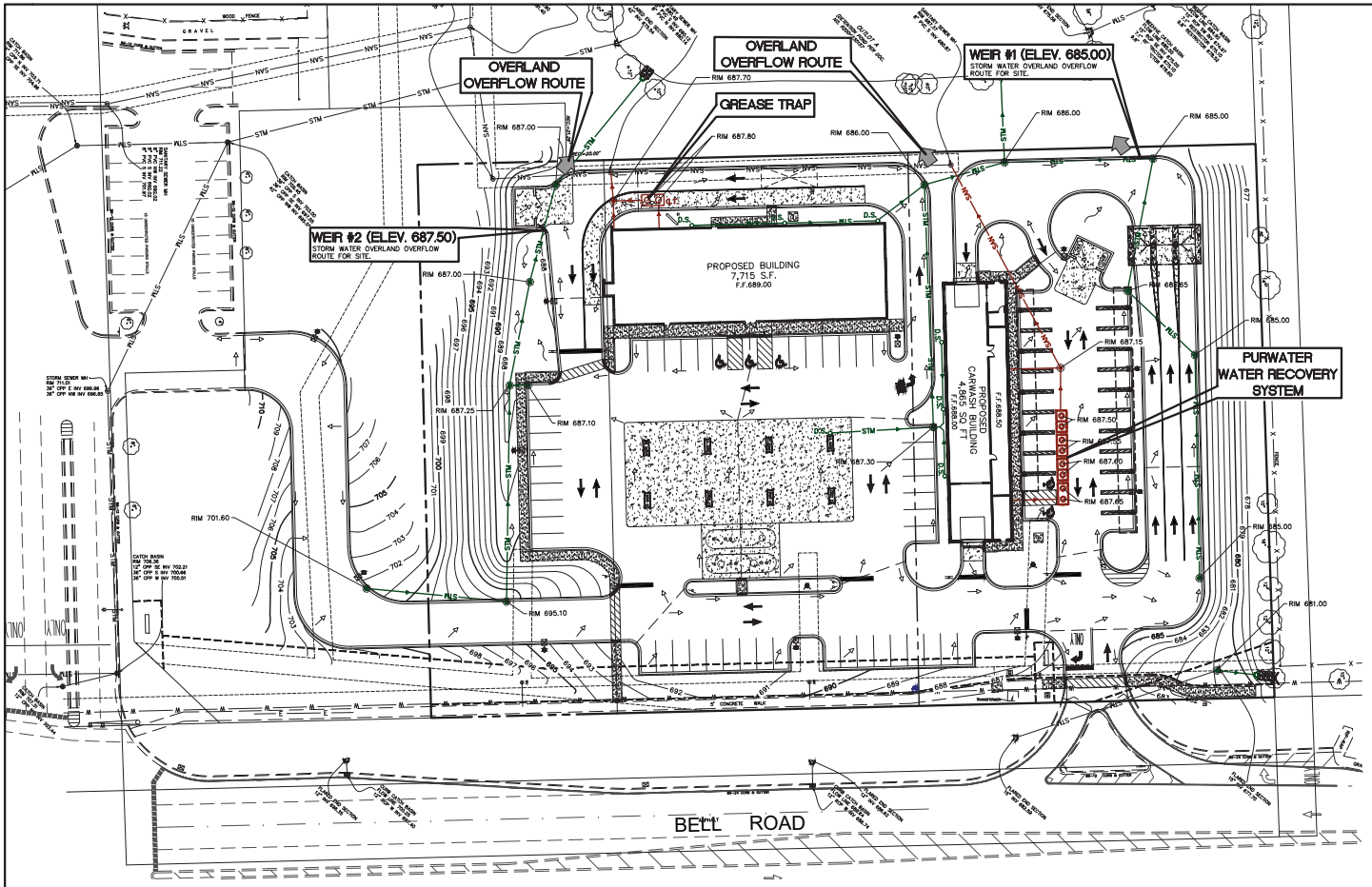
HOMER GLEN DEVELOPMENT
NWC of Bell Road and Glengary Drive - Lot 5
Homer Glen, Illinois

Prepared By:

WatermarkEngineering RESOURCES
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.	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
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

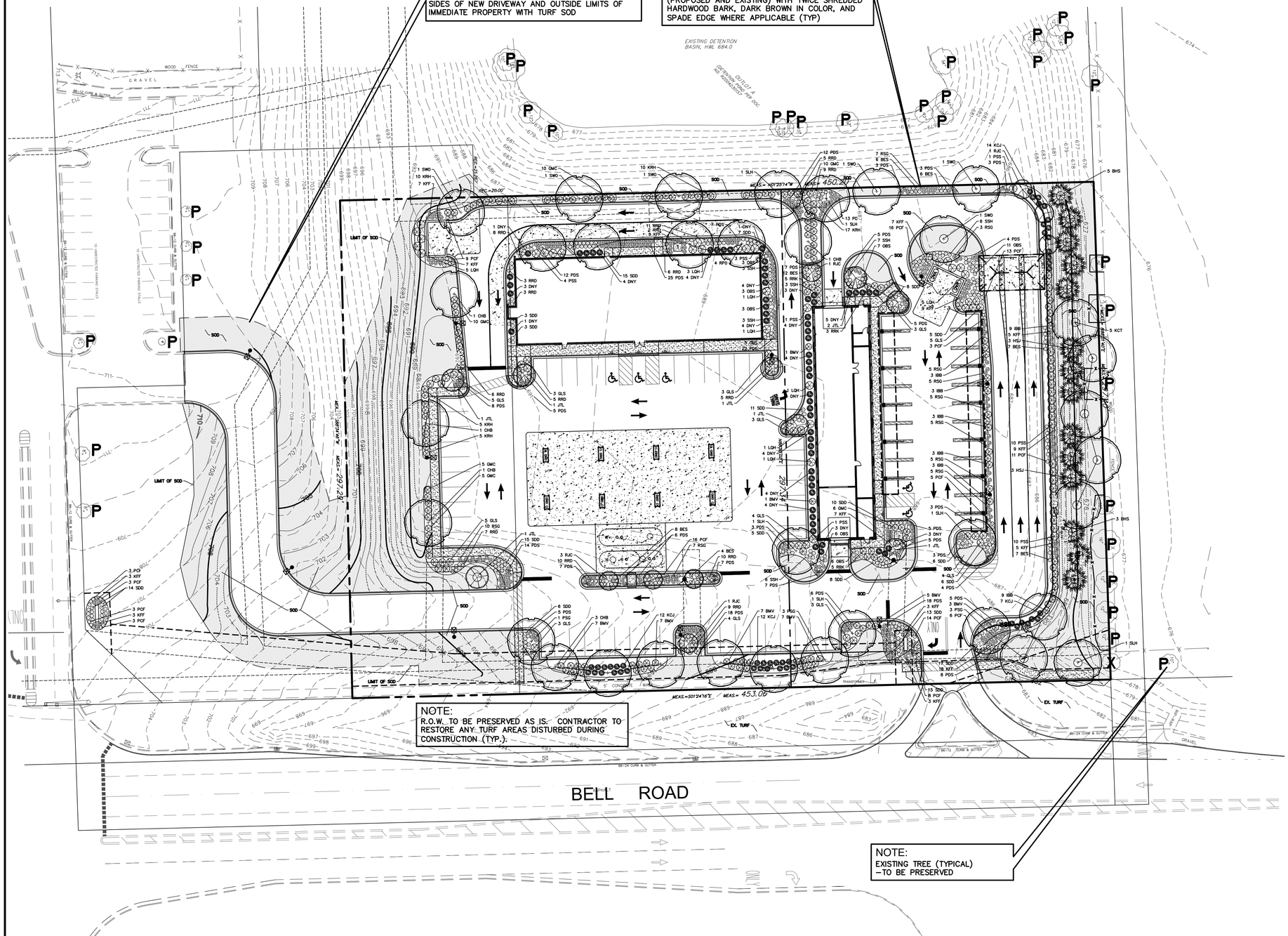
CHECKED BY: J. MILLER
DESIGN BY: R. NELSON
DRAWN BY: JOSH MILLER
DATE: JANUARY 10, 2024
SCALE: 1" = 30'
PROJECT NO.: 21-074

1 of 1

BMP O&M PLAN

ATTACHMENT 16

RECEIVED 1.26.26



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

Prepared By:

J. DAVITO DESIGN, INC.
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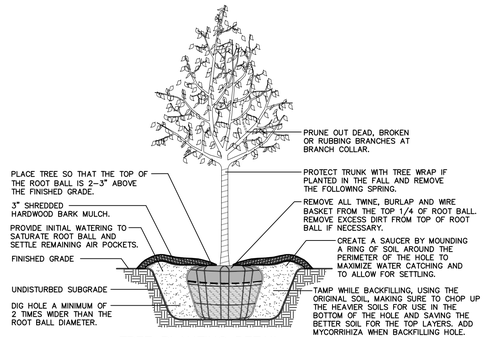
CHECKED BY: J. DAVITO
DESIGN BY: J. DAVITO
DRAWN BY: J. DAVITO
DATE: DECEMBER 18, 2023
SCALE: 1" = 30'
JDD PROJECT NO.: 25-017

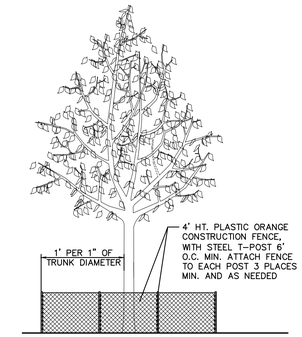
L-1

LANDSCAPE PLAN



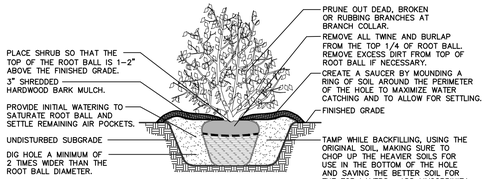
TREE PLANTING DETAIL

NOT TO SCALE. USE ONLY ZONE HARDY PLANT MATERIAL.



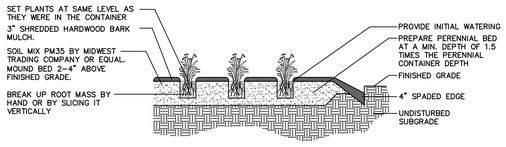
TREE PROTECTION DETAIL

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 157-009925 LICENSED LANDSCAPE ARCHITECT 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

Prepared By:

J. DAVITO DESIGN, INC.
LANDSCAPE ARCHITECTURAL DESIGN
ISLAND LAKE, IL 60042
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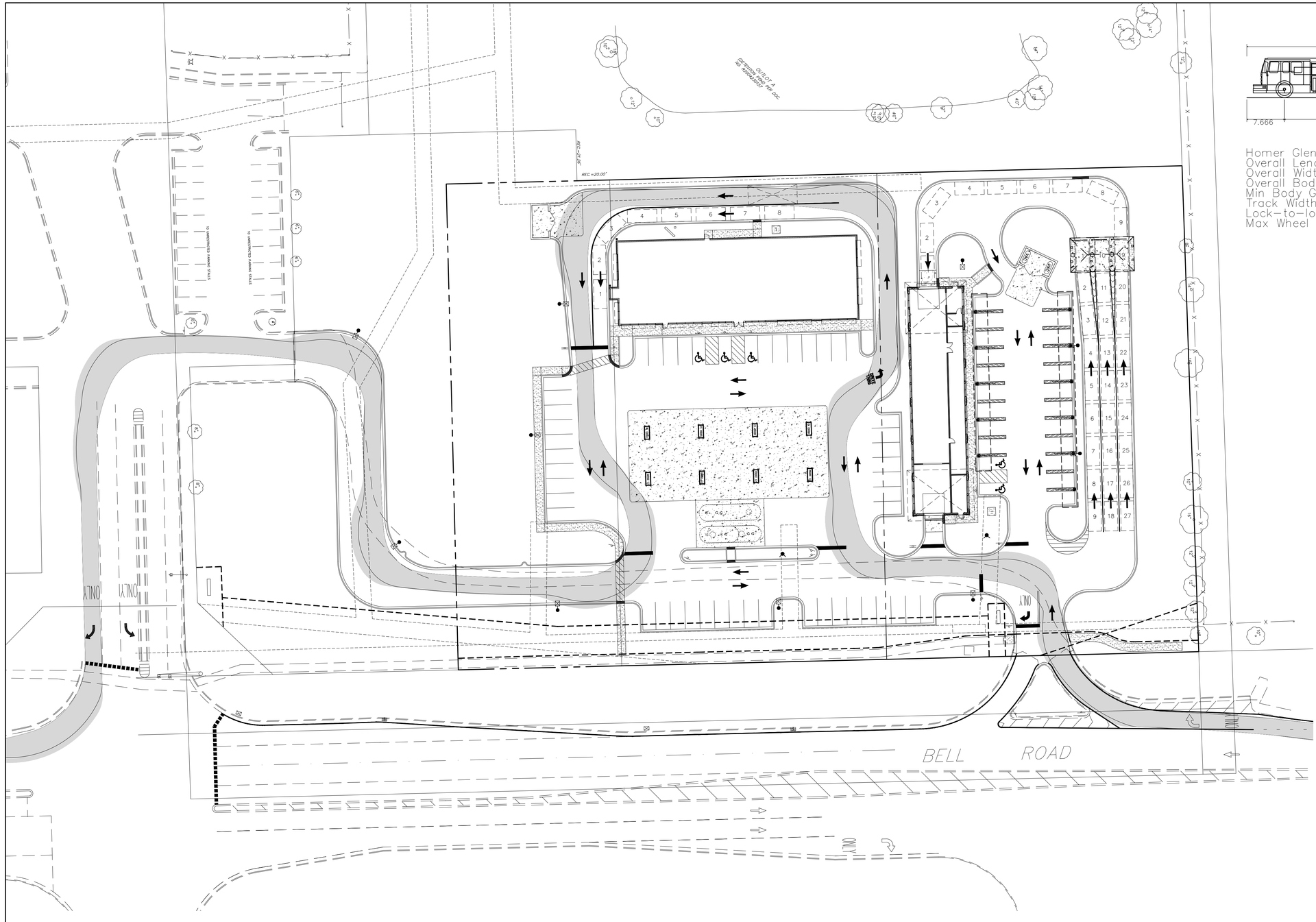
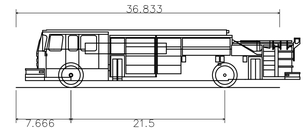
2735 KINGSTON DRIVE
(847) 469-8797

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°

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 REVISED 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

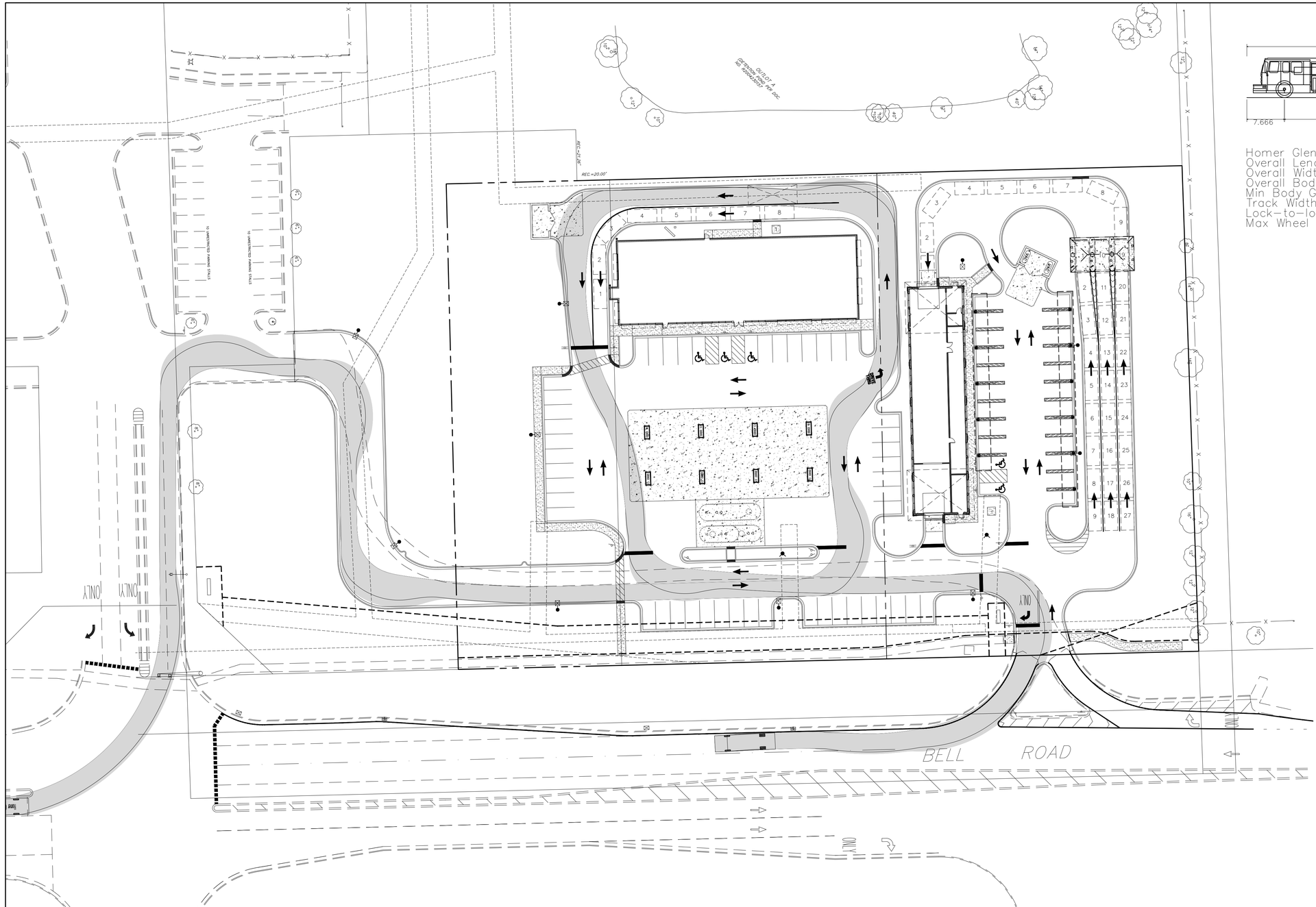
30 0 15 30 60 120

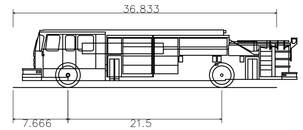
FIRE TRUCK
CIRCULATION PLAN

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 2

FIRE TRUCK CIRCULATION PLAN





Homer Glen Fire Truck	
Overall Length	36.833ft
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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

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NWC of Bell Road and Glengary Drive - Lot 5
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FIRE TRUCK CIRCULATION PLAN

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DESIGN BY:	J. MILLER
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DATE:	MARCH 7, 2022
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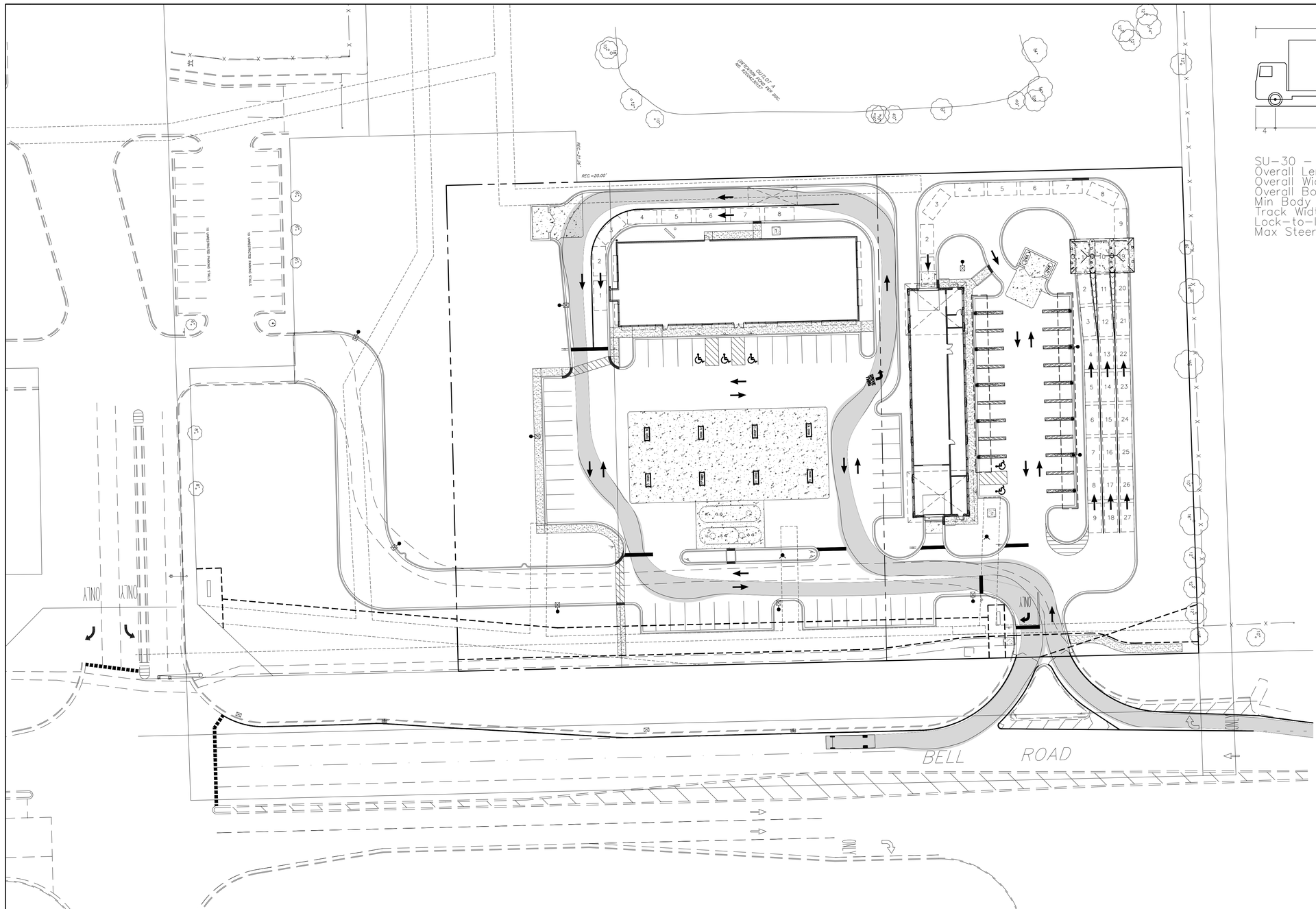
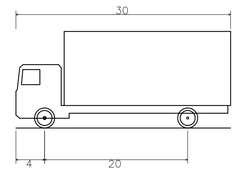
2 of 2

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 OUTLOT A AND REMOVED 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
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Watermark Engineering RESOURCES

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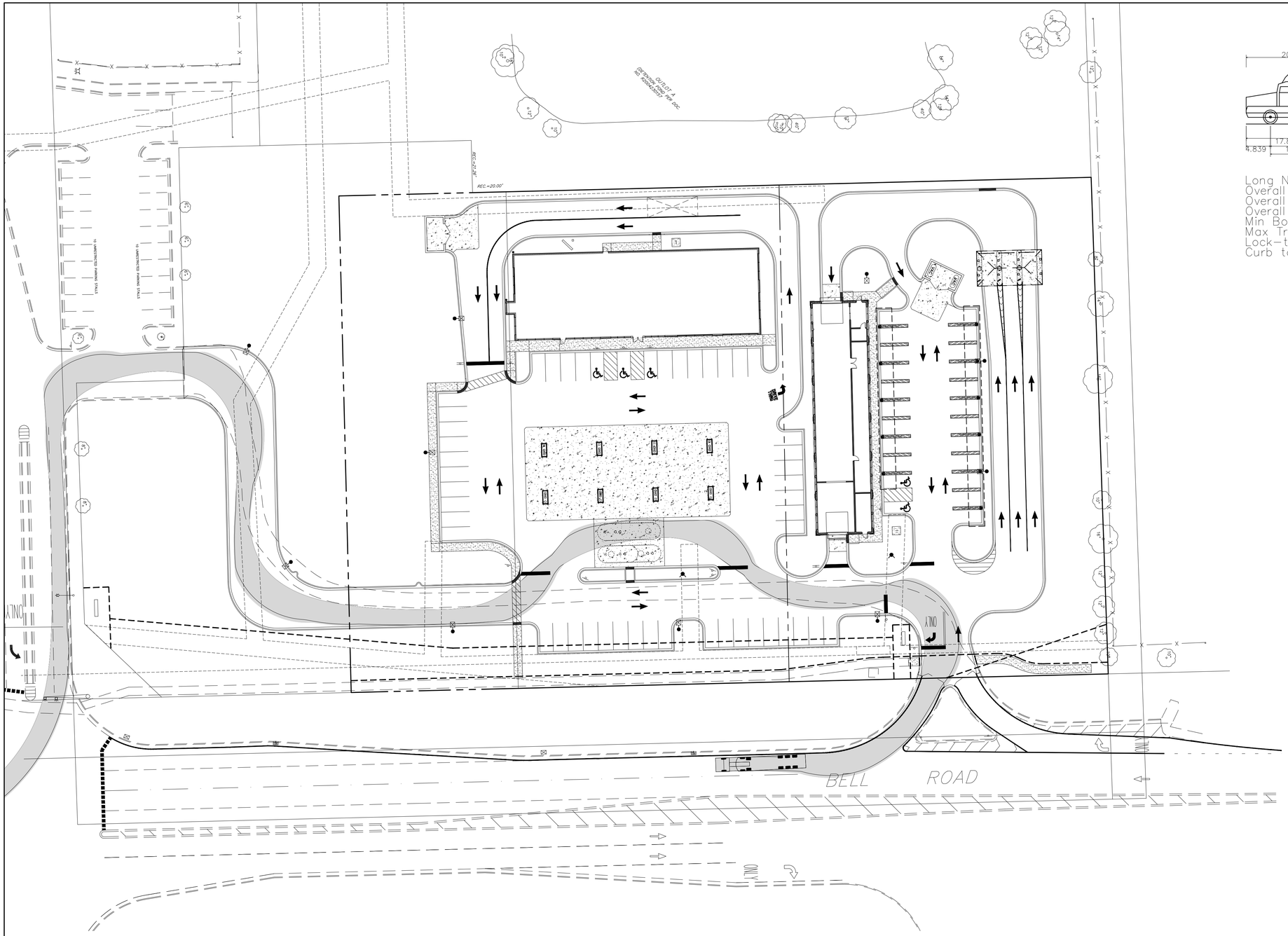
30 0 15 30 60 120

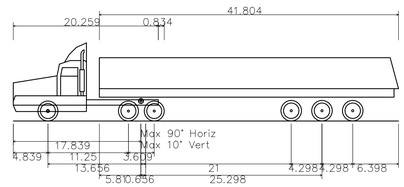
DELIVERY TRUCK CIRCULATION PLAN

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 SIGNAL 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
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Prepared By:

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SCALE:	1" = 30'
PROJECT NO.:	21-074

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TANKER TRUCK CIRCULATION PLAN

1 of 1

TANKER TRUCK CIRCULATION PLAN

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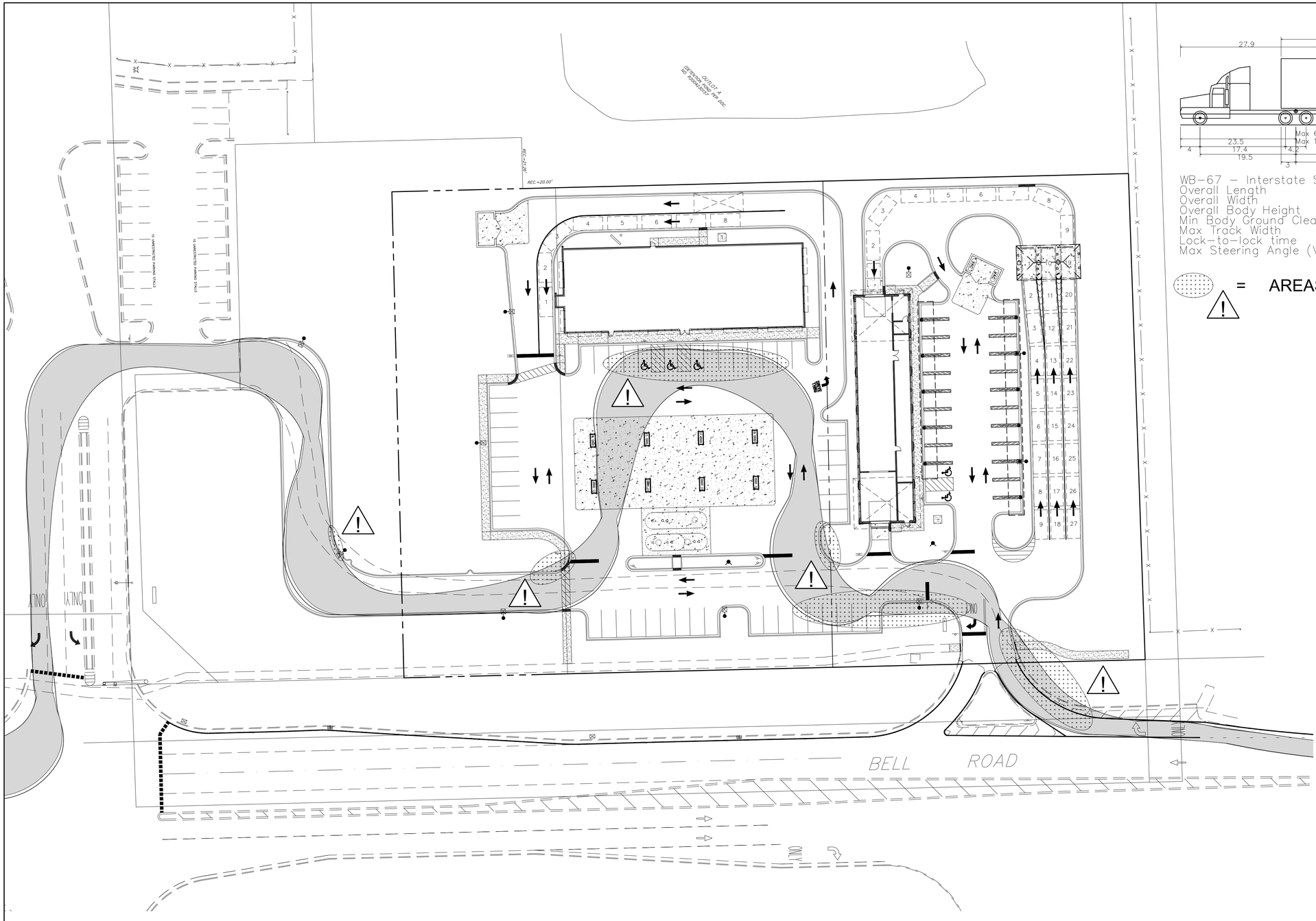

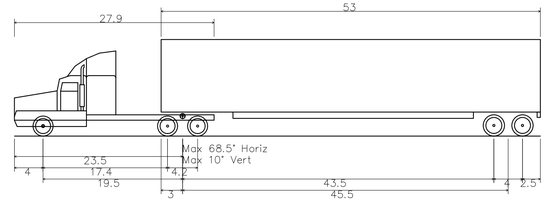

WB-67 – Interstate Semi-Trailer

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 SIGNAL HEAD 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:

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Skokie, IL 60077

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Prepared By:

Watermark Engineering RESOURCES
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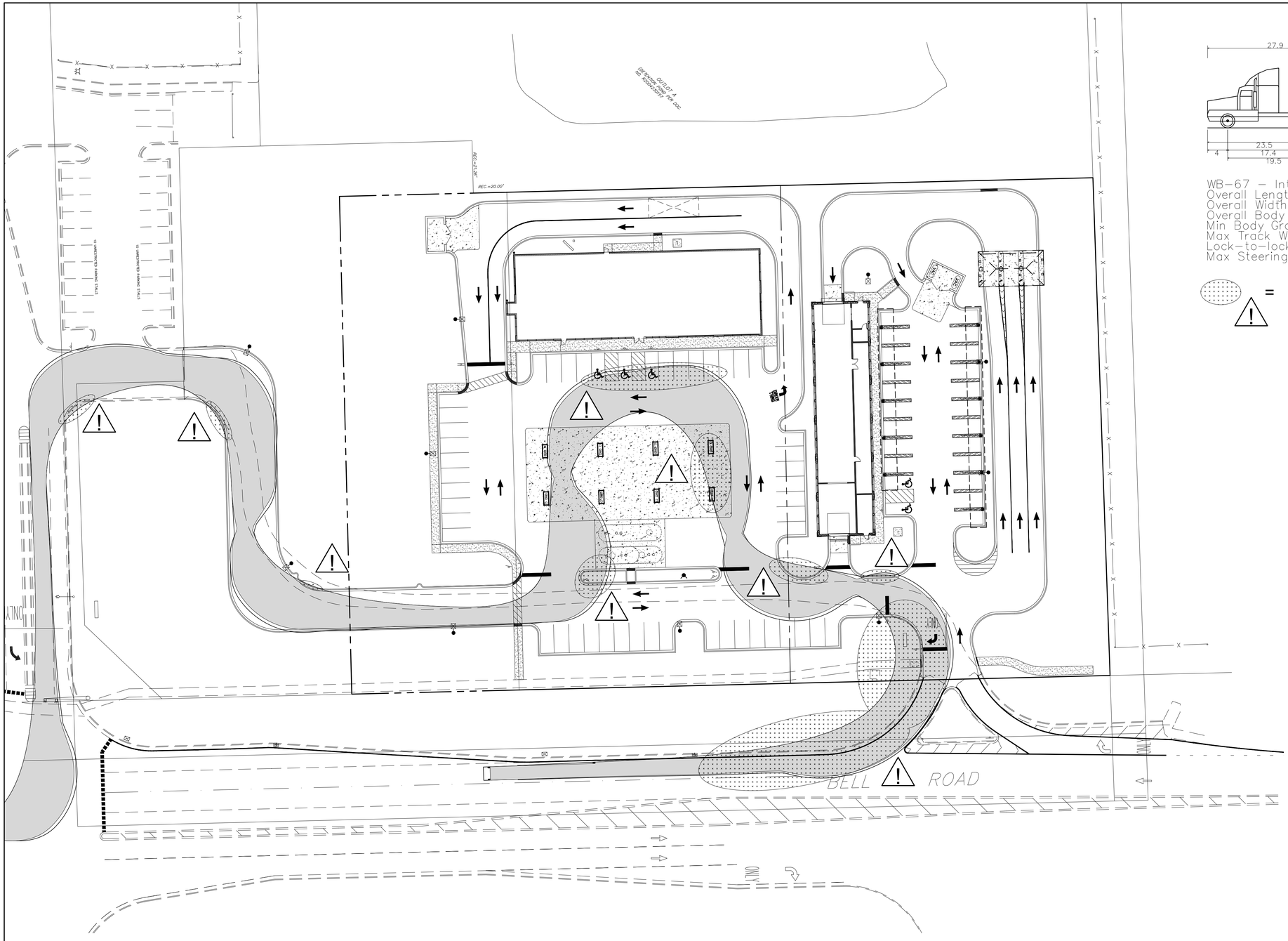
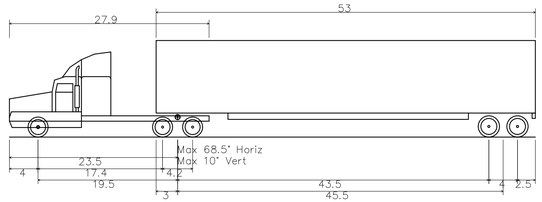
1 of 2

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 SIGNAL 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

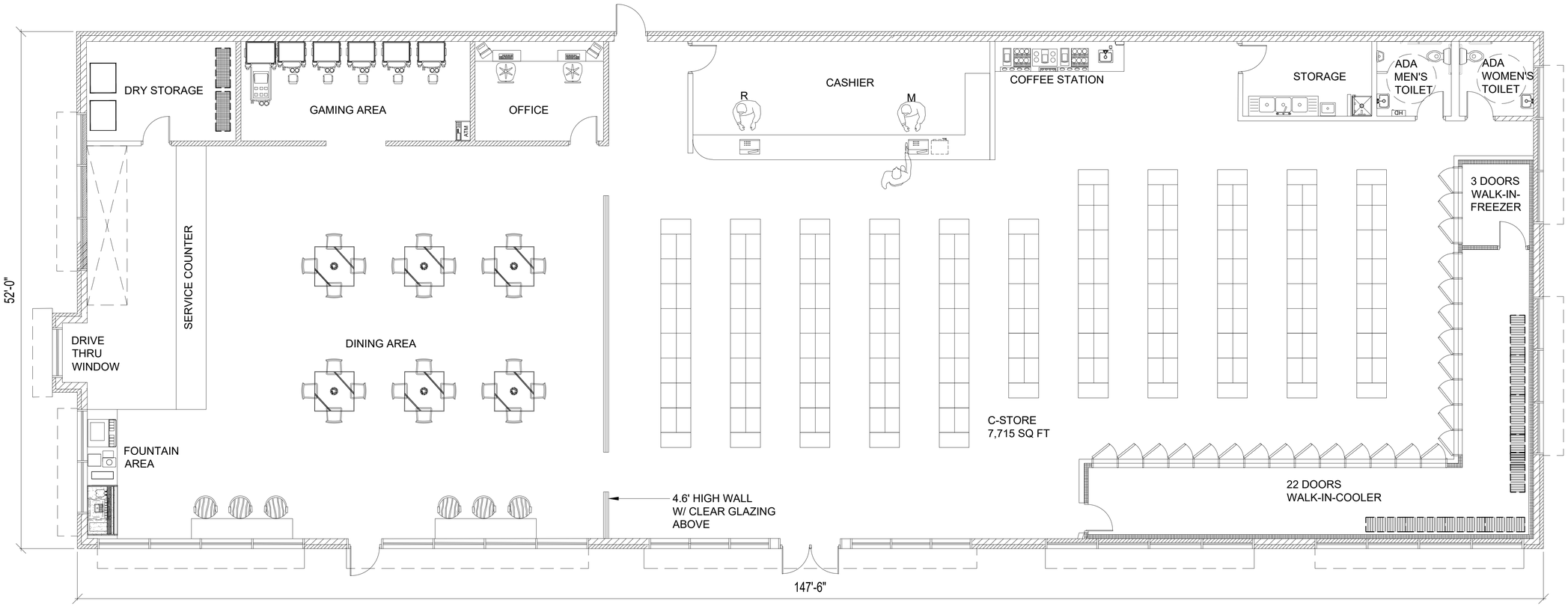
CHECKED BY:	J. MILLER
DESIGN BY:	J. MILLER
DRAWN BY:	JOSH MILLER
DATE:	MARCH 7, 2022
SCALE:	1" = 30'
PROJECT NO.:	21-074

2 of 2

WB-67 CIRCULATION PLAN

Attachment 18 - 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

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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 FLOOR PLAN A-2

PAI PROJECT NUMBER
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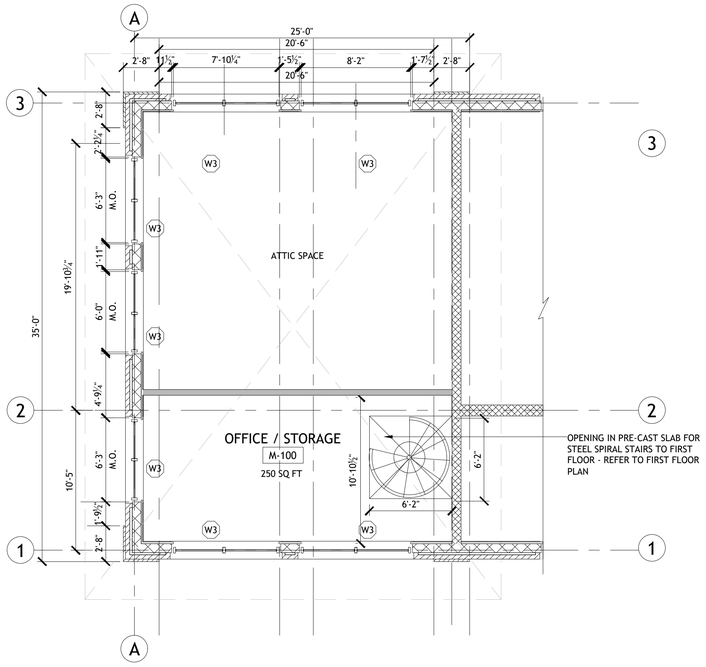
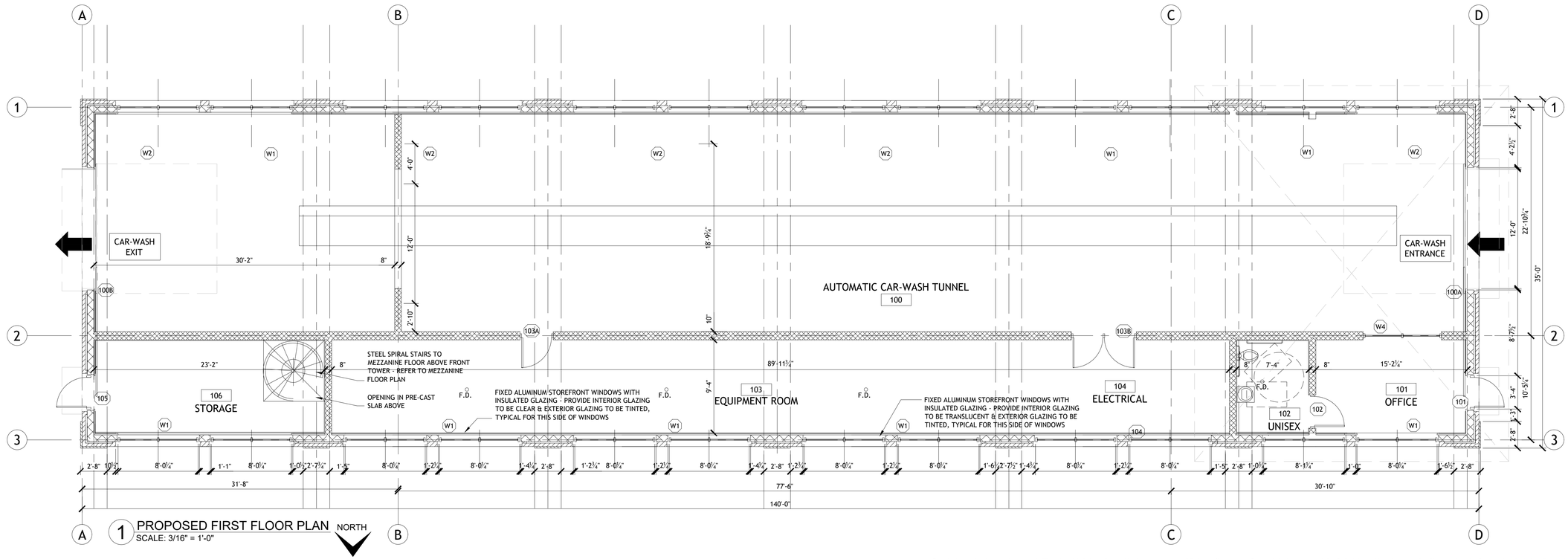


2 PROPOSED MEZZANINE FLOOR PLAN
SCALE: 3/16" = 1'-0"

NORTH



1 PROPOSED FIRST FLOOR PLAN
SCALE: 3/16" = 1'-0"

NORTH

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Proposed Schematic Site Plan for:

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Issue Date: JULY 26, 2023
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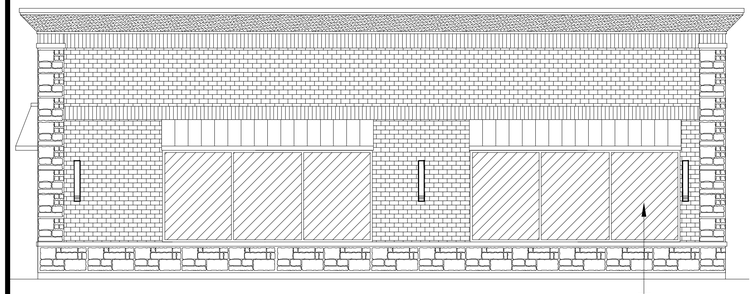
Sheet:

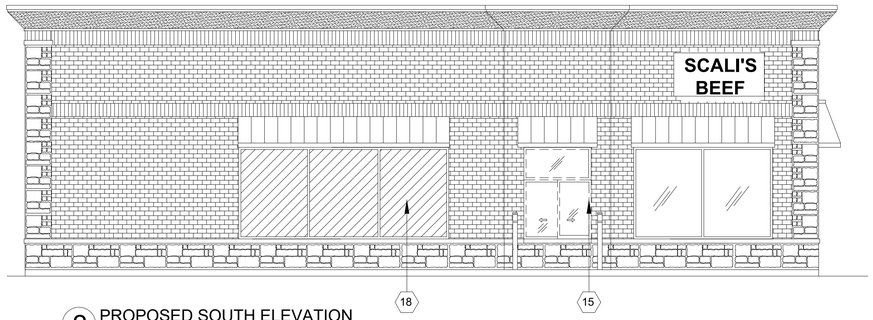
PROPOSED CARWASH MEZZANINE & FIRST FLOOR A-3

PAI PROJECT NUMBER
21171.00

Attachment 19 - Proposed Elevations



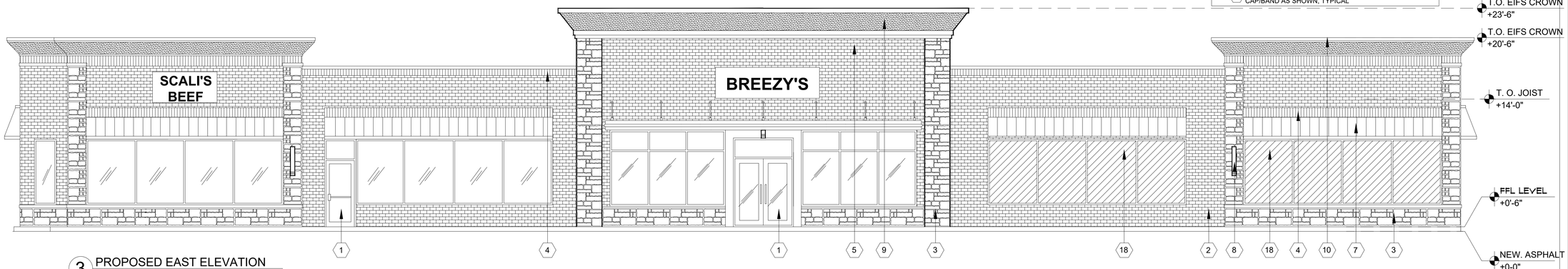
1 PROPOSED NORTH ELEVATION
SCALE: 3/16" = 1'-0"



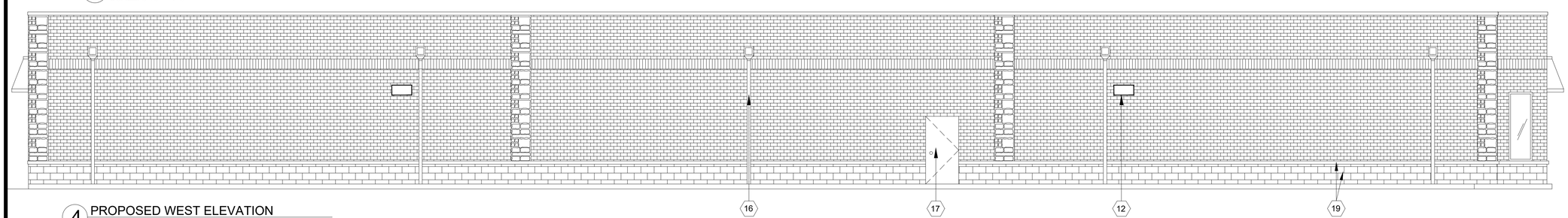
2 PROPOSED SOUTH ELEVATION
SCALE: 3/16" = 1'-0"

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"

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Proposed Schematic Site Plan for:

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S. Bell Road & W. 143rd Street, Homer Glen, IL

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Drawn By: PAI

Sheet:
PROPOSED C-STORE ELEVATIONS A-4

PAI PROJECT NUMBER
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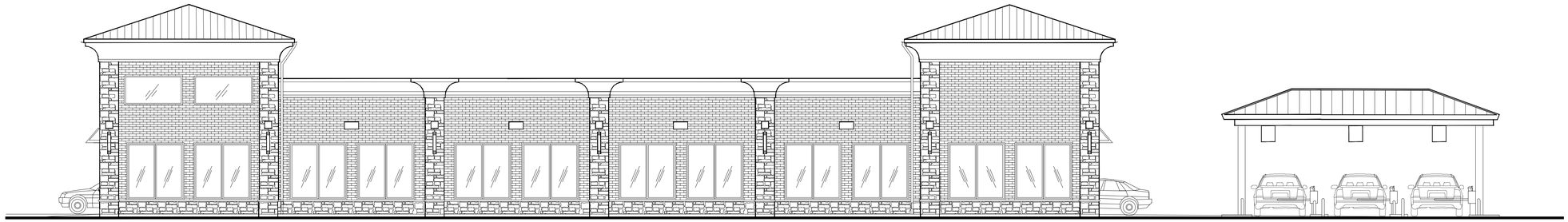
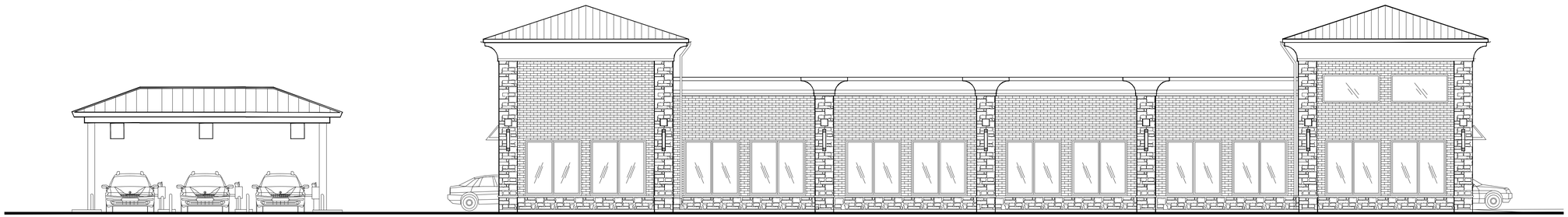
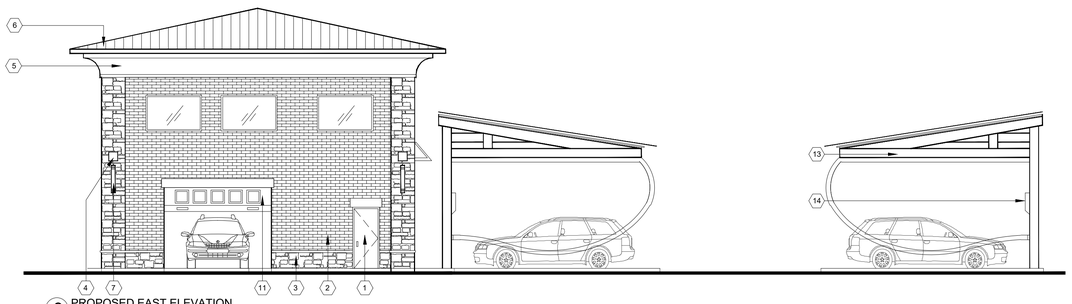


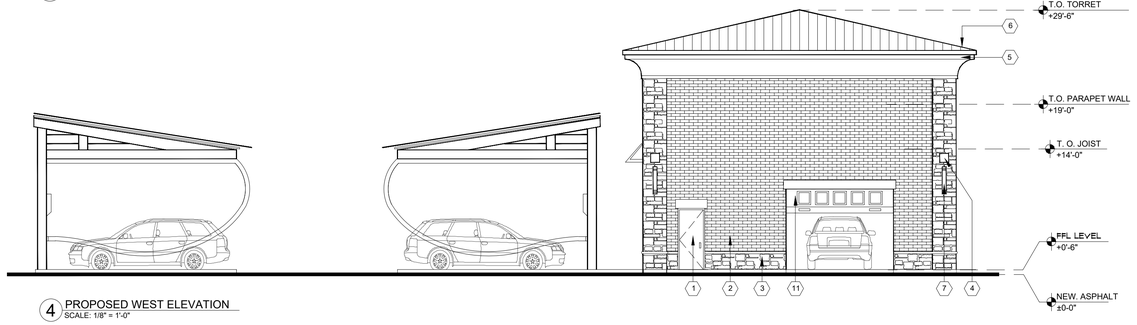
1 PROPOSED NORTH ELEVATION
SCALE: 1/8" = 1'-0"



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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Proposed Schematic Site Plan for:

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PROPOSED CARWASH ELEVATIONS A-5

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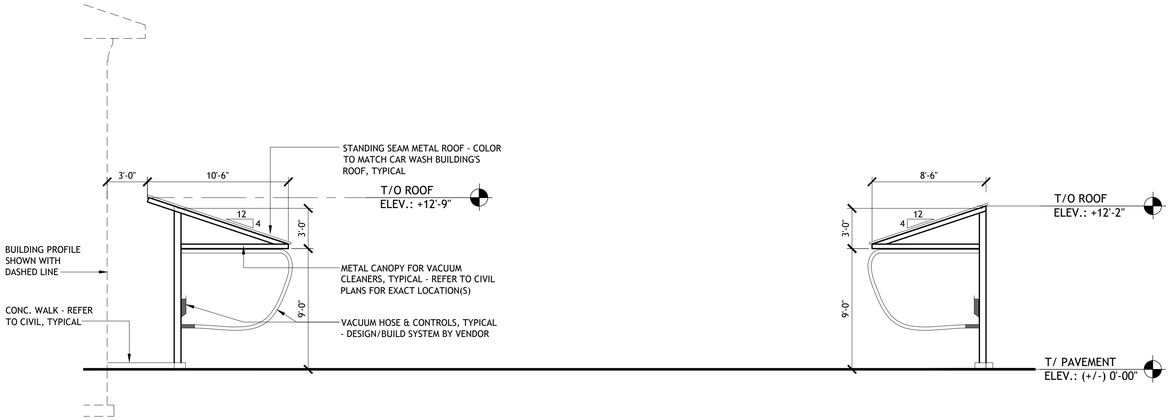
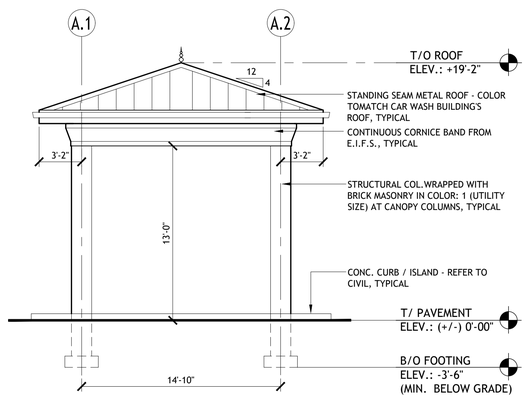
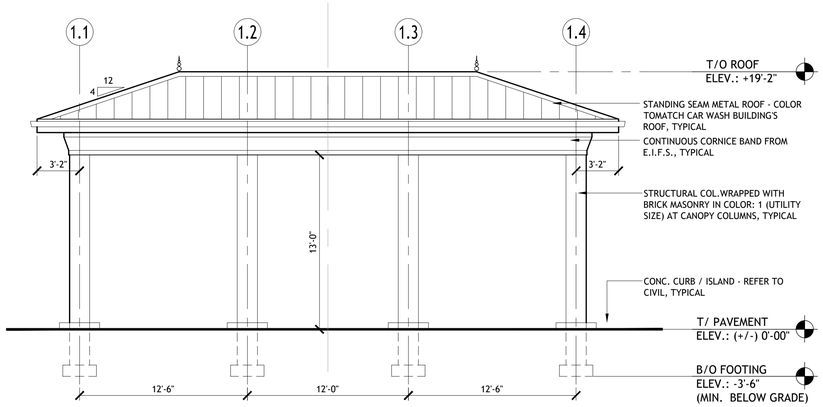


PROPOSED EAST ELEVATION - VACUUM CANOPIES

SCALE: 3/16" = 1'-0" **4**



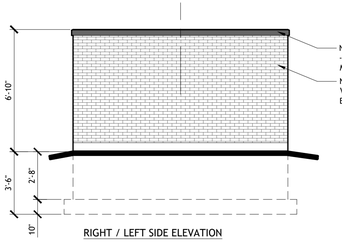
EAST ELEVATION
(WEST ELEVATION: MIRRORED)



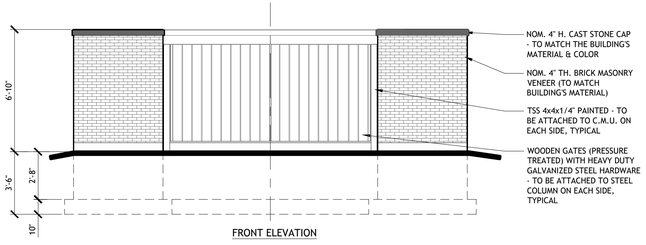
NORTH ELEVATION
(SOUTH ELEVATION: MIRRORED)

PROPOSED ELEVATIONS - PAY STATION CANOPY

SCALE: 3/16" = 1'-0" **3**



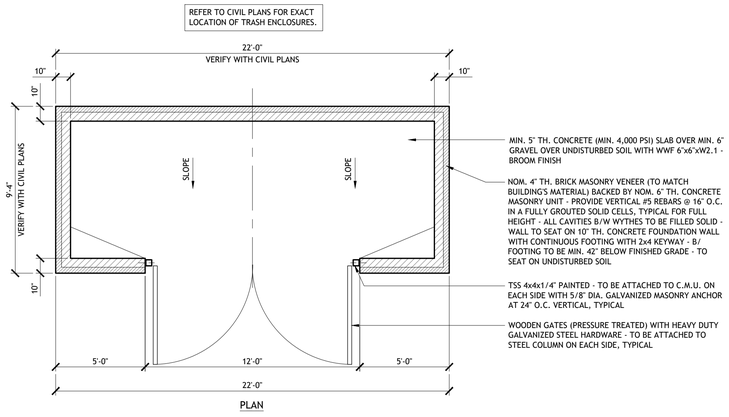
RIGHT / LEFT SIDE ELEVATION



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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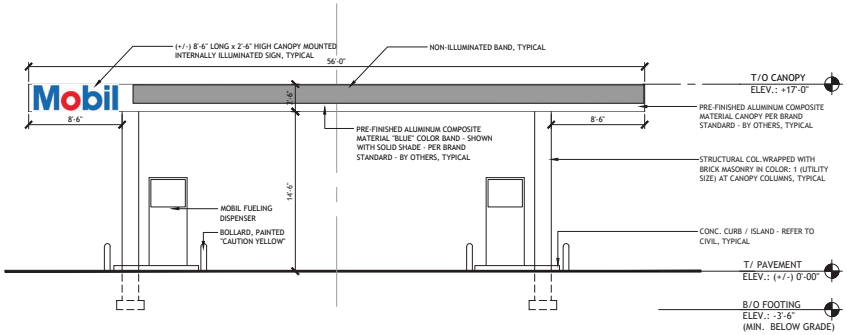
Issue Date: JULY 26, 2023
Drawn By: PAI
Sheet:

PROPOSED SITE DETAILS

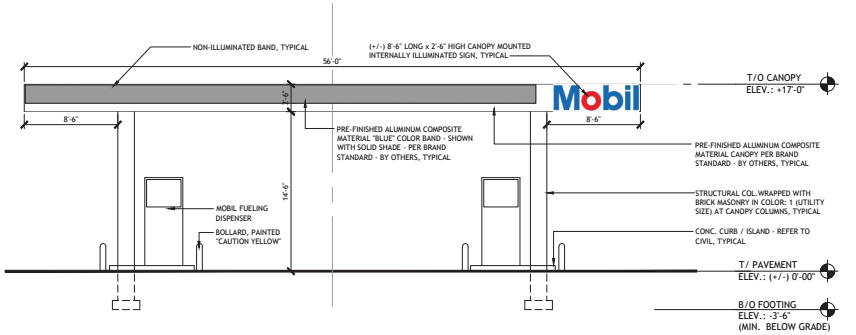
A2.2a

PAI PROJECT NUMBER
21171.00

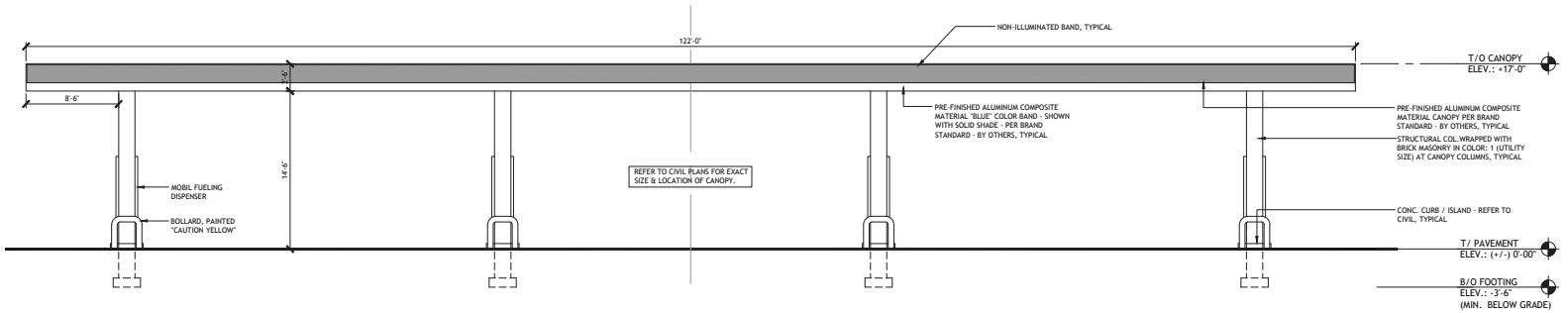
Attachment 20 - Proposed Elevations, Gas Canopy



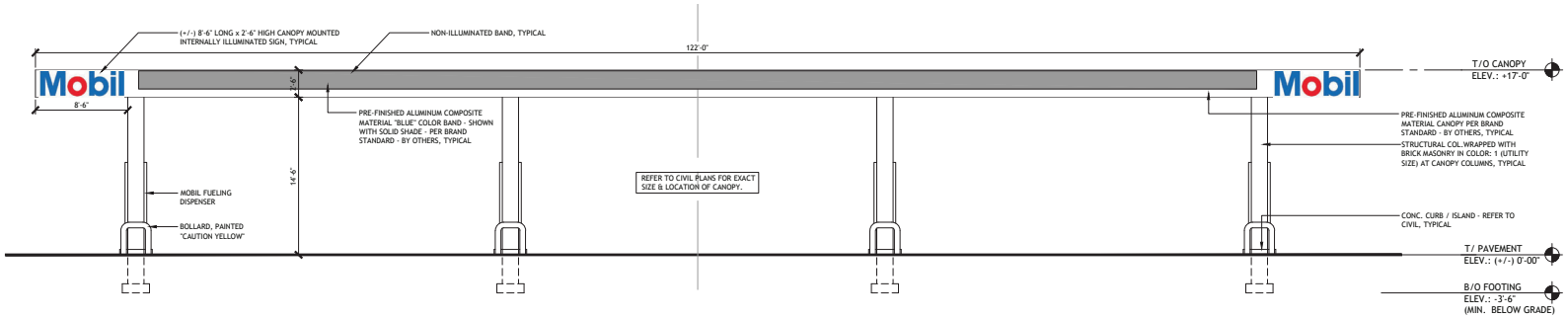
PROPOSED NORTH ELEVATION - GAS STATION CANOPY 3
SCALE: 3/16" = 1'-0"



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"

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
01.08.2026	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: JAN. 08, 2026
Drawn By: PAI
Sheet:

PROPOSED SITE DETAILS

A2.2b

PAI PROJECT NUMBER 21171.00

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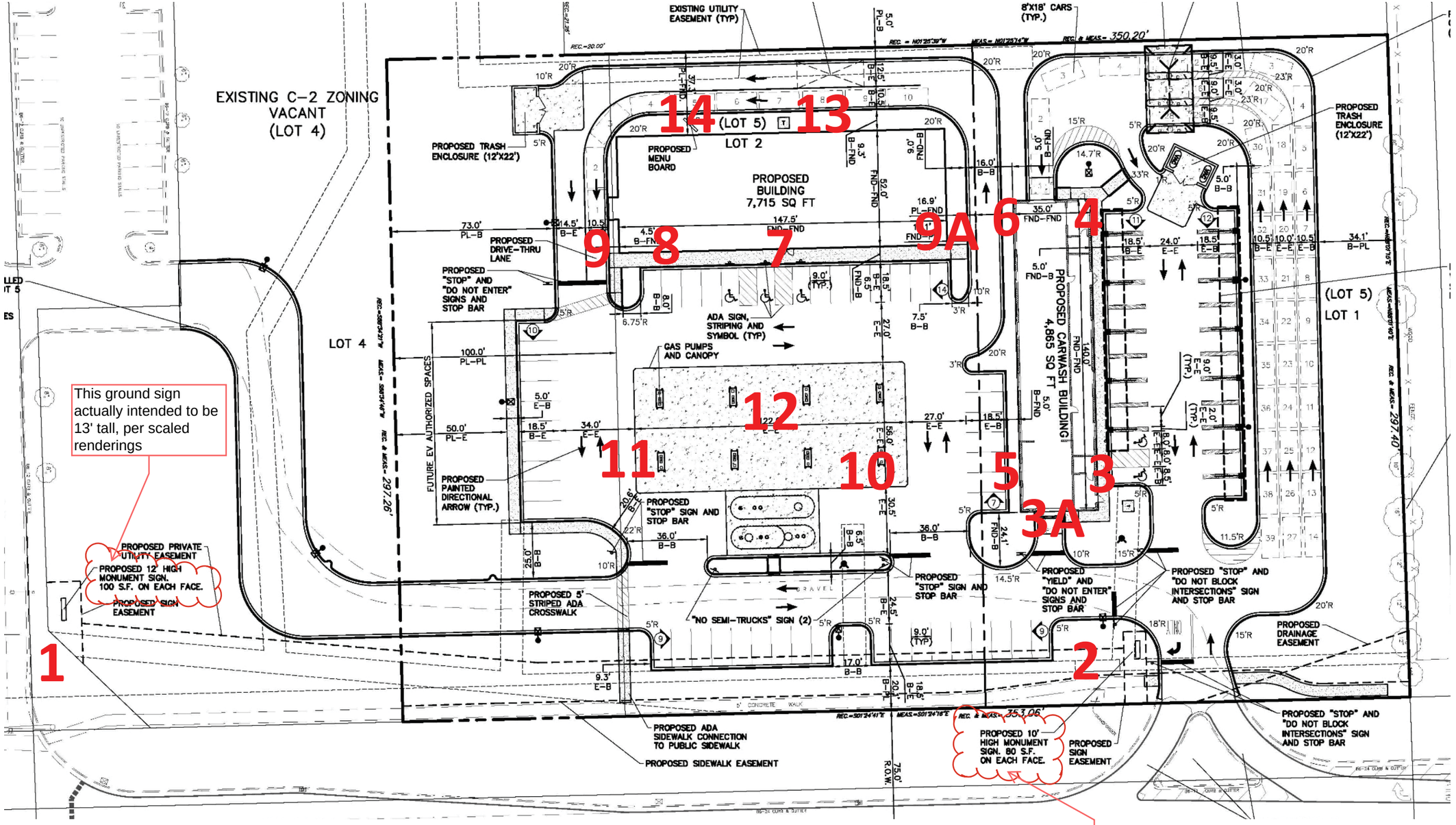
Attachment 21 - Proposed Sign Plan (provided by applicant)

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.

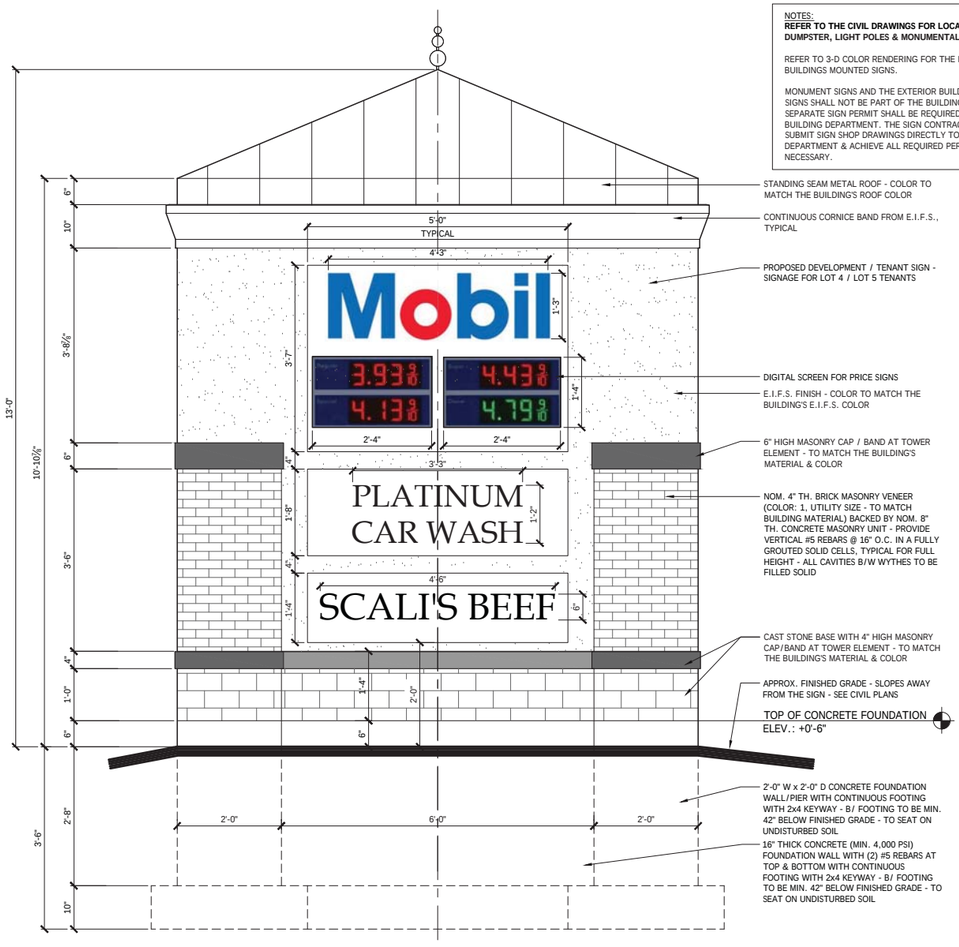
RESTAURANT SIGN:
SIGN PANEL AREA: 5'-0" x 1'-4" = 6.70 SQ. FT.

SIGN TEXT AREA: 4'-6" x 0'-6" = 2.25 SQ. FT.

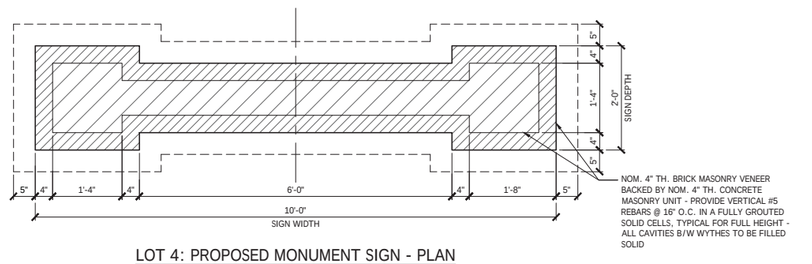
NOTES:
REFER TO THE CIVIL DRAWINGS FOR LOCATIONS OF DUMPSTER, LIGHT POLES & MONUMENTAL SIGN.

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.



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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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.

NOTES:
REFER TO THE CIVIL DRAWINGS FOR LOCATIONS OF DUMPSTER, LIGHT POLES & MONUMENTAL SIGN.

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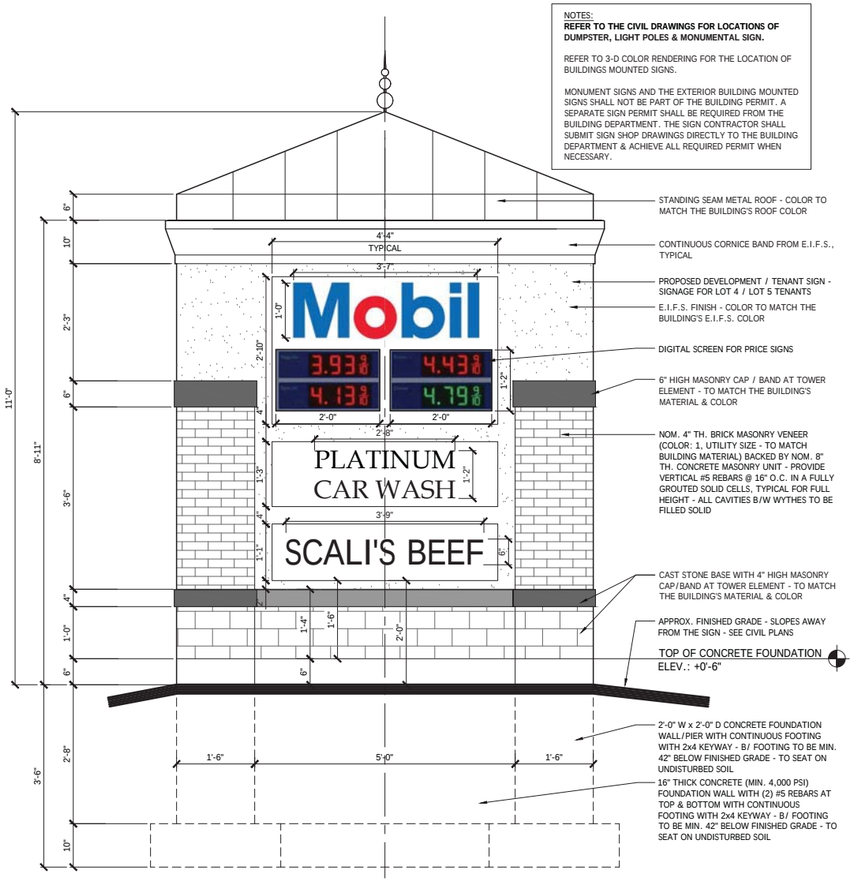
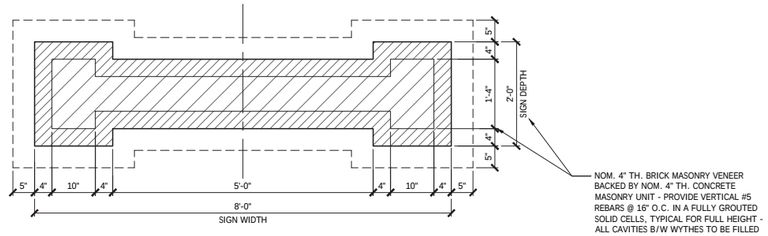
MONUMENT SIGNS AND THE EXTERIOR BUILDING MOUNTED SIGNS SHALL NOT BE PART OF THE BUILDING PERMIT. A SEPARATE SIGN PERMIT SHALL BE REQUIRED FROM THE BUILDING DEPARTMENT. THE SIGN CONTRACTOR SHALL SUBMIT SIGN SHOP DRAWINGS DIRECTLY TO THE BUILDING DEPARTMENT & ACHIEVE ALL REQUIRED PERMIT WHEN NECESSARY.



LOT 5: PROPOSED MONUMENT SIGN - NORTH & SOUTH ELEVATION



LOT 5: PROPOSED MONUMENT SIGN - PLAN

LOT 5: PROPOSED MONUMENT SIGN - NORTH & SOUTH ELEVATIONS
SCALE: 3/4" = 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
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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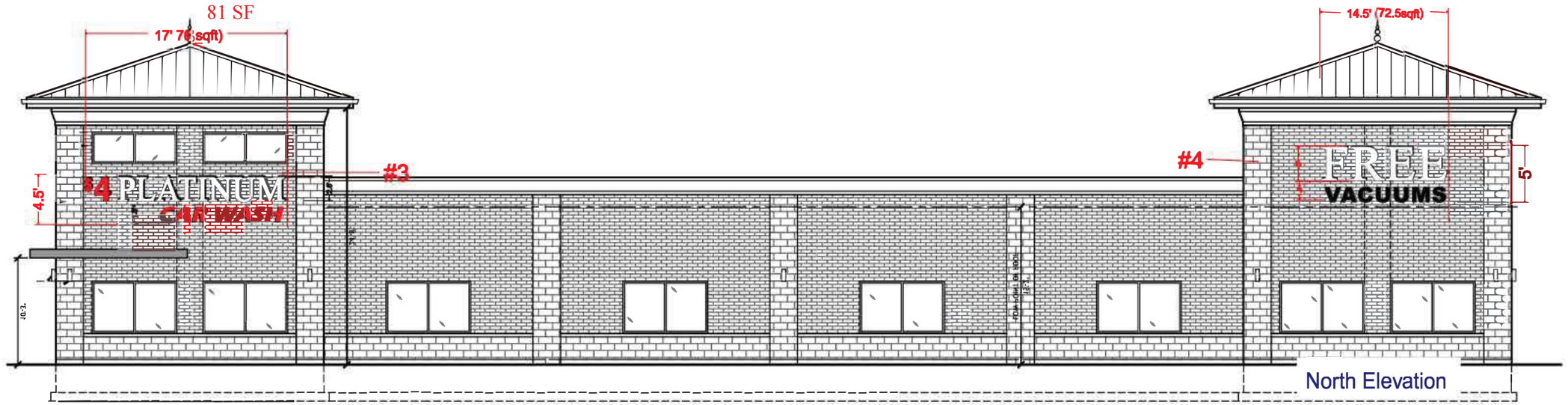
Special Note:

Landlord approval signature / / 2022 Date



Signs & Graphics Inc.
Whole Sale & Retail Interior / Exterior Signage

1-773-303-0161
5026 N. Broadway, Chicago, IL 60640

CUSTOMER: Platinum Car Wash
LOCATION: S Bell Rd & W 143rd St
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Special Note: #3, #4

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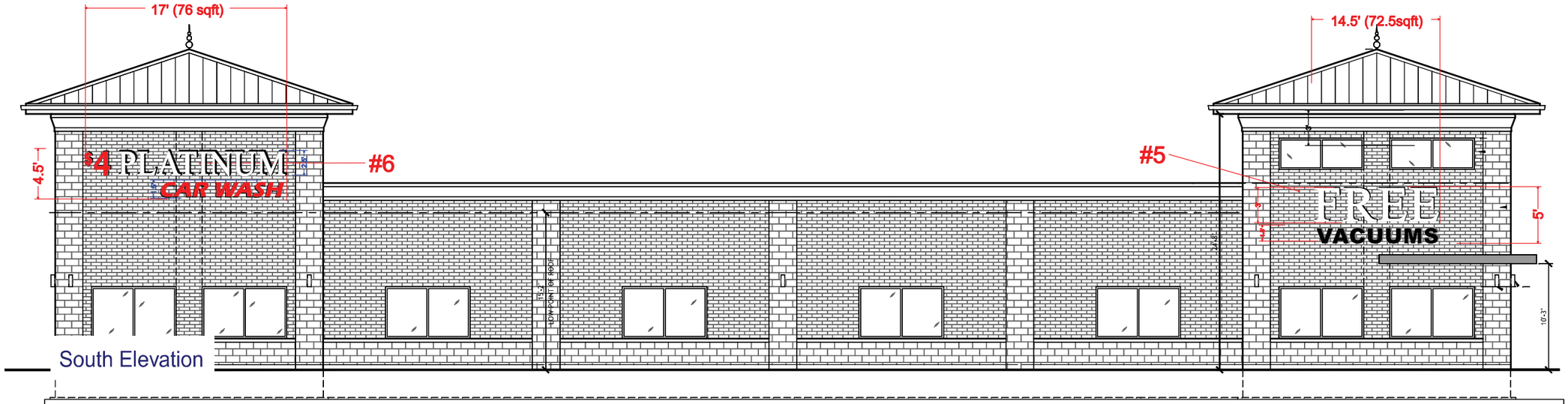

South Elevation

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

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Special Note: #5, #5A

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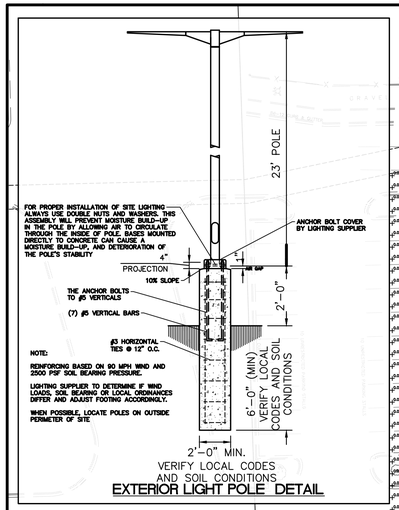
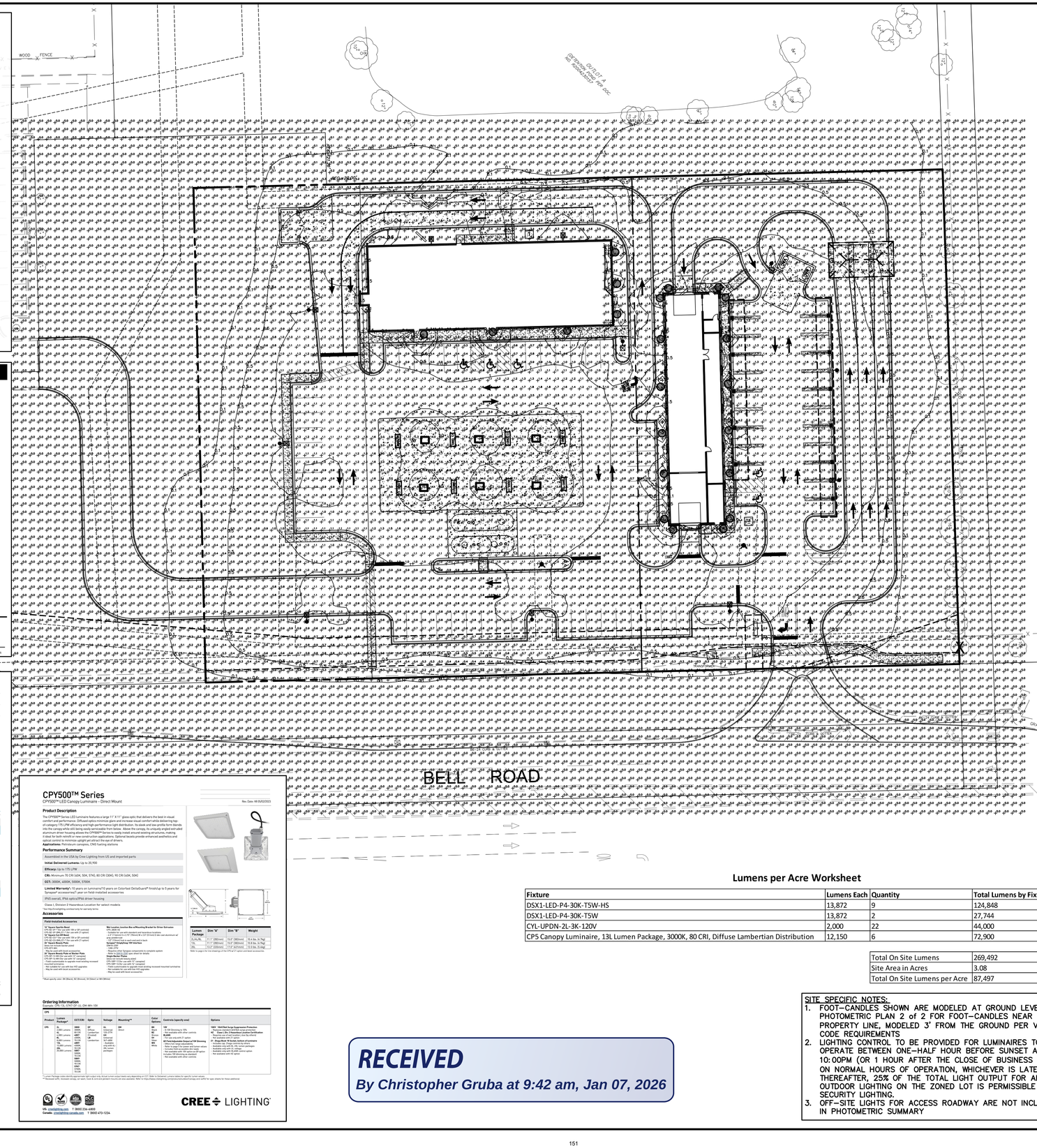
Attachment 22 - Photometric Plans (provided by applicant)





CYL-UPDN Up/Down Cylinder Luminaire

Project:
Type:
Catalog #:

STANDARD

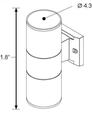
FEATURES
- Available in 3000k (warm white), 4000k (neutral white), and 5000k (cool white) color temperature.
- Long-life LEDs provide up to 153,000 hours of operation with at least 70% of initial lumen output (L70).*
- CYL-UPDN provides a range of 2,446 to 2,509 nominal lumens and 92 lumens per watt (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.

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.

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.

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

D-Series Size 1 LED Area Luminaire

Specifications
EPA: 1.04 ft² (0.10 m²)
Length: 30" (762 mm)
Width: 13" (330 mm)
Height H1: 7-1/2" (191 mm)
Height H2: 3-1/2" (89 mm)
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 with excellent 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 P2 P3 P4 P5 P6 P7 P8 — Rotated optics: P10* P11* P12* 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; T5VS Type V very short*; T5S Type V short*; T5W Type V wide*; BLC Backlight control*; LCCO Left corner cutoff*; RCCO Right corner cutoff*			MVOLT* 277/1 347/1 480/1	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)		
Options						Finish			
Shipped included: NLTAIR2 nLight AIR generation 2 enabled; PIR High/low, motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 5fc; PIRH High/low, motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 1fc; PIR1FC3V High/low, motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 3fc; PIRH1FC3V High/low, motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 1fc; FAO Field adjustable output; 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		

*Not available with SPUMBA or RPUMBA.

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DSX1 LED Rev. 01/19/21
Page 1 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 extruded aluminum driver housing allows the CPY500™ Series to easily install around existing structures, making it ideal for retrofit and new construction applications. Additional boosts provide 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 Colorfast DetroSure® finish/Up to 5 years for Synapse® accessories/1 year on field-installed accessories
IP65 overall, IP66 optics/IP66 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 Sturdy Band
CPY-SB-SQ-BRK-KIT* Square pole universal mount adapter kit (for use with 2.5" (64) pole or with 3" canister)
CPY-SB-SQ-BRK-3-KIT* Square pole universal mount adapter kit (for use with 3" canister)
CPY-SB-SQ-BRK-4-KIT* Square pole universal mount adapter kit (for use with 4" canister)
- Sturdy band mounting hardware included
- Ship kit: one each of the following: 1 mounting bracket, 1 sturdy band, 1 hardware kit
- Field customizable to upgrade level sensing increased mounting height capability
- Not available for use with low-PIR upgrades
- Ship kit: one each of the following: 1 mounting bracket, 1 sturdy band, 1 hardware kit
- Field customizable to upgrade level sensing increased mounting height capability
- Not available for use with low-PIR upgrades
- Ship kit: one each of the following: 1 mounting bracket, 1 sturdy band, 1 hardware kit
- Field customizable to upgrade level sensing increased mounting height capability
- Not available for use with low-PIR upgrades
- Ship kit: one each of the following: 1 mounting bracket, 1 sturdy band, 1 hardware kit

For Square Arm Mounting Bracket for Direct Extension Canopies
- Suitable for use with standard and handrail-mount luminaires
- Ship kit: one each of the following: 1 mounting bracket, 1 arm, 1 hardware kit
- Not available with 3" option

Synapse Wireless Controls
CPY-SNAP-ID-KIT* Synapse SNAP® connected
CPY-SNAP-ID-BLE-KIT* Synapse SNAP® connected with Bluetooth® Low Energy
- Field customizable to upgrade level sensing increased mounting height capability
- Not available for use with low-PIR upgrades
- Ship kit: one each of the following: 1 mounting bracket, 1 sturdy band, 1 hardware kit

Shipped separately
BS Bird spikes
EGS External glare shield

Mounting Options

Lumen Package	Dim "A"	Dim "B"	Weight
12,150 lm	11" (280mm)	14.4" (365mm)	19.5 lbs. (9.7kg)
10,000 lm	11.7" (297mm)	15.0" (381mm)	15.8 lbs. (8.7kg)
5,000 lm	13.3" (338mm)	17.0" (431mm)	13.2 lbs. (6.0kg)

Refer to page 2 for line drawings of the CPY at 11" option and mast accessories.

Ordering Information
Example: CPY-11L-ETG-727-UE-UL-DM-BRA-120

CPY									
Product	Lumen Package*	CCT/CRI	Optic	Voltage	Mounting**	Color Options	Controls (specify one)	Options	
CPY	11L (12,150 Lumens) 10L (10,000 Lumens) 5L (5,000 Lumens) 3L (3,000 Lumens)	30K (3000K, 70CRI) 40K (4000K, 70CRI) 50K (5000K, 70CRI) ETG5K (5700K, 70CRI) 30K80 (3000K, 80CRI) 40K80 (4000K, 80CRI) 50K80 (5000K, 80CRI) ETG5K80 (5700K, 80CRI)	11" (Diffuse) 11" (Frosted) LB (Lensed)	120 (120V) 208 (208V) 240 (240V) 277 (277V) UE (Universal 120-277V) UH (Universal 347-480V)	DM (Direct)	BLK (Black) BRZ (Bronze) WH (White)	120-277V Dimming & Sensing: PIR (Motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 5fc) PIRH (High/low motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 5fc) PIR1FC3V (Motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 3fc) PIRH1FC3V (High/low motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 1fc)	120V - 480V Field Surge Suppression Protection: FSP (Provides standard 6kV/3kA surge protection) Lumen Maintenance Options (Consult factory for availability): L90 (Extended lumen maintenance, specify 25k, 50k, 100k hour options) L80 (Extended lumen maintenance, specify 25k, 50k, 100k hour options)	Options: Shipped Accessories: BSW (Bird Spikes Wide) EGSW (External Glare Shield Wide) Shipped Separately: BRA (Square Arm Mounting Bracket Adapter) (specify finish) SRA (Square Arm Mounting Bracket Adapter) (specify finish)

* 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.
** Mounting hardware for Square Arm Mounting Bracket & Sturdy Band ordered separately. Refer to Mounting Options table for ordering information. Mounting hardware included in shipping with SQ-BRK-KIT for square shafts; for these additional

CREE LIGHTING
US: creelighting.com 1 (800) 236-6800
Canada: creelighting.com/ca 1 (800) 473-1234

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

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 MANUAL 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 ARE NOT 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.

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

RECEIVED
By Christopher Gruba at 9:42 am, Jan 07, 2026

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:

WatSmark Engineering RESOURCES
watermark-engineering.com | 2631 Ginger Woods Pkwy | Aurora, IL 60502 | (630) 375-1800

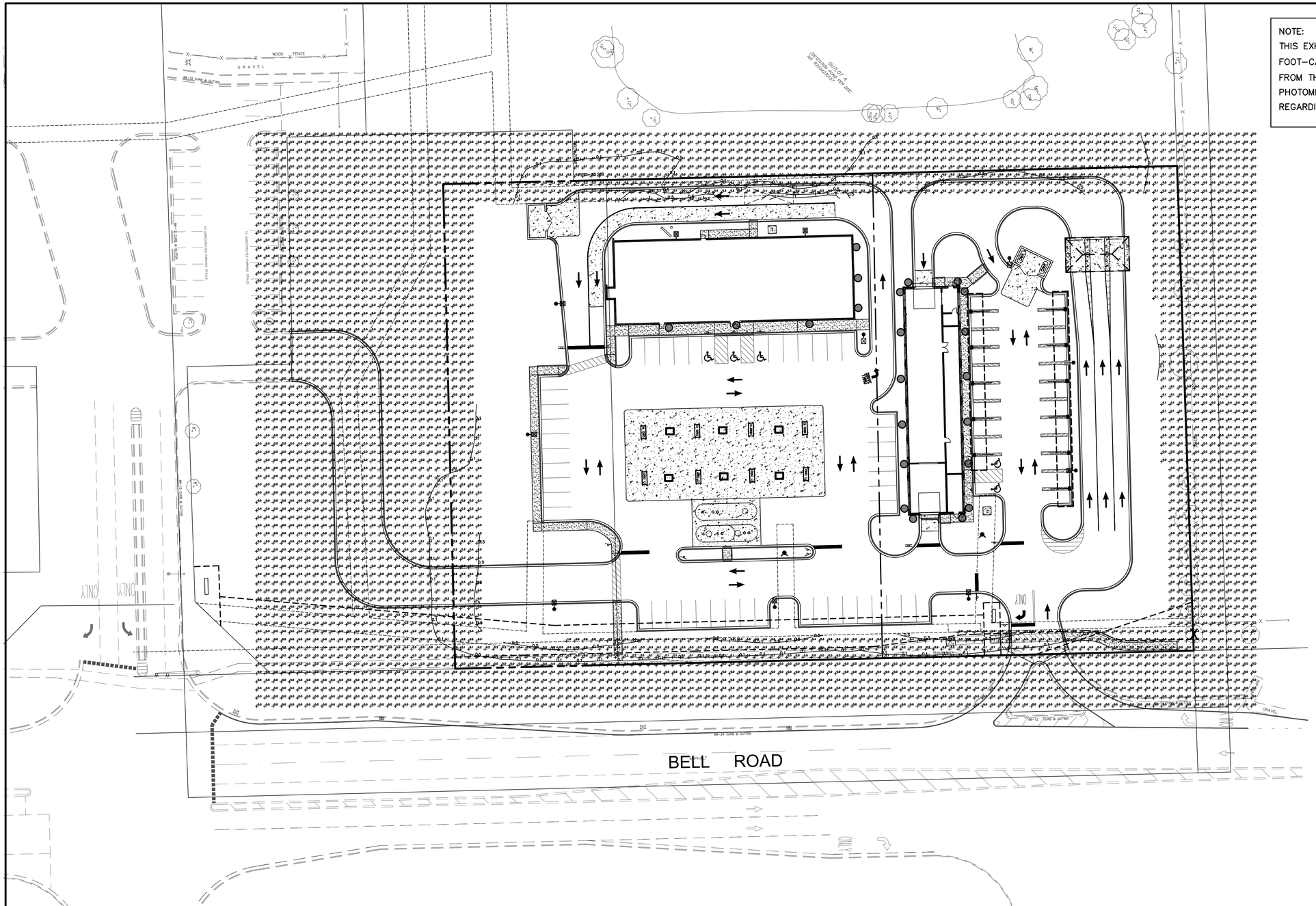
CHECKED BY: J. MILLER
DESIGN BY: R. NELSON
DRAWN BY: JOSH MILLER
DATE: JANUARY 10, 2024
SCALE: 1" = 30'
PROJECT NO.: 21-074

30 0 15 30 60 120

PHOTOMETRIC PLAN
(W/O 2 OFF-SITE ACCESS ROAD LIGHTS)

1 of 2

PHOTOMETRIC PLAN (W/O 2 OFF-SITE ACCESS ROAD LIGHTS)



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
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Prepared By:

Watermark Engineering RESOURCES
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CHECKED BY:	J. MILLER
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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)

RECEIVED
By Christopher Gruba at 9:42 am, Jan 07, 2026

PHOTOMETRIC PLAN - PROPERTY LINE EXHIBIT
(W/O 2 OFF-SITE ACCESS ROAD LIGHTS)

J:\dwgs\21jobs\21074\21074 Photometric Plan Without Off-Site Access Road Lights.dwg, 21074

HOMER GLEN

AGENDA SUPPLEMENT SHEET

Agenda Item Number: **L.5**

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

Plan Commission Meeting Date: **January 15, 2026**

Item Title: Consider for Approval an Ordinance granting an amendment of a Special Use Permit for Outdoor sales and storage for certain real property located in the C-3 General Business District at 15830 S. Bell Road, Homer Glen, Illinois [Case No. HG-2526-SP].

Motion for Consideration:

A. Is there a motion to Approve an Ordinance granting an amendment of a Special Use Permit for Outdoor sales and storage for certain real property located in the C-3 General Business District at 15830 S. Bell Road, Homer Glen, Illinois [Case No. HG-2526-SP] with 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 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.**

Staff Contact: Dana Kahn, Assistant Planner

Plan Commission Recommendation

At the January 15, 2026 Plan Commission meeting, the Plan Commission voted 5-0 to recommend approval of an amendment to a Special Use Permit for Outdoor sales and storage

for certain real property located in the C-3 General Business District at 15830 S. Bell Road, Homer Glen, Illinois [HG-2526-SP] with 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 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.

See *Attachment 3* for DRAFT Minutes of the January 15, 2026 Plan Commission.

Public Comment

Staff received in-person complaints from two residents on January 5, 2026. The residents told staff about a parked semi-truck in the eastern portion of the parking lot along Bell Road, that the merchandise on-site never seems to "move" and that the wall sign on the south side of the building appears exceptionally bright. Code enforcement contacted the owner of the semi-truck which was removed as of January 8, 2026 *(see Condition #8),* and staff has asked the Runnings store manager to please dim the south wall sign light as a courtesy for neighbors.

Public Testimony

James Sugrue, the store manager of Runnings, said that he discussed the outdoor storage plan with Running's corporate leaders and they agreed with the plan. Mr. Sugrue also mentioned that the semi-cab that was in the front of the parking lot was not theirs, and that they constantly have to chase out semi-trucks that park on their lot without permission. The store enforces parking themselves. *See Attachment 3 with complete Draft Minutes from the January 15, 2026 Plan Commission Public Hearing.*

Background Information

The applicant, Runnings Supply Inc., is requesting approval to designate a portion of their existing parking lot as a display and sales area for retail sales of utility trailers at the subject property of 15830 S. Bell Road. *See Attachment 6 with the Site Plan for Outdoor Storage and Sales prepared by Staff.* Note that trailers have already been stored on-site since at least November 2025 without prior approval of an amended Special Use Permit. The Building Department issued a ticket on December 5, 2025 for operating with outdoor storage that was not approved by the Village.

The subject property of 15830 S. Bell Road was granted approval of Special Use Permits for Outdoor Sales and Storage under ordinances ORD14-062 (Case no. HG1430-SV) and ORD23-

006 (Case no. HG-2230-SP). The latter was an amendment to the 2014 ordinance. The business, previously Big R store, has since changed to Runnings department store in 2023. *See Attachment 4 with the complete history of the property.*

Runnings has outdoor merchandise including but not limited to 10 trailers, sheds, gates for farmers, bags of gravel/rock, wire mesh, storage materials for farmers & landscapers, farm-related equipment, and plants in the springtime. Approved under ORD23-006, Town and Country Sheds sell Everlast Portable buildings including, but not limited to, sheds, barns, garages, and chicken coops in a portion of the outdoor storage area.

Conformance with Zoning Regulations

Outdoor Sales and Storage

According to the Use and Bulk Table for Nonresidential Districts under Table 2A, Outdoor sales and storage is listed as a Special Use in the C-3 General Business District. The regulations below show the applicable regulations set forth in code sections § 220-828 and § 220-829.

§ 220-828: Outdoor storage:
Note that staff's responses to the following regulations are in bold and italics.

A. Outdoor storage is defined as the keeping, in an unroofed area, of any goods, material, merchandise, or raw materials in the same place for more than 48 hours. The area within any structure which does not include a roof and at least one wall shall constitute an "unroofed area." ***Runnings has merchandise in unroofed areas onsite every day.***
B. No goods, material, merchandise or raw materials intended for sale at retail shall be stored or stacked so that the height of such stored goods, material, merchandise or raw materials exceeds 42 inches. Individual items whose height exceeds 42 inches may be stored but shall not be stacked so as to exceed the height of an individual item. ***Complies. §220-828 B applies since the applicant has a 4' and 5' fence around the merchandise.***
C. No goods, material, merchandise or raw materials shall be stored in such a manner so as to restrict or otherwise affect surface water drainage. ***Complies. Merchandise is stored on existing asphalt, which is already impervious, and therefore will not affect surface water drainage.***
D. All nonpackaged goods, material, merchandise or raw materials shall be stored in such a manner so as to prevent the dispersal of such goods, material, merchandise or raw materials by the elements, such as wind and rain. ***Complies. The majority of the merchandise is stored within a fence. Staff recommends that all materials, except for sheds, be stored inside the fenced area under Condition #6.***
E. All goods, material, merchandise or raw materials shall be stored on a permanent durable surface. ***Complies. Merchandise is stored on asphalt parking lot.***
F. Except for raw materials intended to be sold in bulk or merchandise which is not customarily offered for sale in containers or packages, all goods, materials, merchandise or raw material intended for retail sale shall be stored in containers or packages. ***Complies. It appears that merchandise is not stored in containers.***
G. No goods, material, merchandise or raw materials shall be stored on a public sidewalk so as to impede the orderly flow of pedestrian movement or create an unsafe condition for pedestrians. ***Complies. No merchandise is stored on public sidewalks.***
H. No goods, material, merchandise or raw materials shall be stored on any zoning lot:
    1. Within 15 feet of the ingress entrance or egress exit for that zoning lot to any public street or any ingress entrance or egress exit to any adjacent zoning lot; ***Complies. The outdoor storage areas are more then 15' away from entrances and exits of 159th Street and Bell Road along with the adjacent parcel 16-05-144-100-13-0000.***

2. Within any side yard or rear yard setback or within 15 feet of any side or rear lot line, whichever is greater; provided, however, if said zoning lot has a zero side yard or rear yard setback and screening is installed along said setback, then such storage may occur adjacent to said screening; and ***The existing rear storage area does not meet the required rear setback of 20' from the adjacent residential properties. This encroachment is considered an existing, non-conforming use and does not need to be brought into compliance unless changes were made to this rear outdoor storage area.***
3. In the front yard within 15 feet of the lot line on dedicated roads or within 65 feet of the center line on nondedicated roads. ***Complies. The proposed outdoor storage areas are set back at least 15' from the dedicated ROW of S. Bell Road and 159th Street.***

I. Except as otherwise allowed pursuant to the terms of a special use permit, the total area of outdoor storage per zoning lot shall not exceed 500 square feet. ***Existing outdoor storage exceeds the 500 square foot limit as granted under ORD23-006. The applicant wants to amend the Special Use Permit to expand outdoor storage and sales to approximately 52,084.37 sf total. See detailed Table of storage descriptions on Page 4.***

J. All storage areas for waste collection and solid waste dumpsters shall be confined in an enclosed area that is screened on all sides with opaque screening of at least six feet in height. All storage areas for waste collection and solid waste dumpsters for new construction shall be constructed of a masonry-type material. ***N/A for this request.***

K. Vehicles stored for repair shall be located within an area screened on all sides with opaque screening of at least six feet in height. ***N/A for this request.***

L. All screening shall be installed and maintained in a sound condition and shall be constructed so as to not restrict or otherwise affect the surface water drainage. Except as otherwise provided herein, all screening shall be of a material and color which are consistent and compatible with those of the principal structure on the zoning lot. Screening shall not obstruct sight distance to or from any public street so as to impede or otherwise create a hazard for vehicular or pedestrian traffic. ***N/A for this request.***

M. Subsection B shall not apply to storage yards which are screened and enclosed by a fence or other structure of not less than six feet in height on all sides. ***Complies. Attached to the southwest corner of the Runnings store, the applicant has outdoor storage within a fence that is greater than 6'. Only merchandise in this section with the fence taller than 6' can be stored higher than 42".***

Currently, Runnings has a fence around the majority of the merchandise. The storage area does have a 4' and 5' tall fence, which means that they can store items up to 42" because the fence is less than 6' in height on all sides. The merchandise stacked 3' tall outside of the fence (wire mesh and bags of rocks/gravel) does not exceed 46" in height. Staff recommends that all outside storage materials (expect for sheds) in the main area be stored within the fenced area and not outside of the fenced area *(See Condition #6).*

The proposal for outdoor storage exceeds 500 sf, but the applicant is requesting a total of 52,084.37 sf of storage. *See Table on Page 4 with each storage area.* Site Photos of faded parking stalls with merchandise outside of the fence, encroaching on parking stalls.

Description of Storage Area	Square Footage
[1] Storage area along east side of building	3,484.44 sf
[2] Storage area in middle of parking lot*	31,751.84 sf
[3] Storage area for sheds	6,990.73 sf + 3,262.42 sf = 10,253.15 sf
[4] Storage area connected to rear (SW corner of building)	6,694.77 sf
Total Storage Area	52,184.37 sf

*Applicant is requesting an expansion of storage in the middle of parking lot from 10,388 sf to 31,751.84 sf. The ~10,000sf of storage was previously approved in ORD23-006.

§ 220-829: Outdoor sales:

The applicant is requesting to amend the Special Use Permit granted in ORD23-006 to include the outdoor sales of trailers. Outdoor sales, including merchandising and promotional displays, are subject to the following with staff responses in bold and italics:

A. The use shall be located so as to have direct vehicular access to a public street. ***Complies. As seen in Attachment 6, the proposed storage allows for a clear drive aisle for accessing 159th Street and also Bell Road.***
B. No sales or display activity shall be located on a public right-of-way. ***Complies. The entire area of merchandise is located out of public ROW.***
C. The location of materials for sale shall not be located so as to block visibility for vehicles or pedestrians on or off the lot in a manner that would create a safety hazard. ***Complies. The location of the proposed merchandise is out of the required clear vision triangle on the corner of Bell Road and 159th Street.***
D. All trash and debris are to be removed daily. ***Staff noticed some litter accumulating around the fenced storage area. Staff recommends adding a condition of approval that the property be cleared of litter on a weekly basis. See Condition #7.***
E. All signage shall conform to the standards set forth in § 220-1005. ***As condition #4 to the special use approvals, the applicant needs to conform to signage standards. There are 5 prohibited signs on site. Staff has added this as a condition #5 of approval. See sign regulations below***

Signage

Runnings currently has 5 prohibited signs displayed without permits on site. The signs are attached to the fence around the outdoor storage area. Note that any signage requires permits and must comply with sign code *(See Condition #4).* According to § 220-1005 C(4)(b), prohibited placement of signs includes:

- "Signs affixed to fences, except "No Trespassing," "No Parking/Towing," and "Beware of Dog" signs in accordance with all other applicable sections on this article."

Staff is recommending that Runnings removes any signs affixed to fences as a condition of this case *(See Condition #5).*

Site Photo of 5 Prohibited Signs from December 30, 2025

Site Photos of 5 Prohibited Signs (cont.)

Parking Adjustment

Note that per §220-1004, the proposed outdoor storage and sales necessitates a parking adjustment (variance) through the Village Board during the same meeting as HG-2526-SP. Runnings is deficient in parking spaces based on the business square footage. Previous ordinances and cases from 2014 and 2023 included "parking reduction variances". However, the Zoning Ordinance allows parking variances to be granted as "parking adjustments", which only require review and approval by the Village Board.

ADA Spaces are not blocked by any outdoor sales and storage. The applicant is blocking 9 parking stalls for utility trailers. Trailers are all under 3,000lbs.

In addition to the outdoor storage, the applicant has also permitted AMVETS to locate a donation facility (trailer) in their parking lot. AMVETS is a non-profit that collects donated items to fund programs for veterans. This AMVETS trailer was given a temporary business license to operate within the Runnings parking lot on January 15, 2026. If the parking adjustment is approved by the Board, the AMVETS trailer could then obtain a business license valid for the rest of 2026.

Note that not all stalls are painted. As condition #3 of approval, the applicant must re-strip any stalls that are faded and outside of the storage area.

Staff has prepared a separate report specifically for the parking adjustment [HG-2532-P], since this request did not require review by the Plan Commission as part of the special use permit request for outdoor storage. The parking adjustment case requests a reduction of parking from

374 spaces to 222 spaces, taking into account the parking spaces dedicated to outdoor storage and the donation facility (trailer) for AMVETS.

Site Photos of Stalls Needing Paint from December 23, 2025

From the applicant, James Sugrue (Store Manager):

"*Currently the 231 parking spaces are more than sufficient for our customer count which is about 350 during the weekdays and 500 during the weekend.*

Those numbers are split out during the course of the 12 hours we are open so there is always ample room for our customers.

When we start to pick up significantly more customer count, we will look at picking up more spaces where the sheds are and reduce the length of the outside storage.

I don't anticipate us needing those additional spaces for 2 to 3 years' time."

Similar Special Use Permit Cases

- HG-1922-PS Gas N Wash Leonard McEnery, 15930 W. 159th St (ORD19-043)
  - Approved SUP for Outdoor Storage in C-3 District with PUD
- HG-1706-PS: Leonard McEnery, 159th St and Gougar Rd (ORD17-040)
  - Approved SUP for Outdoor Sales and Storage in C-3 District with a PUD
- HG-1502-SV: Peerless Fence, 15901 S. Parker Rd (ORD015-017)
  - Approved SUP for Outdoor Storage
- HG-1204-MS: Kane Brothers, 12137 W 159th St (ORD12-044)
  - Approved SUP for Outdoor Storage in I-1 District

Findings of Fact: Sections 220-1209D of the Code of the Village of Homer Glen states the required standards for making findings of fact for a Special Use Permit. The Code requires that the Plan Commissioners consider these standards in making its finding and determining a recommendation to send to the Village Board. Please refer to the *Draft Ordinance* for the Findings.

Conformance with other Village Regulations

Exterior Construction Standards (Chapter 75, Article II): The Exterior Construction Standards do not apply to this request as the applicant is not proposing any exterior building changes.

Outdoor Lighting (Chapter 75, Article II): The Outdoor Lighting regulations do not apply to this request as the applicant is not proposing any new lights in the parking lot.

Conservation Design (Chapter 107, Article IV): The Conservation Design regulations do not apply to this request as this is not a residential subdivision.

Tree Preservation (Chapter 107, Article III): The Tree Preservation regulations do not apply to this request as the subject property is less than 5 acres and there are no significant trees on the subject property.

Subdivision & Stormwater (Chapter 138, Article I): The Subdivision and Stormwater regulations do not apply to this request as no site development is proposed.

Park Donation (Chapter 138, Article II): The Park Donation regulations do not apply to this request as the subject property is not a residential subdivision.

Conformance with Adopted Plans

Comprehensive Land Use Plan: The subject property is currently zoned C-3 General Business, and the 2005 Comprehensive Plan designates the property as Commercial.

Transportation Plan: The applicant is not proposing any changes to the existing ingress and egress as part of this proposal.

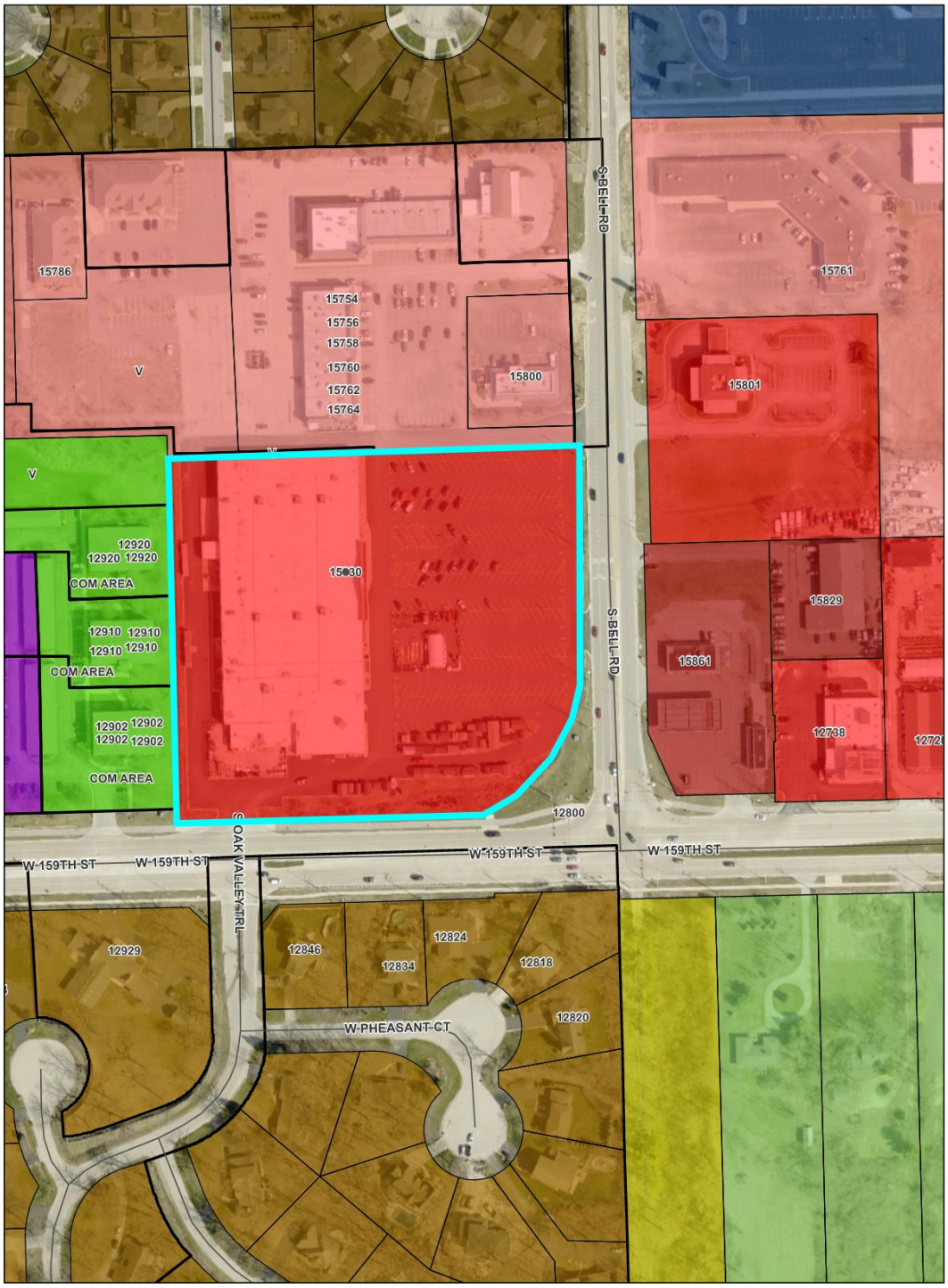
Budget Implications: None

Attachments

1. Land Use Viewer
2. Site Photos
3. DRAFT Minutes of January 15, 2026 Plan Commission meeting
4. History of 15830 S. Bell Road – Outdoor Storage
5. Aerials of Outdoor Storage 2023 – 2025
6. Site Plan for Outdoor Storage and Sales (prepared by Staff)

Attachment 1 – Land Use Viewer

Land Use Viewer of Runnings Store 15830 S. Bell Rd



12/23/2025, 3:47:54 PM

Homer Glen Boundary
Street Centerlines
Subdivisions
Parcels- Will County
Zoning Districts
A-2 Rural Residential
C-2 Local Business
C-3 General Business
C-4 Highway Commercial
I-2 General Industrial
P-1 Government Buildings & Public Schools
R-2A Single-family Residential
R-4 Single-family Residential
R-5 Single-family Residential
R-6 Multifamily Residence District
Subject Property

N

1:2,257
0 0.02 0.04 0.07 mi
0 0.03 0.06 0.11 km

County of Will, Microsoft, Vantor

Village of Homer Glen

Attachment 2 – Site Photos

SITE PHOTOS FROM STAFF ON 11.19.25

Site photos from staff December 2025

Site photos from staff
December 2025

Attachment 3 – DRAFT Minutes of the January 15, 2026 Plan Commission Meeting

Case No. HG-2526-SP, Runnings Supply Inc., 15830 S. Bell Rod: A request for approval of an amendment to a Special Use Permit for Outdoor sales and storage in the C-3 General Business District at the common address 15830 S. Bell Road, Homer Glen, Illinois.

Planner Kahn introduced the case with Runnings Supply store. Runnings is requesting to add trailers to the outdoor sales and storage in their parking lot. They have already placed the trailers on their property since at least November 2025 without an amended Special Use Permit. In 2014, Central Big R store was granted an ordinance on this property. In 2023, Town County Sheds was granted an amendment to the Special Use Permit to add sheds to the property. The current outdoor merchandise includes 10 trailers, sheds, gates for farmers, bags of gravel/rock, wire mesh, storage materials for farmers and landscapers, farm-related equipment, and plants in the springtime. On January 5, 2026, staff received in-person complaints about a semi-truck in the parking lot, that the merchandise on-site never seems to "move" and that the south side wall sign appears exceptionally bright.

Planner Kahn showed a side-by-side of the previously approved site plans under ORD14-061 and ORD23-006. In 2023, one area of storage was reduced to ~10,000 sf because it had not been utilized for several years. In 2023, a fire lane was addressed on the site plan. Planner Kahn showed the latest proposed site plan with 4 main storage areas. Town County Sheds proposes to reduce their storage area for sheds. During site visits, the parking stalls to the south of the large storage area are blank and faded; these stalls need to be repainted as a condition. There is also merchandise outside of the fenced area encroaching on parking stalls, which is another condition to relocate the merchandise. Also, there is a semi-truck trailer along the west property line blocking the fire lane. This truck is not permitted on-site and should be removed as a condition of this case.

The applicant is requesting around 52,000 sf of outdoor storage and sales. Planner Kahn showed site photos of the storage and also code violations. The current fenced area is made of two different fence heights and materials. There are prohibited signs affixed to the fences which need to be removed as a condition of the case. The parking lot is ADA compliant. Planner Kahn presented aerials from 2023, 2024, and 2025 showing the merchandise on-site. Staff recommends the following conditions:

1. Fire lane must remain clear.
2. Fire hydrants must remain clear and accessible.
3. Staff recommends that the 23 stalls located immediately south of the 31,752-sf storage area must be re-striped no later than August 1, 2026.
4. Per 220-1005, signage must conform to sign code.
5. Per 220-1005 C(4)(b), staff recommends that Runnings removes any signs affixed to fences
6. Per 220-828 [E], staff recommends that all materials, except for sheds, be stored inside the fenced area and outdoor storage items cannot block stalls.
7. Per 220-829[D], staff recommends that the property be cleared of litter by Runnings on a weekly basis.
8. Semi-truck tractors and trailers shall not be stored or parked on the property unless actively loading or unloading within designated loading zone.
9. The outdoor storage area shall conform to the locations depicted on the site plan and shall not exceed 52,184 square feet.

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

Petitioner Comment:
James Sugrue, the store manager of Runnings, said that he discussed the outdoor storage plan with Running's corporate leaders and they agreed with the plan. Mr. Sugrue also mentioned that the semi-cab that was in the front of the parking lot was not theirs, and that they constantly have to chase out semi-trucks that park on their lot without permission. The store enforces parking themselves.

Public Comment:
A resident named Pat Cleary, said that he lives behind the Runnings store and that the wall sign on the south is very bright all night. Mr. Cleary mentioned that the semi-truck on the west side of the property has not moved in over a year. Mr. Cleary asked about what customers are buying during winter and that the outdoor storage is an eye sore. Mr. Cleary said that the merchandise just sits there with an exception for the sheds.

Plan Commission Discussion:
Chairman Hand asked if the sign is up to code. Director Gruba said that the wall sign did have a permit and was inspected. Director Gruba said that it wouldn't be appropriate to require that this wall sign be dimmed as a condition of approval, because it does not directly relate to the special use permit request for outdoor storage. However, the Plan Commission could politely ask Runnings to dim this wall sign as a courtesy to the neighbors to the south. Chairman Hand asked the Runnings store manager if the sign can be dimmed. Mr. Sugrue said that he'd look into this. Mr. Sugrue mentioned that the storage trailer in the rear is a full semi of straw for sale that they don't have room elsewhere to store. Mr. Sugrue would not be able to move the outdoor merchandise like hay indoors because it is farm material. Mr. Sugrue stated that if they have to get rid of the truck then they will not be able to sell straw anymore. Mr. Sugrue said that they leave the wall sign on at night for advertising but they can either dim the sign or turn it off at night.

Chairman Hand asked staff whether the semi-trailer filled with hay for sale is allowable per code. Planner Kahn reiterated that the trailer is not permitted long-term and is blocking the fire lane. Director Gruba said that the semi-trailer should be in the loading zone and not alongside the property line. Mr. Sugrue said that the trailer is full with around 40 pallets of straw. Director Gruba said that with the additional information, the trailer of straw for sale functions as outdoor storage and suggested that the straw be could be stored in a shed within the requested outdoor storage area, or within the permanently fenced area located at the southwest corner of the building.

Commissioner Foley felt that the merchandise does not look good, there are currently shopping carts in the fenced area, and the products just sit there. Vice Chair McGary stated that the outdoor storage could look better, and the shopping carts could be in the building instead. Commissioner Lyons asked if there are any restrictions on types of merchandise that can be outside; Director Gruba stated that the code is vague on the

type of products but the semi-trucks and trailers cannot be stored on-site. Commissioner Lyons asked if Runnings is deficient for parking, and Director Gruba stated that the business is deficient by parking based on the square footage of the building. Parking stalls need to be restriped because they are deficient in parking and some of the stalls are currently very faded. Chairman Hand said that the remaining parking looks sufficient for this use.

Chairman Hand shared that the black galvanized 5-foot fence looks better. Currently, there are two fence materials and heights. Mr. Sugrue stated that part of the fence was from the previous business on this property and will work on replacing the 4-foot gray fence with a 5-foot black fence all around the storage area.

Mr. Sugrue shared that the shed storage/sales area is rented out to Town & Country Sheds on a month-to-month basis. The trailers, on the other hand, are sold by Runnings. They will only have 10 trailers for sale at a time and don't expect to expand this.

Commissioner Stanly asked if there is another place for the hay trailer on the west property line, such as the loading dock. Mr. Sugrue stated that there are 2 loading docks; one which Runnings uses all the time and another where secondary vendors load merchandise. Mr. Sugrue thinks that he could not put the semi-truck trailer filled with hay in either loading dock. Director Gruba stated that either way, the semi-truck trailer cannot be stored there because outdoor storage needs to be at least 15 feet away from property lines.

Commissioner Foley asked if the hay can be placed within the storage area in the southwest corner of the building. Mr. Sugrue doesn't think that the hay could be stored there. Director Gruba asked if the hay can be stored in several sheds instead but Mr. Sugrue stated that there is too much hay to store in a shed. Director Gruba stated that the trailer itself either needs to be in the loading zone or needs to be removed from the site. Commissioner Stanly suggested a Conex box instead.

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.

<u>Motion for Consideration</u>
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.

Attachment 4 - History of Outdoor Storage/Sales for 15830 S. Bell Rd (now Runnings)

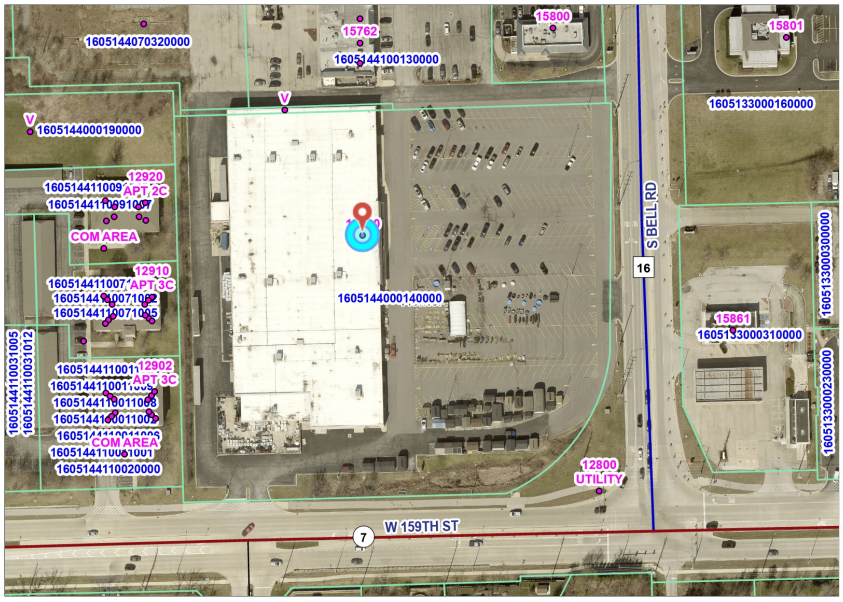
- 10.6.14: Plan Commission public hearing [HG-1420-SV] for Big R
    - SUP for Outdoor Sales
    - Variance for Off-street parking
    - Wall Sign Variances
- 10.22.14: Board [HG-1420-SV]
    - ORD 14-061: SUP for Outdoor sales (can't infringe upon ADA spaces)
    - ORD 014-062: Variance for off-street parking from the required 368 spaces to 328 spaces
    - ORD 14-063: Wall Sign Variance for # of wall signs
    - ORD 14-064: Wall Sign Variance for amount of wall signs
- 1.5.23 & 1.19.23: Plan Commission public hearing [HG-2230-SP] for Town Country Sheds
    - SUP for Outdoor storage and sales
        1. Added storage and sales of sheds
    - Variance for Off-street parking
- 1.23.25: Board [HG-2230-SP]
    - ORD 23-006
        1. Amendment to SUP for Outdoor sales
        2. Special Use for Outdoor storage
        3. Variance for required parking from 368 to 295 spaces
    - 4 conditions
        1. Fire lane clear
        2. Hydrant clear
        3. If parking is an issue, they need to re-strip stalls
        4. Sign conformance for sheds
- 5.23.23: Runnings obtains business license
- 6.14.23: Runnings Commercial Occupancy Build-out
- 12.5.25: The Village issued a violation notice to Runnings for operating with outdoor storage that was not approved by the Village.
- 1.15.26: Plan Commission public hearing [HG-2526-SP] for Runnings
    - Amendment to SUP for Outdoor storage and sales (add trailers & expand outdoor storage)
    - Code citations: parking lot storage, temporary signs (no permits), semi-truck cab parked in front, semi-trailer storage behind the building, 5 signs affixed to fence, outdoor storage blocking parking stalls, blank parking stalls
- 1.27.26 Adjudication Hearing for code violations

- 2.11.26: Board [HG-2526-SP and HG-2532-P]
    - SUP for Outdoor Storage
    - Parking Adjustment from 374 to 222

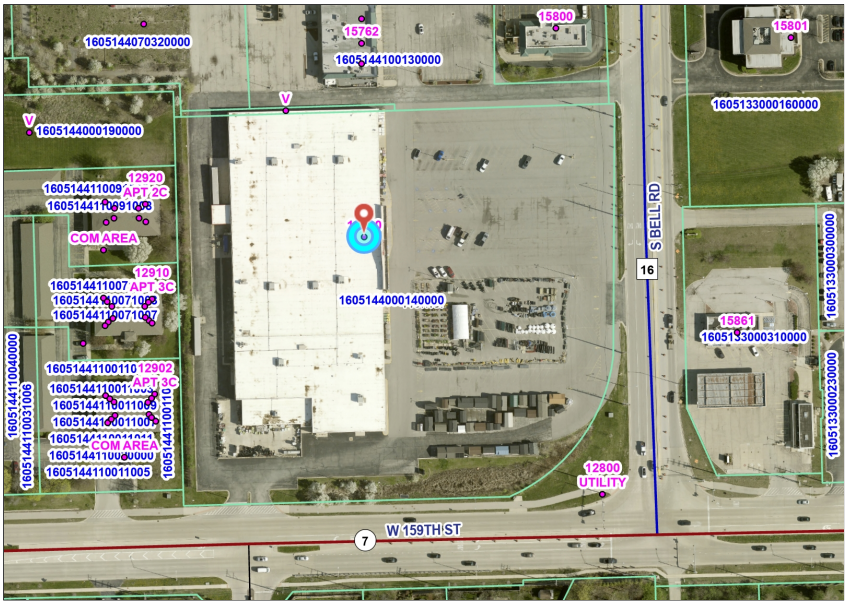
Attachment 5: Aerials of Outdoor Storage 2023-2025

Runnings Outdoor Storage 2023

Runnings Outdoor Storage 2024



Runnings Outdoor Storage 2025



Attachment 6: Site Plan for Runnings Outdoor storage and Parking Adjustment at 15830 S. Bell Road, prepared by Staff January 2026

American National

Commercial Real Estate
Due Diligence Management
3465 S. Arlington Road
Suite E #183
Akron, OH 44312
330-294-1077
www.amnational.net

ALTA/NSPS Land Title Survey

Big R Portfolio
STORE Capital Client File No.: 7210/02-621.9

Surveyor Certification

15830 South Bell Rd
Homer Glen, IL 60491
County of Will

To: STORE Master Funding XV, LLC, a Delaware limited liability company, STORE Capital Corporation, a Maryland corporation, each of their respective successors and/or assigns; Chicago Title Insurance Company; and American National, LLC.

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2016 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1, 2, 3, 4, 6a, 6b, 7a, 7b1, 7c, 8, 9, 10a, 13, 14, 16, 17, 18, 20, 21 of Table A thereof. The fieldwork was completed on 6-15-18.

DAVID J. SHERRILL
2534
PROFESSIONAL LAND SURVEYOR
STATE OF ILLINOIS
EDWARDSVILLE, ILLINOIS

DAVID J. SHERRILL
Land Surveyor Number 2534
In state of ILLINOIS
Date of Plat or Map:6-25-18
Date of last revision: 7-10-18
Network reference #20180616-013

Survey Prepared By:
Sherrill Associates Inc.
316A North Main Street
Edwardsville, IL 62025

Legal Description

PARCEL I:
COMMENCING AT THE SOUTHEAST CORNER OF SECTION 14, TOWNSHIP 36 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS; THENCE NORTH ALONG THE EAST LINE OF THE SOUTHEAST 1/4 OF SAID SECTION 14, SAID EAST LINE HAVING THE ASSUMED BEARING OF NORTH 0 DEGREES 00 MINUTES EAST, A DISTANCE OF 600.12 FEET TO A POINT; THENCE SOUTH 89 DEGREES 39 MINUTES WEST A DISTANCE OF 40.0 FEET TO A POINT, SAID POINT TO BE KNOWN AS THE POINT OF BEGINNING; THENCE SOUTH 0 DEGREES 00 MINUTES WEST A DISTANCE OF 352.74 FEET TO A POINT ON A CURVE TO THE RIGHT HAVING A RADIUS OF 271.60 FEET, A DEGREE OF CURVATURE OF 21 DEGREES 6 MINUTES, AND AN I ANGLE OF 89 DEGREES 39 MINUTES; THENCE SOUTHERLY AND WESTERLY ALONG SAID CURVE TO THE RIGHT A LONG CHORD DISTANCE OF 278.49 FEET TO A POINT SAID LONG CHORD HAVING A BEARING OF SOUTH 41 DEGREES 45 MINUTES WEST; THENCE SOUTH 89 DEGREES 45 MINUTES WEST A DISTANCE OF 426.83 FEET TO A POINT; THENCE NORTH 0 DEGREES 07 MINUTES WEST A DISTANCE OF 558.57 FEET TO A POINT; THENCE NORTH 89 DEGREES 39 MINUTES EAST A DISTANCE OF 614.02 FEET TO THE POINT OF BEGINNING.

PARCEL II:
NON-EXCLUSIVE EASEMENT FOR STORM RETENTION PURPOSES AS CREATED IN WARRANTY DEED FROM CDI, LTD., TO OTR, AN OHIO GENERAL PARTNERSHIP RECORDED DECEMBER 15, 1981 AS DOCUMENT NO. R81-29881, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHEAST CORNER OF SECTION 14, TOWNSHIP 36 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS; THENCE NORTH ALONG THE EAST LINE OF THE SOUTHEAST 1/4 OF SAID SECTION 14, SAID EAST LINE HAVING THE ASSUMED BEARING OF NORTH 0 DEGREES 00 MINUTES EAST, A DISTANCE OF 600.12 FEET TO A POINT; THENCE SOUTH 89 DEGREES 39 MINUTES WEST A DISTANCE OF 644.02 FEET TO A POINT, SAID POINT TO BE KNOWN AS THE POINT OF BEGINNING; THENCE SOUTH 89 DEGREES 39 MINUTES WEST, 10.0 FEET TO A POINT; THENCE NORTH 0 DEGREES 07 MINUTES WEST, 35.75 FEET TO A POINT; THENCE SOUTH 89 DEGREES 39 MINUTES WEST, 411.04 FEET TO A POINT ON THE EAST LINE OF THE WEST 250.0 FEET OF THE EAST 1/2 OF THE SOUTHEAST 1/4 OF SAID SECTION 14; THENCE NORTH 0 DEGREES 07 MINUTES WEST ALONG THE EAST LINE OF THE WEST 250.0 FEET OF THE EAST 1/2 OF THE SOUTHEAST 1/4 OF SAID SECTION 14, A DISTANCE OF 50.0 FEET TO A POINT; THENCE NORTH 89 DEGREES 39 MINUTES EAST, 200.0 FEET TO A POINT; THENCE SOUTH 0 DEGREES 07 MINUTES EAST A DISTANCE OF 40.0 FEET TO A POINT; THENCE NORTH 89 DEGREES 39 MINUTES EAST A DISTANCE OF 221.04 FEET TO A POINT; THENCE SOUTH 0 DEGREES 07 MINUTES EAST A DISTANCE OF 45.75 FEET TO THE POINT OF BEGINNING.

PARCEL III:
LEASEHOLD EASEMENT ESTATE AS CREATED BY A LEASE/EASEMENT AND RECIPROCAL AGREEMENT DATED JANUARY 15, 1981, BY AND BETWEEN FIRST NATIONAL BANK OF LANSING, TRUST NO. 2967, AS SELLER, PETERSON GASSER AND ASSOCIATES, INC., AS BUYER/LESSEE AND FIRST NATIONAL BANK OF LANSING, TRUST NO. 3036, AS ADJOINING OWNER/LESSOR, RECORDED MAY 1, 1981, AS DOCUMENT NO. R81-10735, AND RE-RECORDED NOVEMBER 19, 1981, AS DOCUMENT NO. R81-28051 AND AMENDED BY AMENDMENT RECORDED DECEMBER 7, 1981 AS DOCUMENT NO. R81-29291, AND AS ASSIGNED BY DEED AND ASSIGNMENT MADE BY PETERSON GASSER & ASSOCIATES, INC., A UTAH CORPORATION TO CDI, LTD., A UTAH LIMITED PARTNERSHIP RECORDED DECEMBER 7, 1981 AS DOCUMENT NO. R81-29292, AND ALSO AS CREATED BY MEMORANDUM OF GROUND LEASE RECORDED AS DOCUMENT NO. R83-32779 OWNER AND AMENDED THE FOLLOWING DESCRIBED PROPERTY: COMMENCING AT THE SOUTHEAST CORNER OF SECTION 14, TOWNSHIP 36 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS; THENCE NORTH ALONG THE EAST LINE OF THE SOUTHEAST 1/4 OF SAID SECTION 14, SAID EAST LINE HAVING THE ASSUMED BEARING OF NORTH 0 DEGREES 00 MINUTES EAST, A DISTANCE OF 600.12 FEET TO A POINT; THENCE SOUTH 89 DEGREES 39 MINUTES WEST A DISTANCE OF 40.0 FEET TO A POINT, SAID POINT TO BE KNOWN AS THE POINT OF BEGINNING; THENCE SOUTH 89 DEGREES 39 MINUTES WEST A DISTANCE OF 336.38 FEET TO A POINT; THENCE NORTH 0 DEGREES 00 MINUTES EAST A DISTANCE OF 30.0 FEET TO A POINT; THENCE NORTH 89 DEGREES 39 MINUTES EAST A DISTANCE OF 236.38 FEET TO A POINT; THENCE NORTH 63 DEGREES 32 MINUTES EAST A DISTANCE OF 50.22 FEET TO A POINT; THENCE NORTH 89 DEGREES 39 MINUTES EAST A DISTANCE OF 35.0 FEET TO A POINT; THENCE SOUTH 0 DEGREES 00 MINUTES WEST A DISTANCE OF 52.0 FEET TO THE POINT OF BEGINNING, ALL IN WILL COUNTY, ILLINOIS.

PARCEL IV:
TEMPORARY EASEMENT FOR DRIVEWAY PURPOSES, AS CREATED BY A LEASE/EASEMENT AND RECIPROCAL AGREEMENT DATED JANUARY 15, 1981, BY AND BETWEEN FIRST NATIONAL BANK OF LANSING, TRUST NO. 2967, AS SELLER, PETERSON GASSER AND ASSOCIATES, INCORPORATED, AS BUYER/LESSEE AND FIRST NATIONAL BANK OF LANSING, TRUST NO. 3036, AS ADJOINING OWNER/LESSOR, RECORDED MAY 1, 1981, AS DOCUMENT NO. R81-10735 AND RE-RECORDED NOVEMBER 19, 1981 AS DOCUMENT NO. R81-28051 AND AMENDED BY AMENDMENT RECORDED DECEMBER 7, 1981, AS DOCUMENT NO. R81-29291 AND AS ASSIGNED BY DEED AND ASSIGNMENT MADE BY PETERSON GASSER & ASSOCIATES, INC., A UTAH CORPORATION TO CDI, LTD., A UTAH LIMITED PARTNERSHIP RECORDED DECEMBER 7, 1981 AS DOCUMENT NO. R81-29292, AND ALSO AS CREATED BY MEMORANDUM OF GROUND LEASE RECORDED AS DOCUMENT NO. R83-32779 OWNER AND AMENDED THE FOLLOWING DESCRIBED PROPERTY: COMMENCING AT THE SOUTHEAST CORNER OF SECTION 14, TOWNSHIP 36 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS; THENCE NORTH ALONG THE EAST LINE OF THE SOUTHEAST 1/4 OF SAID SECTION 14, SAID EAST LINE HAVING THE ASSUMED BEARING OF NORTH 0 DEGREES 00 MINUTES EAST, A DISTANCE OF 600.12 FEET TO A POINT; THENCE SOUTH 89 DEGREES 39 MINUTES WEST A DISTANCE OF 376.38 FEET TO A POINT; SAID POINT TO BE KNOWN AS THE POINT OF BEGINNING; THENCE SOUTH 89 DEGREES 39 MINUTES WEST A DISTANCE OF 277.64 FEET TO A POINT; THENCE NORTH 0 DEGREES 07 MINUTES WEST A DISTANCE OF 30.0 FEET TO A POINT; THENCE NORTH 89 DEGREES 39 MINUTES EAST A DISTANCE OF 277.70 FEET TO A POINT; THENCE SOUTH 0 DEGREES 00 MINUTES WEST A DISTANCE OF 30.0 FEET TO THE POINT OF BEGINNING, ALL IN WILL COUNTY, ILLINOIS.

EXCEPTING THEREFROM:

THAT PART OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 14, TOWNSHIP 36 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHEAST CORNER OF THE SOUTHEAST QUARTER OF SAID SECTION 14; THENCE SOUTH 88 DEGREES 02 MINUTES 06 SECONDS WEST (BEARINGS BASED ON ILLINOIS STATE PLANE COORDINATES, EAST ZONE, NAD83-2007) ALONG THE SOUTH LINE OF SAID SOUTHEAST QUARTER, 652.12 FEET TO THE EAST LINE OF THE WEST 661.00 FEET OF THE EAST HALF OF SAID SOUTHEAST QUARTER; THENCE NORTH 01 DEGREES 41 MINUTES 13 SECONDS WEST ALONG SAID LINE, 42.07 FEET TO THE NORTH RIGHT-OF-WAY LINE OF 159TH STREET AS DEDICATED BY DOCUMENT NO. 459592 AND THE POINT OF BEGINNING; THENCE CONTINUING NORTH 01 DEGREES 41 MINUTES 13 SECONDS WEST, 10.00 FEET; THENCE NORTH 88 DEGREES 08 MINUTES 53 SECONDS EAST PARALLEL WITH THE SAID NORTH RIGHT-OF-WAY LINE OF 159TH STREET, 454.05 FEET TO THE WEST RIGHT-OF-WAY LINE OF BELL ROAD AS WIDENED BY DOCUMENT NO. 367867 BEING A CURVE CONCAVE TO THE NORTHWEST; THENCE SOUTHWEST 29.04 FEET ON SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 271.60 FEET, THE CHORD OF SAID CURVE BEARS SOUTH 67 DEGREES 59 MINUTES 35 SECONDS WEST, A DISTANCE OF 29.02 FEET TO THE SAID NORTH RIGHT-OF-WAY LINE OF 159TH STREET; THENCE SOUTH 88 DEGREES 08 MINUTES 53 SECONDS WEST ALONG SAID NORTH RIGHT-OF-WAY LINE, 426.83 FEET TO THE POINT OF BEGINNING, IN WILL COUNTY, ILLINOIS.

THE ABOVE DESCRIPTION IS THE SAME AS THAT PROPERTY IN CHICAGO TITLE INSURANCE COMPANY COMMITMENT NO. 18010223OP, DATED MAY 22, 2018.

ZONING INFORMATION

ZONED C-3 GENERAL BUSINESS DISTRICT

MINIMUM LOT SIZE: 20,000 S.F.
MINIMUM LOT WIDTH: 100 FEET
MAXIMUM DENSITY: 75% LOT COVERAGE/0.5 F.A.R.
MAXIMUM BUILDING HEIGHT: 35 FEET

SETBACKS
FRONT: 80 FEET NON-DEDICATED RIGHT-OF-WAY; 45 FEET DEDICATED; 30 FEET LANDSCAPED
STREET SIDE: 80 FEET NON-DEDICATED RIGHT-OF-WAY; 45 FEET DEDICATED; 30 FEET LANDSCAPED
INTERIOR SIDE: 20 FEET/50 FEET ABUTTING RESIDENTIAL
REAR: 20 FEET/50 FEET ABUTTING RESIDENTIAL

PARKING: 4 SPACES PER 1,000 SQUARE FEET OF GROSS FLOOR AREA

ZONING INFORMATION PROVIDED BY
GLOBAL ZONING CONFORMANCE SUMMARY REPORT
JOB #GZ 5068
DATED JULY 5, 2018

Legend of Symbols & Abbreviations

- CUT "X" FOUND
- IRON PIN FOUND
- IRON PIN SET
- EXISTING STRUCTURE
- OVERHEAD ELECTRIC
- POWER POLE
- GUY WIRE
- LIGHT STANDARD
- WATER METER
- WATER VALVE
- FIRE HYDRANT
- GAS METER
- GRATED INLET
- MANHOLE
- SIGN
- HANDICAP
- PIPE BOLLARD
- CURB INLET
- CABLE SPLICE BOX
- TELEPHONE SPLICE BOX
- ELECTRIC SPLICE BOX
- ELECTRIC METER
- TRANSFORMER

ABBREVIATIONS

CMP	CORRUGATED METAL PIPE	
ROW	RIGHT OF WAY	
TRANS	TRANSFORMER	
CONC	CONCRETE	
CL	CENTER LINE	
PL	PROPERTY LINE	
(TYP)	TYPICAL	
(R)	RECORD	
(M)	MEASURED	

LOCATION MAP

SCALE: 1" = 50'

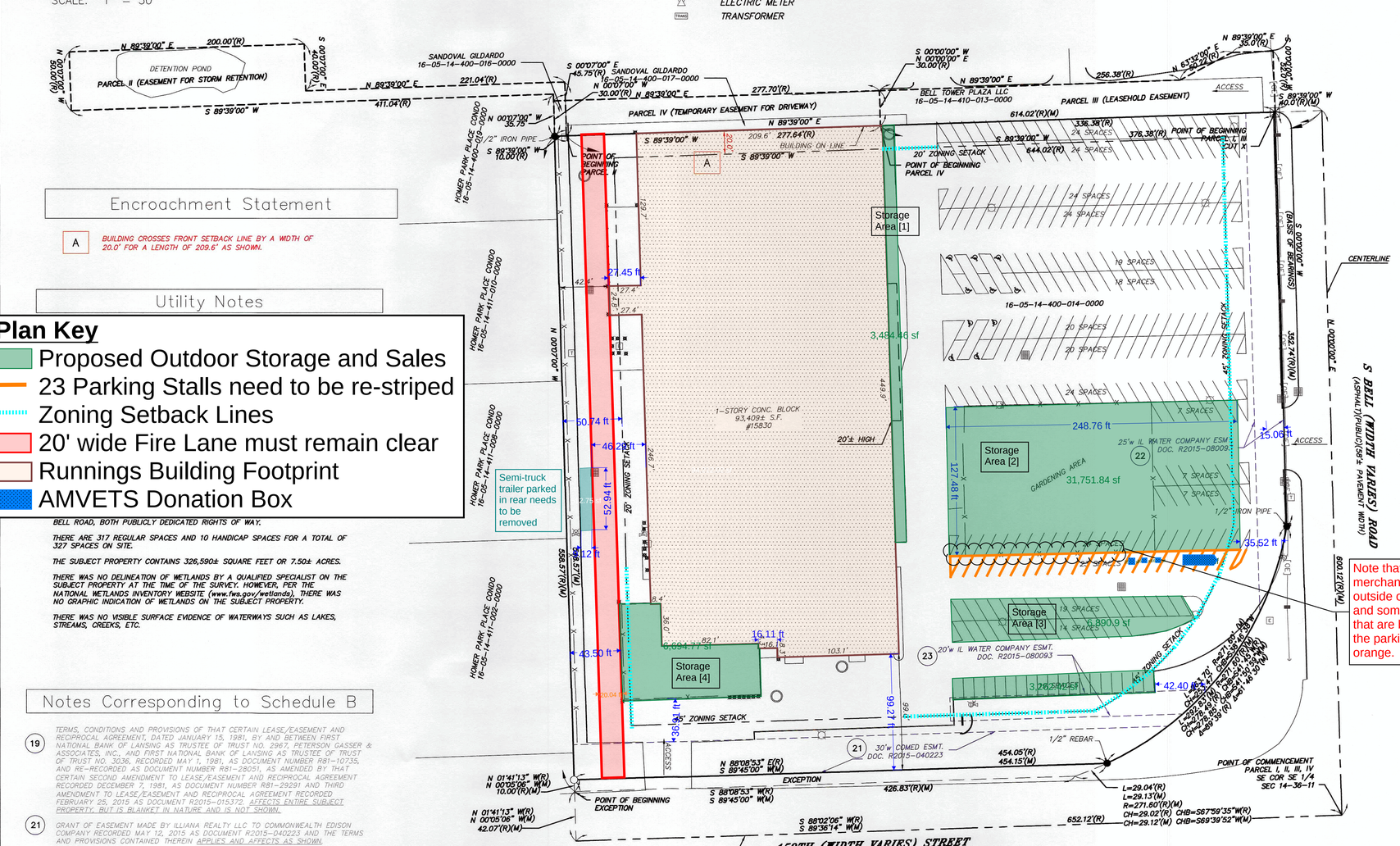
Encroachment Statement

A — *BUILDING CROSSES FRONT SETBACK LINE BY A WIDTH OF 20.0' FOR A LENGTH OF 209.6' AS SHOWN.*

Utility Notes

Site Plan Key

- Proposed Outdoor Storage and Sales
- 23 Parking Stalls need to be re-striped
- Zoning Setback Lines
- 20' wide Fire Lane must remain clear
- Runnings Building Footprint
- AMVETS Donation Box



Notes Corresponding to Schedule B

(19) *TERMS, CONDITIONS AND PROVISIONS OF THAT CERTAIN LEASE/EASEMENT AND RECIPROCAL AGREEMENT, DATED JANUARY 15, 1981, BY AND BETWEEN FIRST NATIONAL BANK OF LANSING AS TRUSTEE OF TRUST NO. 2967, PETERSON GASSER & ASSOCIATES, INC., AND FIRST NATIONAL BANK OF LANSING AS TRUSTEE OF TRUST OF TRUST NO. 3036, RECORDED MAY 1, 1981, AS DOCUMENT NUMBER R81-10735, AND RE-RECORDED AS DOCUMENT NUMBER R81-28051, AS AMENDED BY THAT CERTAIN SECOND AMENDMENT TO LEASE/EASEMENT AND RECIPROCAL AGREEMENT RECORDED DECEMBER 7, 1981, AS DOCUMENT NUMBER R81-29291 AND THIRD AMENDMENT TO LEASE/EASEMENT AND RECIPROCAL AGREEMENT RECORDED FEBRUARY 25, 2015 AS DOCUMENT R2015-015372. AFFECTS ENTIRE SUBJECT PROPERTY, BUT IS BLANKET IN NATURE AND IS NOT SHOWN.*

(21) *GRANT OF EASEMENT MADE BY ILLIANA REALTY LLC TO COMMONWEALTH EDISON COMPANY RECORDED MAY 12, 2015 AS DOCUMENT R2015-040223 AND THE TERMS AND PROVISIONS CONTAINED THEREIN APPLIES AND AFFECTS AS SHOWN.*

(22) *EASEMENT AND RIGHT OF WAY AGREEMENT MADE BY AND BETWEEN ILLIANA REALTY LLC AND ILLINOIS-AMERICAN WATER COMPANY RECORDED JULY 30, 2015 AS DOCUMENT R2015-064369 AND THE TERMS AND PROVISIONS CONTAINED THEREIN APPLIES AND AFFECTS AS SHOWN.*

(23) *EASEMENT AND RIGHT OF WAY AGREEMENT MADE BY AND BETWEEN ILLIANA REALTY LLC AND ILLINOIS-AMERICAN WATER COMPANY RECORDED SEPTEMBER 17, 2015 AS DOCUMENT R2015-080093 AND THE TERMS AND PROVISIONS CONTAINED THEREIN APPLIES AND AFFECTS AS SHOWN.*

Note that there is merchandise outside of the fence and some materials that are blocking the parking stalls in orange.

FLOOD NOTE: By graphic plotting only, this property is in Zone(s) X of the Flood Insurance Rate Map,Community Panel No. 17197C0185E, which bears an effective date of 09-06-1995 and is not in a Special Flood Hazard Area.

ZONE X – AREAS DETERMINED TO BE OUTSIDE 500-YEAR FLOODPLAIN.

18316-01

Sheet 1 of 1

THE VILLAGE OF HOMER GLEN
WILL COUNTY, ILLINOIS

ORDINANCE
NUMBER 26-XXX

AN ORDINANCE GRANTING AN AMENDMENT TO A SPECIAL USE PERMIT TO PERMIT OUTDOOR SALES AND STORAGE FOR CERTAIN REAL PROPERTY LOCATED IN THE C-3 GENERAL BUSINESS DISTRICT AT 15830 S. BELL ROAD, HOMER GLEN, ILLINOIS [CASE NO. HG-2526-SP].

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
Village Attorney - Michael Pasquinelli

AN ORDINANCE GRANTING AN AMENDMENT TO A SPECIAL USE PERMIT TO PERMIT OUTDOOR SALES AND STORAGE FOR CERTAIN REAL PROPERTY LOCATED IN THE C-3 GENERAL BUSINESS DISTRICT AT 15830 S. BELL ROAD, HOMER GLEN, ILLINOIS [CASE NO. HG-2526-SP].

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 Brock Nelson, Financial Analyst for Runnings Supply Inc., and James Sugrue, store manager of Runnings Supply Inc., seeking an Amendment to a Special Use Permit granted by Ordinance Number 23-006, on January 25, 2023, to permit outdoor sales and storage on certain real property located in the C-3 General Business Zoning District at 15830 S. Bell Road, Homer Glen, Illinois, and Village staff has prepared a zoning case file, No. HG-2526-SP, which includes a staff report which is incorporated herein; and,

WHEREAS, the real property to which the application and this Ordinance relate ("Subject Property"), is commonly known as 15830 S. Bell Road, Homer Glen, Illinois and is legally described in Exhibit A, attached hereto; and,

WHEREAS, 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 of fact and recommendations to the Board of Trustees of the Village; and,

WHEREAS, the Plan Commission after due consideration of the issues, exhibits, and testimony, made findings of fact which are incorporated into the record of its proceedings which are attached hereto as Exhibit B, and recommended approval with conditions of an amendment to a Special Use Permit to permit outdoor sales and storage on the Subject Property; and,

WHEREAS, the Village President and Board of Trustees carefully considered public commentary and the recommendations of the Plan Commission which are incorporated into the record of its proceedings; and,

WHEREAS, the Village President and Board of Trustees, after due consideration have determined that granting an amendment to the Special Use Permit to permit Outdoor storage 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, and within the Plan Commission's findings as set forth in Exhibit B, are incorporated by reference as if fully set forth herein, and are expressly adopted as recitals and factual findings of the Village Board.

Section 2. Special Use Permit. The Village hereby grants an amendment to the Special Use Permit to permit outdoor storage and sales on the Subject Property, 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 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.

Section 3. 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 4. 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.

Section 5. Effective Date. This Ordinance shall be in full force and effect from and after its passage and approval.

Adopted this 11th day 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				

APPROVED by the Village President on February 11, 2026.

Christina Neitzke-Troike
Village President

ATTEST:

Candice Bielski
Village Clerk

Legal Description – "Exhibit A"

COMMON ADDRESS: 15830 S. Bell Road, Homer Glen, Illinois
PIN: 16-05-14-400-014-0000

PARCEL I:

COMMENCING AT THE SOUTHEAST CORNER OF SECTION 14, TOWNSHIP 36 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS; THENCE NORTH ALONG THE EAST LINE OF THE SOUTHEAST 1/4 OF SAID SECTION 14, SAID EAST LINE HAVING THE ASSUMED BEARING OF NORTH 0 DEGREES 00 MINUTES EAST, A DISTANCE OF 600.12 FEET TO A POINT; THENCE SOUTH 89 DEGREES 39 MINUTES WEST A DISTANCE OF 40.0 FEET TO A POINT, SAID POINT TO BE KNOWN AS THE POINT OF BEGINNING; THENCE SOUTH 0 DEGREES 00 MINUTES WEST A DISTANCE OF 352.74 FEET TO A POINT ON A CURVE TO THE RIGHT HAVING A RADIUS OF 271.60 FEET, A DEGREE OF CURVATURE OF 21 DEGREES 6 MINUTES, AND AN I ANGLE OF 89 DEGREES 39 MINUTES; THENCE SOUTHERLY AND WESTERLY ALONG SAID CURVE TO THE RIGHT A LONG CHORD DISTANCE OF 278.49 FEET TO A POINT SAID LONG CHORD HAVING A BEARING OF SOUTH 41 DEGREES 45 MINUTES WEST; THENCE SOUTH 89 DEGREES 45 MINUTES WEST A DISTANCE OF 426.83 FEET TO A POINT; THENCE NORTH 0 DEGREES 07 MINUTES WEST A DISTANCE OF 558.57 FEET TO A POINT; THENCE NORTH 89 DEGREES 39 MINUTES EAST A DISTANCE OF 614.02 FEET TO THE POINT OF BEGINNING;

PARCEL II:

NON-EXCLUSIVE EASEMENT FOR STORM RETENTION PURPOSES AS CREATED IN WARRANTY DEED FROM CDI, LTD., TO OTR, AN OHIO GENERAL PARTNERSHIP RECORDED DECEMBER 15, 1981 AS DOCUMENT NO. R81-29881, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHEAST CORNER OF SECTION 14, TOWNSHIP 36 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS; THENCE NORTH ALONG THE EAST LINE OF THE SOUTHEAST 1/4 OF SAID SECTION 14, SAID EAST LINE HAVING THE ASSUMED BEARING OF NORTH 0 DEGREES 00 MINUTES EAST, A DISTANCE OF 600.12 FEET TO A POINT; THENCE SOUTH 89 DEGREES 39 MINUTES WEST A DISTANCE OF 644.02 FEET TO A POINT, SAID POINT TO BE KNOWN AS THE POINT OF BEGINNING; THENCE SOUTH 89 DEGREES 39 MINUTES WEST, 10.0 FEET TO A POINT; THENCE NORTH 0 DEGREES 07 MINUTES WEST, 35.75 FEET TO A POINT; THENCE SOUTH 89 DEGREES 39 MINUTES WEST, 411.04 FEET TO A POINT ON THE EAST LINE OF THE WEST 250.0 FEET OF THE EAST 1/2 OF THE SOUTHEAST 1/4 OF SAID SECTION 14; THENCE NORTH 0 DEGREES 07 MINUTES WEST ALONG THE EAST LINE OF THE WEST 250.0 FEET OF THE EAST 1/2 OF THE SOUTHEAST 1/4 OF SAID SECTION 14, A DISTANCE OF 50.0 FEET TO A POINT; THENCE NORTH 89 DEGREES 39 MINUTES EAST, 200.0 FEET TO A POINT; THENCE SOUTH 0 DEGREES 07 MINUTES EAST A DISTANCE OF 40.0 FEET TO A POINT; THENCE NORTH 89 DEGREES 39 MINUTES EAST A DISTANCE OF 221.04 FEET TO A POINT; THENCE SOUTH 0 DEGREES 07 MINUTES EAST A DISTANCE OF 45.75 FEET TO THE POINT OF BEGINNING;

PARCEL III:

LEASEHOLD EASEMENT ESTATE AS CREATED BY A LEASE/EASEMENT AND RECIPROCAL AGREEMENT DATED JANUARY 15, 1981, BY AND BETWEEN FIRST NATIONAL BANK OF LANSING, TRUST NO. 2967, AS SELLER, PETERSON GASSER AND ASSOCIATES, INC., AS BUYER/LESSEE AND FIRST NATIONAL BANK OF LANSING, TRUST NO. 3036, AS ADJOINING OWNER/LESSOR, RECORDED MAY 1, 1981, AS DOCUMENT NO. R81-10735, AND RE-RECORDED NOVEMBER 19, 1981, AS DOCUMENT NO. R81-28051 AND AMENDED BY AMENDMENT RECORDED DECEMBER 7, 1981 AS DOCUMENT NO. R81-29291, AND AS ASSIGNED BY DEED AND ASSIGNMENT MADE BY PETERSON GASSER & ASSOCIATES, INC., A UTAH CORPORATION TO CDI, LTD., A UTAH LIMITED PARTNERSHIP RECORDED DECEMBER 7, 1981 AS DOCUMENT NO. R81-29292, AND ALSO AS CREATED BY MEMORANDUM OF GROUND LEASE RECORDED AS DOCUMENT NO. R83-32779 DEMISING THE FOLLOWING DESCRIBED PROPERTY: COMMENCING AT THE SOUTHEAST CORNER OF SECTION 14, TOWNSHIP 36 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS; THENCE NORTH ALONG THE EAST LINE OF THE SOUTHEAST 1/4 OF SAID SECTION 14, SAID EAST LINE HAVING THE ASSUMED BEARING OF NORTH 0 DEGREES 00 MINUTES EAST, A DISTANCE OF 600.12 FEET TO A POINT; THENCE SOUTH 89 DEGREES 39 MINUTES WEST A DISTANCE OF 40.0 FEET TO A POINT, SAID POINT TO BE KNOWN AS THE POINT OF BEGINNING; THENCE SOUTH 89 DEGREES 39 MINUTES WEST A DISTANCE OF 336.38 FEET TO A POINT; THENCE NORTH 0 DEGREES 00 MINUTES EAST A DISTANCE OF 30.0 FEET TO A POINT; THENCE NORTH 89 DEGREES 39 MINUTES EAST A DISTANCE OF 256.38 FEET TO A POINT; THENCE NORTH 63 DEGREES 32 MINUTES EAST A DISTANCE OF 50.22 FEET TO A POINT; THENCE NORTH 89 DEGREES 39 MINUTES EAST A DISTANCE OF 35.0 FEET TO A POINT; THENCE SOUTH 0 DEGREES 00 MINUTES WEST A DISTANCE OF 52.0 FEET TO THE POINT OF BEGINNING, ALL IN WILL COUNTY, ILLINOIS.

PARCEL IV:

TEMPORARY EASEMENT FOR DRIVEWAY PURPOSES, AS CREATED BY A LEASE/EASEMENT AND RECIPROCAL AGREEMENT DATED JANUARY 15, 1981, BY AND BETWEEN FIRST NATIONAL BANK OF LANSING, TRUST NO. 2967, AS SELLER, PETERSON GASSER AND ASSOCIATES, INCORPORATED., AS BUYER/LESSEE AND FIRST NATIONAL BANK OF LANSING, TRUST NO. 3036, AS ADJOINING OWNER/LESSOR, RECORDED MAY 1, 1981, AS DOCUMENT NO. R81-10735 AND RE-RECORDED NOVEMBER 19, 1981 AS DOCUMENT NO. R81-28051 AND AMENDED BY AMENDMENT RECORDED DECEMBER 7, 1981, AS DOCUMENT NO. R81-29291 AND AS ASSIGNED BY DEED AND ASSIGNMENT MADE BY PETERSON GASSER & ASSOCIATES, INC., A UTAH CORPORATION TO CDI, LTD., A UTAH LIMITED PARTNERSHIP RECORDED DECEMBER 7, 1981 AS DOCUMENT NO. R81-29292, AND ALSO AS CREATED BY MEMORANDUM OF GROUND LEASE RECORDED AS DOCUMENT NO. R83-32779 OVER AND ACROSS THE FOLLOWING DESCRIBED PROPERTY: COMMENCING AT THE SOUTHEAST CORNER OF SECTION 14, TOWNSHIP 36 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS, THENCE NORTH ALONG THE EAST LINE OF THE SOUTHEAST 1/4 OF SAID SECTION 14, SAID EAST LINE HAVING THE ASSUMED BEARING OF NORTH 0 DEGREES 00 MINUTES EAST, A DISTANCE OF 600.12 FEET TO A POINT; THENCE SOUTH 89 DEGREES 39 MINUTES WEST A DISTANCE OF 376.38 FEET TO A POINT; SAID POINT TO BE KNOWN AS THE POINT OF BEGINNING; THENCE SOUTH 89 DEGREES 39 MINUTES WEST A DISTANCE OF 277.64 FEET TO A POINT; THENCE NORTH 0 DEGREES 07 MINUTES WEST A DISTANCE OF 30.0 FEET TO A POINT; THENCE NORTH 89 DEGREES 39 MINUTES EAST A DISTANCE OF 277.70 FEET TO

A POINT; THENCE SOUTH 0 DEGREES 00 MINUTES WEST A DISTANCE OF 30.0 FEET TO THE POINT OF BEGINNING, ALL IN WILL COUNTY, ILLINOIS.

EXCEPTING THEREFROM:

THAT PART OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 14, TOWNSHIP 36 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF THE SOUTHEAST QUARTER OF SAID SECTION 14; THENCE SOUTH 88 DEGREES 02 MINUTES 06 SECONDS WEST (BEARINGS BASED ON ILLINOIS STATE PLANE COORDINATES, EAST ZONE, NAD83-2007) ALONG THE SOUTH LINE OF SAID SOUTHEAST QUARTER, 652.12 FEET TO THE EAST LINE OF THE WEST 661.00 FEET OF THE EAST HALF OF SAID SOUTHEAST QUARTER; THENCE NORTH 01 DEGREES 41 MINUTES 13 SECONDS WEST ALONG SAID LINE, 42.07 FEET TO THE NORTH RIGHT-OF-WAY LINE OF 159TH STREET AS DEDICATED BY DOCUMENT NO. 459592 AND THE POINT OF BEGINNING; THENCE CONTINUING NORTH 01 DEGREES 41 MINUTES 13 SECONDS WEST, 10.00 FEET; THENCE NORTH 88 DEGREES 08 MINUTES 53 SECONDS EAST PARALLEL WITH THE SAID NORTH RIGHT-OF-WAY LINE OF 159TH STREET, 454.05 FEET TO THE WEST RIGHT-OF-WAY LINE OF BELL ROAD AS WIDENED BY DOCUMENT NO. 367867 BEING A CURVE CONCAVE TO THE NORTHWEST; THENCE SOUTHWEST 29.04 FEET ON SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 271.60 FEET, THE CHORD OF SAID CURVE BEARS SOUTH 67 DEGREES 59 MINUTES 35 SECONDS WEST, A DISTANCE OF 29.02 FEET TO THE SAID NORTH RIGHT-OF-WAY LINE OF 159TH STREET; THENCE SOUTH 88 DEGREES 08 MINUTES 53 SECONDS WEST ALONG SAID NORTH RIGHT-OF-WAY LINE, 426.83 FEET TO THE POINT OF BEGINNING, IN WILL COUNTY, ILLINOIS

Findings of Fact-"Exhibit B"

Standards for a Special Use Permit

Chapter 220-1209D of the Code of the Village of Homer Glen states the required standards for making findings of fact for a special use (and any amendments thereto). The following are the categories with the applicant's findings *(in italics):*

1. That 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.

   This proposal does not pose any risk to public welfare. All trailers will be displayed outdoors, positioned away from drive lanes, and securely anchored to prevent any movement toward public areas or parked vehicles.

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, the character of the neighborhood, or other matters affecting the public health, safety and welfare of the community.

   We would merchandise our trailers for sale in a clean, organized simple pattern. This would make our lot look more full of merchandise to entice additional sales and tax revenue.

3. That 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.

   These trailers will be sold, and our inventory will be continuously updated with new models. We will exclusively offer new merchandise. This activity will serve as an indicator of a thriving neighborhood.

4. The proposed use at the particular location is desirable to provide a service or facility in the interest of public convenience and the gain to the public and all or a part of the community exceeds the hardship imposed upon the property owner.

   We are requesting a permit to sell trailers because current retail space cannot accommodate them. If approved, we will bring high-quality trailers to the community at competitive prices.

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.

   This is suitable because this is part of retail and commerce. These trailers are easily movable and are not a permanent structure.

6. That 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.

   We will not be building a structure that impedes with any future development.

7. That the exterior architectural appeal and functional plan of any proposed structure will not be so at variance with either the exterior architectural appeal and functional plan of the structures already constructed, or in the course of construction in the immediate neighborhood or the character of the applicable district, as to cause a substantial depreciation in the property values within the neighborhood.
   N/A, no utility work will be done.

8. That the adequate utilities, access roads, drainage and/or necessary facilities have been or are being provided.

   N/A, no utility work will be required for this special use permit.

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

   We will keep all trailers away from ingress and egress to our property and out of any drive or emergency lanes.

10. 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.

    We are looking to add trailer sales to conform with our other 89 locations that also sell trailers. These create additional sales and tax revenue as well as foot traffic to our location. We cannot park several different models inside the building. A special use permit outside would be ideal for this type of merchandise retail.

Plan Commission Recommendation

Commissioner McGary made a motion, seconded by Commissioner Stanly to recommend approval of case number HG-2526-SP with 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 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.

for an amendment to a Special Use Permit for Outdoor storage and sales, in accordance with the reviewed plans, public testimony, and findings of fact, for certain real property in the C-3 General Business District at the common address 15830 S. Bell Road, Homer Glen, Illinois. The motion passed unanimously, 5-0.

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

AGENDA SUPPLEMENT SHEET

Agenda Item Number: L.6

Village Board Meeting Date: February 11, 2026

Item Title: **Consider for Approval an Ordinance granting a conditional parking adjustment to reduce the number of parking spaces from three hundred and seventy-four (374) to two hundred and twenty-two (222), for a total parking adjustment of 152 spaces at the Runnings Supply building for certain real property located in the C-3 General Business Zoning District at 15830 S. Bell Road, Homer Glen, Illinois [HG-2532-P].**

Motion for Consideration:
Is there a motion to approve an Ordinance granting a conditional parking adjustment from the required 374 spaces to 222 spaces, for a total parking adjustment of 152 spaces for certain real property located in the C-3 General Business Zoning District at 15830 S. Bell Road, Homer Glen, Illinois [HG-2532-P]?

Staff Contacts: Director of Planning & Zoning Christopher Gruba & Assistant Planner Dana Kahn

Background Information
The applicant, Runnings Supply Inc., is requesting approval of a parking adjustment to coincide with their request for an amendment to a Special Use Permit for Outdoor sales and storage. The existing building consists of approximately 93,409 square feet[1]. Runnings has already expanded their outdoor storage without an amended permit and does not meet the parking adjustment that was previously approved in 2023.

Currently, the existing business establishment requires 374 parking spaces per code § 220-1002 J(C). The proposed outdoor storage and sales expansion under case no. HG-2526-SP takes up 148 parking spaces with 379 potential parking spaces (without outdoor merchandise). Runnings is requesting a parking reduction of 222 spaces, with a deficiency of 152 spaces[2], which may be granted by the Board. Neither Plan Commission review nor a public hearing is required for parking adjustments. Note that the Plan Commission did consider available parking in their recommendation for the Special Use Permit. *See Attachment 3 for Parking Calculations prepared by staff.*

Should the Board motion to approve the parking adjustment, staff recommends two conditions of approval (also addressed in case no. HG-2526-SP). First, 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. Second, this parking adjustment is temporary, and conditionally granted for a

[1] Note that the building footprint expanded from the previously granted parking adjustment, meaning that additional parking spaces are required
[2] Note AMVETS Donation Box is taking up an additional 9 parking spaces, which was included in the parking calculations

period of one year, to allow the Village staff, Applicant and Village Board the opportunity to assess the parking demands and address code violations on the property. Accordingly, this adjustment shall expire after one year from passage of this Ordinance. Nothing herein shall prohibit or otherwise preclude the Applicant from requesting an additional parking adjustment, temporary or permanent, in the future. *See Attachment 5 for the Site Plan and available parking stalls.*

Parking Adjustment Requests at 15830 S. Bell Rd

- HG-1420-SV –Reduced off-street parking from required **368** spaces to **328** spaces
- HG-2230-SP – Reduced off-street parking from required **368** spaces to **295** spaces
- HG-2532-P- Requesting off-street parking from required **374** spaces to **222** spaces
    - Building footprint increased in 2018 Plat of Survey

§ 220-1004B. Adjustments.
In all nonresidential districts, the minimum number of required parking spaces may be adjusted by the Village Board on a case-by-case basis. The petitioner for such an adjustment shall show that adequate parking will be provided for customers, clients, visitors, and employees. The following provisions and factors, *written by staff in italics*, shall be used as a basis to adjust parking requirements:

[1] Evidence that actual parking demands will be less than ordinance requirements. The petitioner shall submit written documentation and data to the Zoning Officer that the operation will require less parking than this chapter requires.

The applicant has provided information regarding customer count and stated that the 222 parking spaces are currently more than sufficient. Across the span of 12 operating business hours, their total customer count is approximately 350 on weekdays and 500 on weekends. Additionally, this property has been granted parking reductions in the past, and the store has met the actual parking demands when there were 328 spaces available in 2014 and 295 spaces available since 2023.

[2] Availability of joint, shared or off-site parking. The petitioner shall submit written documentation to the Zoning Officer that joint, shared or off-site parking spaces are available to satisfy the parking demand.

a. Agreements shall be provided which demonstrate evidence that either parking lots are large enough to accommodate multiple users (joint parking) or that parking spaces will be shared at specific times of the day (shared parking, where one activity uses the spaces during daytime hours and another activity uses the spaces during evening hours.)

The parking lot solely serves Runnings Supply store and will not be shared with other business. As such, no agreements are required.

b. Off-site parking lots may account for not more than 50% of the required parking and shall be located not more than 300 feet from the principal use that it is intended to serve.

Off-site parking lots are not proposed as part of this parking adjustment.

c. When a reduction of parking spaces attributable to shared parking or off-site parking is requested, the petitioner shall submit written verification that such parking is available and shall include copies of any contracts, joint lease

agreements, purchase agreements, and other such documentation to show that shared parking can be accomplished. Off-site shared parking spaces shall be clearly posted for the joint use of employees, and/or tenants, or customers of each respective use sharing those spaces.

There is no shared or off-site parking at this site. No agreements are needed.

[3] Banked parking spaces. As a condition of a reduction in parking requirements, the Village Board may require banked parking spaces. In such cases, the site plan for the business or industrial use shall provide sufficient open space on the subject site to accommodate the additional parking space otherwise required by this chapter. Such open space shall be in addition to required yards, setbacks, driveways, private streets, loading and service areas. Sufficient open space shall be provided which, if converted to parking spaces, would provide off-street parking to meet the full requirements of this chapter at the time of application.

This parking adjustment is temporary, and conditionally granted for a period of one year, to allow the Village staff, Applicant and Village Board the opportunity to assess the parking demands at the Subject Property. Accordingly, this adjustment shall expire after one year from passage of this Ordinance. Nothing herein shall prohibit or otherwise preclude the Applicant from requesting an additional parking adjustment, temporary or permanent, in the future.

The applicant has stated that when they start to see an increase in customer count, they will consider reducing the number of sheds on site and make those spaces available; they do not anticipate needing the additional spaces for 2 to 3 years' time.

Recommended Conditions:

Staff recommends the following two (2) conditions should the Board approve this request:

1. 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.
2. This parking adjustment is temporary, and conditionally granted for a period of one year, to allow the Village staff, Applicant and Village Board the opportunity to assess the parking demands at the Subject Property. Accordingly, this adjustment shall expire after one year from passage of this Ordinance. Nothing herein shall prohibit or otherwise preclude the Applicant from requesting an additional parking adjustment, temporary or permanent, in the future.

Similar Parking Adjustments Granted

- **HG-1607-PA** for Kiem Tiet Vo (Lily Garden Restaurant) – 14407 S. Bell Road; reduction of 22 spaces.
- **HG-2416-P** for LFI parking plaza (for Subway). This parking adjustment was granted for the entire shopping center and not an individual tenant because all tenants are under one ownership.
- **HG-2424-P** for LiveStrong Therapy – 15915 S. Crystal Creek Drive, Unit H; reduction of 4 spaces from 13 spaces to 9 spaces. This parking adjustment was granted only for Unit H, since the tenants are individually-owned condos and not under one common ownership.
- **HG-2527-P** for Rory's Whiskey and Woods; reduction of 54 spaces to 39 spaces for a shared parking space among multiple tenants.

Conformance with other Village Regulations

Exterior Construction Standards (Chapter 75, Article II): The Exterior Construction Standards do not apply to this request as the applicant is not proposing any exterior building changes.

Outdoor Lighting (Chapter 75, Article II): The Outdoor Lighting regulations do not apply to this request as the applicant is not proposing any new lights in the parking lot.

Conservation Design (Chapter 107, Article IV): The Conservation Design regulations do not apply to this request as this is not a residential subdivision.

Tree Preservation (Chapter 107, Article III): The Tree Preservation regulations do not apply to this request as the subject property is less than 5 acres and there are no significant trees on the subject property.

Subdivision & Stormwater (Chapter 138, Article I): The Subdivision and Stormwater regulations do not apply to this request as no site development is proposed.

Park Donation (Chapter 138, Article II): The Park Donation regulations do not apply to this request as the subject property is not a residential subdivision.

Conformance with Adopted Plans

Comprehensive Land Use Plan: The subject property is currently zoned C-3 General Business, and the 2005 Comprehensive Plan designates the property as Commercial.

Transportation Plan: The applicant is not proposing any changes to the existing ingress and egress as part of this proposal.

Budget Implications: None

Attachments

1. Site Photos, taken by staff between November – December 2025
2. Zoning Map overlaid on aerial
3. Parking Analysis Table, prepared by staff
4. Parking Analysis overlaid on aerial, prepared by staff
5. Site Plan, prepared by staff

Attachment 1 – Site Photos

TARTER
PEA GRAVEL

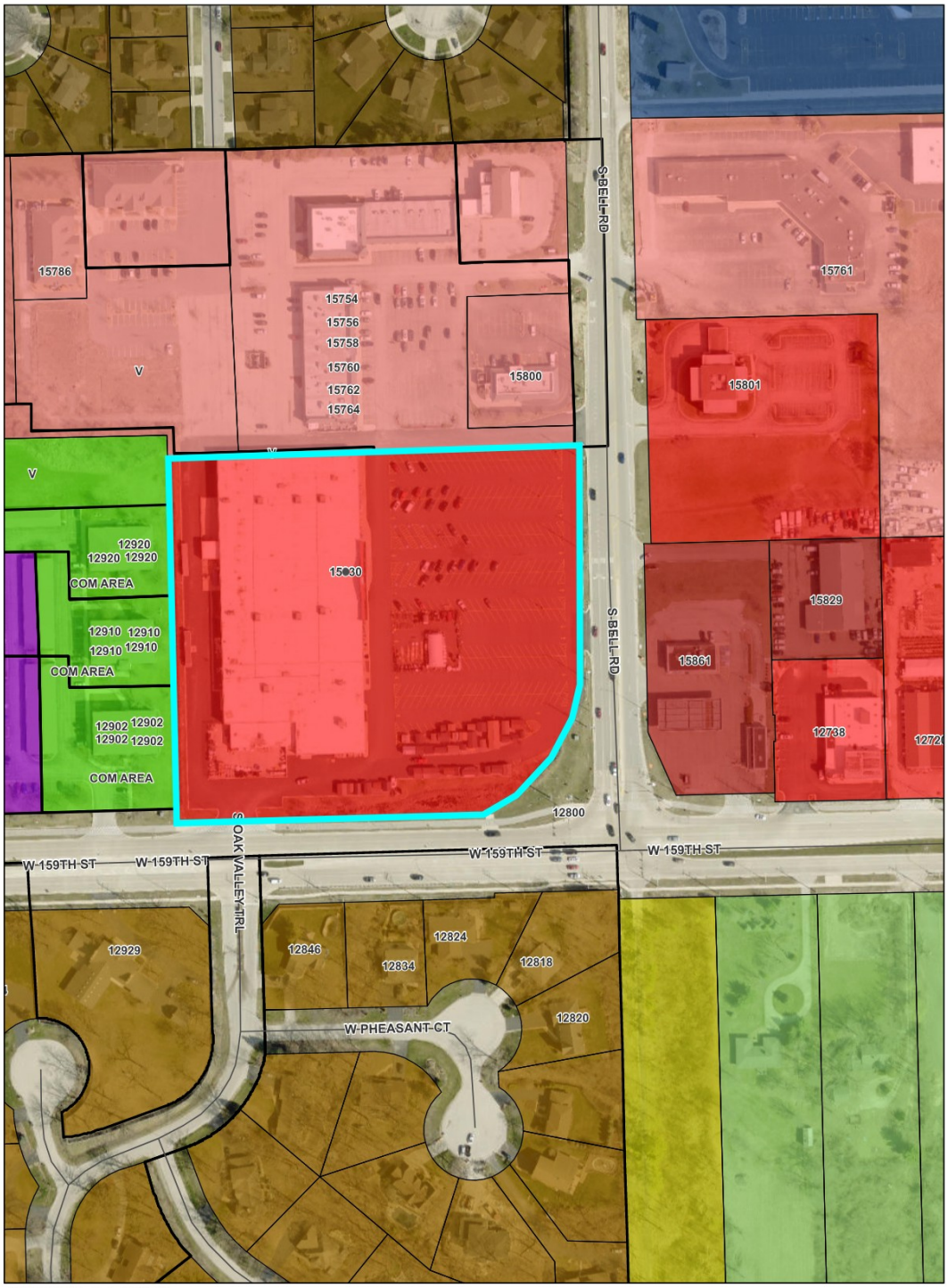
CLOTHING
FARM
HOME
Runnings

CLOTHING
FARM
HOME
Runnings

CLOTHING
FARM
HOME
Rennings

Attachment 2 – Zoning Map

Land Use Viewer of Runnings Store 15830 S. Bell Rd



12/23/2025, 3:47:54 PM

Homer Glen Boundary
Street Centerlines
Subdivisions
Parcels- Will County

Zoning Districts
A-2 Rural Residential
C-2 Local Business
C-3 General Business
C-4 Highway Commercial
I-2 General Industrial
P-1 Government Buildings & Public Schools
R-2A Single-family Residential
R-4 Single-family Residential
R-5 Single-family Residential
R-6 Multifamily Residence District

Subject Property

N

1:2,257
0 0.02 0.04 0.07 mi
0 0.03 0.06 0.11 km

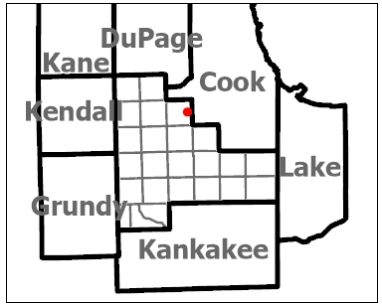
County of Will, Microsoft, Vantor

Village of Homer Glen

Runnings 2026 Parking Analysis, prepared by Staff

ADDRESS	SQ FT	USE	PARKING REQUIREMENT FOR PROPOSED USE	PARKING SPACES
15830 S. Bell Rd	93,409	Runnings Supply Store	Business Establishment: 4/1000 SF	373.64
			Total Parking Required	374
			Regular Parking Provided On-Site	369
			ADA Parking Provided On-Site	10
			Total Parking Provided On-Site (Regular + ADA)	**379**
			Total Parking Taken up by Outdoor Storage/Sales	148
			Total Parking Taken up by AMVETS Donation Trailer, 2 boxes, and hut	9
			Total Parking Available with storage	222
			Deficient by	**152**

2023 Aerial with clear parking stalls



Legend

- Address Points
- Roadways
  - Federal
  - State
  - County
  - Local and Private
- Parcels
- Townships

Parking Key

- Current Outdoor Storage
- Traditional stalls
- ADA spaces
- Spaces taken up by Storage or Donation Box

WGS_1984_Web_Mercator_Auxiliary_Sphere

0 0.04 0.1 Miles

1: 2,257

Disclaimer of Warranties and Accuracy of Data: Although the data developed by Will County for its maps, websites, and Geographic Information System has been produced and processed from sources believed to be reliable, no warranty, expressed or implied, is made regarding accuracy, adequacy, completeness, legality, reliability or usefulness of any information. This disclaimer applies to both isolated and aggregate uses of the information. The County and elected officials provide this information on an "as is" basis. All warranties of any kind, express or implied, including but not limited to the implied warranties of merchantability, fitness for a particular purpose, freedom from contamination by computer viruses or hackers and non-infringement of proprietary rights are disclaimed. Changes may be periodically made to the information herein; these changes may or may not be incorporated in any new version of the publication. If you have obtained information from any of the County web pages from a source other than the County pages, be aware that electronic data can be altered subsequent to original distribution. Data can also quickly become out of date. It is recommended that careful attention be paid to the contents of any data, and that the originator of the data or information be contacted with any questions regarding appropriate use. Please direct any questions or issues via email to gis@willcountyillinois.com.

Notes

Parking Analysis by Staff on January 22, 2026

Attachment 5: Site Plan for Runnings Outdoor storage and Parking Adjustment at 15830 S. Bell Road, prepared by Staff January 2026

American National

Commercial Real Estate
Due Diligence Management
3465 S. Arlington Road
Suite E #183
Akron, OH 44312
330-294-1077
www.amnational.net

ALTA/NSPS Land Title Survey

Big R Portfolio
STORE Capital Client File No.: 7210/02-621.9

Surveyor Certification

15830 South Bell Rd
Homer Glen, IL 60491
County of Will

To: STORE Master Funding XV, LLC, a Delaware limited liability company, STORE Capital Corporation, a Maryland corporation, each of their respective successors and/or assigns; Chicago Title Insurance Company; and American National, LLC.

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2016 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1, 2, 3, 4, 6a, 6b, 7a, 7b1, 7c, 8, 9, 10a, 13, 14, 16, 17, 18, 20, 21 of Table A thereof. The fieldwork was completed on 6-15-18.

DAVID J. SHERRILL
2534
PROFESSIONAL LAND SURVEYOR
STATE OF ILLINOIS
EDWARDSVILLE, ILLINOIS

DAVID J. SHERRILL
Land Surveyor Number 2534
In state of ILLINOIS
Date of Plat or Map:6-25-18
Date of last revision: 7-10-18
Network reference #20180616-013

Survey Prepared By:
Sherrill Associates Inc.
316A North Main Street
Edwardsville, IL 62025

Legal Description

PARCEL I:
COMMENCING AT THE SOUTHEAST CORNER OF SECTION 14, TOWNSHIP 36 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS; THENCE NORTH ALONG THE EAST LINE OF THE SOUTHEAST 1/4 OF SAID SECTION 14, SAID EAST LINE HAVING THE ASSUMED BEARING OF NORTH 0 DEGREES 00 MINUTES EAST, A DISTANCE OF 600.12 FEET TO A POINT; THENCE SOUTH 89 DEGREES 39 MINUTES WEST A DISTANCE OF 40.0 FEET TO A POINT, SAID POINT TO BE KNOWN AS THE POINT OF BEGINNING; THENCE SOUTH 0 DEGREES 00 MINUTES WEST A DISTANCE OF 352.74 FEET TO A POINT ON A CURVE TO THE RIGHT HAVING A RADIUS OF 271.60 FEET, A DEGREE OF CURVATURE OF 21 DEGREES 6 MINUTES, AND AN I ANGLE OF 89 DEGREES 39 MINUTES; THENCE SOUTHERLY AND WESTERLY ALONG SAID CURVE TO THE RIGHT A LONG CHORD DISTANCE OF 278.49 FEET TO A POINT SAID LONG CHORD HAVING A BEARING OF SOUTH 41 DEGREES 45 MINUTES WEST; THENCE SOUTH 89 DEGREES 45 MINUTES WEST A DISTANCE OF 426.83 FEET TO A POINT; THENCE NORTH 0 DEGREES 07 MINUTES WEST A DISTANCE OF 558.57 FEET TO A POINT; THENCE NORTH 89 DEGREES 39 MINUTES EAST A DISTANCE OF 614.02 FEET TO THE POINT OF BEGINNING.

PARCEL II:
NON-EXCLUSIVE EASEMENT FOR STORM RETENTION PURPOSES AS CREATED IN WARRANTY DEED FROM CDI, LTD., TO OTR, AN OHIO GENERAL PARTNERSHIP RECORDED DECEMBER 15, 1981 AS DOCUMENT NO. R81-29881, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHEAST CORNER OF SECTION 14, TOWNSHIP 36 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS; THENCE NORTH ALONG THE EAST LINE OF THE SOUTHEAST 1/4 OF SAID SECTION 14, SAID EAST LINE HAVING THE ASSUMED BEARING OF NORTH 0 DEGREES 00 MINUTES EAST, A DISTANCE OF 600.12 FEET TO A POINT; THENCE SOUTH 89 DEGREES 39 MINUTES WEST A DISTANCE OF 644.02 FEET TO A POINT, SAID POINT TO BE KNOWN AS THE POINT OF BEGINNING; THENCE SOUTH 88 DEGREES 39 MINUTES WEST, 10.0 FEET TO A POINT; THENCE NORTH 0 DEGREES 07 MINUTES WEST, 35.75 FEET TO A POINT; THENCE SOUTH 89 DEGREES 39 MINUTES WEST, 411.04 FEET TO A POINT ON THE EAST LINE OF THE WEST 250.0 FEET OF THE EAST 1/2 OF THE SOUTHEAST 1/4 OF SAID SECTION 14; THENCE NORTH 0 DEGREES 07 MINUTES WEST ALONG THE EAST LINE OF THE WEST 250.0 FEET OF THE EAST 1/2 OF THE SOUTHEAST 1/4 OF SAID SECTION 14, A DISTANCE OF 50.0 FEET TO A POINT; THENCE NORTH 89 DEGREES 39 MINUTES EAST, 200.0 FEET TO A POINT; THENCE SOUTH 0 DEGREES 07 MINUTES EAST A DISTANCE OF 40.0 FEET TO A POINT; THENCE NORTH 89 DEGREES 39 MINUTES EAST A DISTANCE OF 221.04 FEET TO A POINT; THENCE SOUTH 0 DEGREES 07 MINUTES EAST A DISTANCE OF 45.75 FEET TO THE POINT OF BEGINNING.

PARCEL III:
LEASEHOLD EASEMENT ESTATE AS CREATED BY A LEASE/EASEMENT AND RECIPROCAL AGREEMENT DATED JANUARY 15, 1981, BY AND BETWEEN FIRST NATIONAL BANK OF LANSING, TRUST NO. 2967, AS SELLER, PETERSON GASSER AND ASSOCIATES, INC., AS BUYER/LESSEE AND FIRST NATIONAL BANK OF LANSING, TRUST NO. 3036, AS ADJOINING OWNER/LESSOR, RECORDED MAY 1, 1981, AS DOCUMENT NO. R81-10735, AND RE-RECORDED NOVEMBER 19, 1981, AS DOCUMENT NO. R81-28051 AND AMENDED BY AMENDMENT RECORDED DECEMBER 7, 1981 AS DOCUMENT NO. R81-29291, AND AS ASSIGNED BY DEED AND ASSIGNMENT MADE BY PETERSON GASSER & ASSOCIATES, INC., A UTAH CORPORATION TO CDI, LTD., A UTAH LIMITED PARTNERSHIP RECORDED DECEMBER 7, 1981 AS DOCUMENT NO. R81-29292, AND ALSO AS CREATED BY MEMORANDUM OF GROUND LEASE RECORDED AS DOCUMENT NO. R83-32779 OWNER AND AMENDED THE FOLLOWING DESCRIBED PROPERTY: COMMENCING AT THE SOUTHEAST CORNER OF SECTION 14, TOWNSHIP 36 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS; THENCE NORTH ALONG THE EAST LINE OF THE SOUTHEAST 1/4 OF SAID SECTION 14, SAID EAST LINE HAVING THE ASSUMED BEARING OF NORTH 0 DEGREES 00 MINUTES EAST, A DISTANCE OF 600.12 FEET TO A POINT; THENCE SOUTH 89 DEGREES 39 MINUTES WEST A DISTANCE OF 40.0 FEET TO A POINT, SAID POINT TO BE KNOWN AS THE POINT OF BEGINNING; THENCE SOUTH 89 DEGREES 39 MINUTES WEST A DISTANCE OF 336.38 FEET TO A POINT; THENCE NORTH 0 DEGREES 00 MINUTES EAST A DISTANCE OF 30.0 FEET TO A POINT; THENCE NORTH 89 DEGREES 39 MINUTES EAST A DISTANCE OF 236.38 FEET TO A POINT; THENCE NORTH 63 DEGREES 32 MINUTES EAST A DISTANCE OF 50.22 FEET TO A POINT; THENCE NORTH 89 DEGREES 39 MINUTES EAST A DISTANCE OF 35.0 FEET TO A POINT; THENCE SOUTH 0 DEGREES 00 MINUTES WEST A DISTANCE OF 52.0 FEET TO THE POINT OF BEGINNING, ALL IN WILL COUNTY, ILLINOIS.

PARCEL IV:
TEMPORARY EASEMENT FOR DRIVEWAY PURPOSES, AS CREATED BY A LEASE/EASEMENT AND RECIPROCAL AGREEMENT DATED JANUARY 15, 1981, BY AND BETWEEN FIRST NATIONAL BANK OF LANSING, TRUST NO. 2967, AS SELLER, PETERSON GASSER AND ASSOCIATES, INCORPORATED, AS BUYER/LESSEE AND FIRST NATIONAL BANK OF LANSING, TRUST NO. 3036, AS ADJOINING OWNER/LESSOR, RECORDED MAY 1, 1981, AS DOCUMENT NO. R81-10735 AND RE-RECORDED NOVEMBER 19, 1981 AS DOCUMENT NO. R81-28051 AND AMENDED BY AMENDMENT RECORDED DECEMBER 7, 1981, AS DOCUMENT NO. R81-29291 AND AS ASSIGNED BY DEED AND ASSIGNMENT MADE BY PETERSON GASSER & ASSOCIATES, INC., A UTAH CORPORATION TO CDI, LTD., A UTAH LIMITED PARTNERSHIP RECORDED DECEMBER 7, 1981 AS DOCUMENT NO. R81-29292, AND ALSO AS CREATED BY MEMORANDUM OF GROUND LEASE RECORDED AS DOCUMENT NO. R83-32779 OWNER AND AMENDED THE FOLLOWING DESCRIBED PROPERTY: COMMENCING AT THE SOUTHEAST CORNER OF SECTION 14, TOWNSHIP 36 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS; THENCE NORTH ALONG THE EAST LINE OF THE SOUTHEAST 1/4 OF SAID SECTION 14, SAID EAST LINE HAVING THE ASSUMED BEARING OF NORTH 0 DEGREES 00 MINUTES EAST, A DISTANCE OF 600.12 FEET TO A POINT; THENCE SOUTH 89 DEGREES 39 MINUTES WEST A DISTANCE OF 376.38 FEET TO A POINT; SAID POINT TO BE KNOWN AS THE POINT OF BEGINNING; THENCE SOUTH 89 DEGREES 39 MINUTES WEST A DISTANCE OF 277.64 FEET TO A POINT; THENCE NORTH 0 DEGREES 07 MINUTES WEST A DISTANCE OF 30.0 FEET TO A POINT; THENCE NORTH 89 DEGREES 39 MINUTES EAST A DISTANCE OF 277.70 FEET TO A POINT; THENCE SOUTH 0 DEGREES 00 MINUTES WEST A DISTANCE OF 30.0 FEET TO THE POINT OF BEGINNING, ALL IN WILL COUNTY, ILLINOIS.

EXCEPTING THEREFROM:

THAT PART OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 14, TOWNSHIP 36 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHEAST CORNER OF THE SOUTHEAST QUARTER OF SAID SECTION 14; THENCE SOUTH 88 DEGREES 02 MINUTES 06 SECONDS WEST (BEARINGS BASED ON ILLINOIS STATE PLANE COORDINATES, EAST ZONE, NAD83-2007) ALONG THE SOUTH LINE OF SAID SOUTHEAST QUARTER, 652.12 FEET TO THE EAST LINE OF THE WEST 661.00 FEET OF THE EAST HALF OF SAID SOUTHEAST QUARTER; THENCE NORTH 01 DEGREES 41 MINUTES 13 SECONDS WEST ALONG SAID LINE, 42.07 FEET TO THE NORTH RIGHT-OF-WAY LINE OF 159TH STREET AS DEDICATED BY DOCUMENT NO. 459592 AND THE POINT OF BEGINNING; THENCE CONTINUING NORTH 01 DEGREES 41 MINUTES 13 SECONDS WEST, 10.00 FEET; THENCE NORTH 88 DEGREES 08 MINUTES 53 SECONDS EAST PARALLEL WITH THE SAID NORTH RIGHT-OF-WAY LINE OF 159TH STREET, 454.05 FEET TO THE WEST RIGHT-OF-WAY LINE OF BELL ROAD AS WIDENED BY DOCUMENT NO. 367867 BEING A CURVE CONCAVE TO THE NORTHWEST; THENCE SOUTHWEST 29.04 FEET ON SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 271.60 FEET, THE CHORD OF SAID CURVE BEARS SOUTH 67 DEGREES 59 MINUTES 35 SECONDS WEST, A DISTANCE OF 29.02 FEET TO THE SAID NORTH RIGHT-OF-WAY LINE OF 159TH STREET; THENCE SOUTH 88 DEGREES 08 MINUTES 53 SECONDS WEST ALONG SAID NORTH RIGHT-OF-WAY LINE, 426.83 FEET TO THE POINT OF BEGINNING, IN WILL COUNTY, ILLINOIS.

THE ABOVE DESCRIPTION IS THE SAME AS THAT PROPERTY IN CHICAGO TITLE INSURANCE COMPANY COMMITMENT NO. 18010223OP, DATED MAY 22, 2018.

ZONING INFORMATION

ZONED C-3 GENERAL BUSINESS DISTRICT

MINIMUM LOT SIZE: 20,000 S.F.
MINIMUM LOT WIDTH: 100 FEET
MAXIMUM DENSITY: 75% LOT COVERAGE/0.5 F.A.R.
MAXIMUM BUILDING HEIGHT: 35 FEET

SETBACKS
FRONT: 80 FEET NON-DEDICATED RIGHT-OF-WAY; 45 FEET DEDICATED; 30 FEET LANDSCAPED
STREET SIDE: 80 FEET NON-DEDICATED RIGHT-OF-WAY; 45 FEET DEDICATED; 30 FEET LANDSCAPED
INTERIOR SIDE: 20 FEET/50 FEET ABUTTING RESIDENTIAL
REAR: 20 FEET/50 FEET ABUTTING RESIDENTIAL

PARKING: 4 SPACES PER 1,000 SQUARE FEET OF GROSS FLOOR AREA

ZONING INFORMATION PROVIDED BY
GLOBAL ZONING CONFORMANCE SUMMARY REPORT
JOB #GZ 5068
DATED JULY 5, 2018

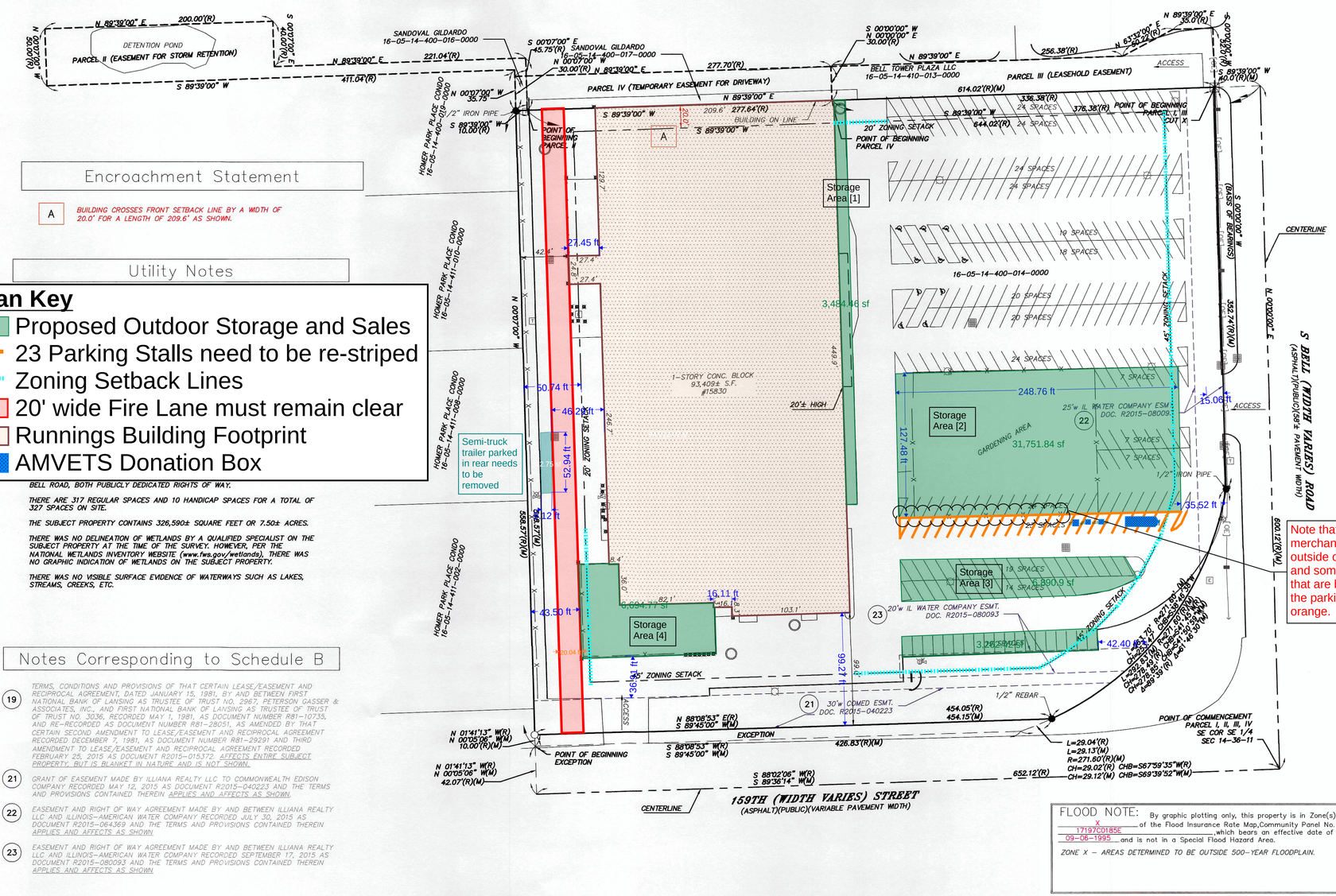
Legend of Symbols & Abbreviations

- CUT "X" FOUND
- IRON PIN FOUND
- IRON PIN SET
- EXISTING STRUCTURE
- OVERHEAD ELECTRIC
- POWER POLE
- GUY WIRE
- LIGHT STANDARD
- WATER METER
- WATER VALVE
- FIRE HYDRANT
- GAS METER
- GRATED INLET
- MANHOLE
- SIGN
- HANDICAP
- PIPE BOLLARD
- CURB INLET
- CABLE SPLICE BOX
- TELEPHONE SPLICE BOX
- ELECTRIC SPLICE BOX
- ELECTRIC METER
- TRANSFORMER

ABBREVIATIONS	
CMP	CORRUGATED METAL PIPE
ROW	RIGHT OF WAY
TRANS	TRANSFORMER
CONC	CONCRETE
CL	CENTER LINE
PL	PROPERTY LINE
(TYP)	TYPICAL
(R)	RECORD
(M)	MEASURED

50' 0' 50' 100'
SCALE: 1" = 50'

LOCATION MAP



Encroachment Statement

A — *BUILDING CROSSES FRONT SETBACK LINE BY A WIDTH OF 20.0' FOR A LENGTH OF 209.6' AS SHOWN.*

Utility Notes

Site Plan Key

- Proposed Outdoor Storage and Sales
- 23 Parking Stalls need to be re-striped
- Zoning Setback Lines
- 20' wide Fire Lane must remain clear
- Runnings Building Footprint
- AMVETS Donation Box

Notes Corresponding to Schedule B

(19) *TERMS, CONDITIONS AND PROVISIONS OF THAT CERTAIN LEASE/EASEMENT AND RECIPROCAL AGREEMENT, DATED JANUARY 15, 1981, BY AND BETWEEN FIRST NATIONAL BANK OF LANSING AS TRUSTEE OF TRUST NO. 2967, PETERSON GASSER & ASSOCIATES, INC., AND FIRST NATIONAL BANK OF LANSING AS TRUSTEE OF TRUST OF TRUST NO. 3036, RECORDED MAY 1, 1981, AS DOCUMENT NUMBER R81-10735, AND RE-RECORDED AS DOCUMENT NUMBER R81-28051, AS AMENDED BY THAT CERTAIN SECOND AMENDMENT TO LEASE/EASEMENT AND RECIPROCAL AGREEMENT RECORDED DECEMBER 7, 1981, AS DOCUMENT NUMBER R81-29291 AND THIRD AMENDMENT TO LEASE/EASEMENT AND RECIPROCAL AGREEMENT RECORDED FEBRUARY 25, 2015 AS DOCUMENT R2015-015372. AFFECTS ENTIRE SUBJECT PROPERTY, BUT IS BLANKET IN NATURE AND IS NOT SHOWN.*

(21) *GRANT OF EASEMENT MADE BY ILLIANA REALTY LLC TO COMMONWEALTH EDISON COMPANY RECORDED MAY 12, 2015 AS DOCUMENT R2015-040223 AND THE TERMS AND PROVISIONS CONTAINED THEREIN APPLIES AND AFFECTS AS SHOWN.*

(22) *EASEMENT AND RIGHT OF WAY AGREEMENT MADE BY AND BETWEEN ILLIANA REALTY LLC AND ILLINOIS-AMERICAN WATER COMPANY RECORDED JULY 30, 2015 AS DOCUMENT R2015-064369 AND THE TERMS AND PROVISIONS CONTAINED THEREIN APPLIES AND AFFECTS AS SHOWN.*

(23) *EASEMENT AND RIGHT OF WAY AGREEMENT MADE BY AND BETWEEN ILLIANA REALTY LLC AND ILLINOIS-AMERICAN WATER COMPANY RECORDED SEPTEMBER 17, 2015 AS DOCUMENT R2015-080093 AND THE TERMS AND PROVISIONS CONTAINED THEREIN APPLIES AND AFFECTS AS SHOWN.*

FLOOD NOTE: By graphic plotting only, this property is in Zone(s) X of the Flood Insurance Rate Map,Community Panel No. 17197C0185E, which bears an effective date of 09-06-1995 and is not in a Special Flood Hazard Area.

ZONE X – AREAS DETERMINED TO BE OUTSIDE 500-YEAR FLOODPLAIN.

18316-01 Sheet 1 of 1

THE VILLAGE OF HOMER GLEN
WILL COUNTY, ILLINOIS

ORDINANCE
NUMBER 26-XXX

AN ORDINANCE GRANTING A CONDITIONAL PARKING ADJUSTMENT TO REDUCE THE NUMBER OF REQUIRED PARKING SPACES FROM THREE HUNDRED AND SEVENTY-FOUR (374) TO TWO HUNDRED AND TWENTY-TWO (222) TOTAL SPACES AT THE RUNNINGS SUPPLY BUILDING LOCATED WITHIN THE C-3 GENERAL BUSINESS ZONING DISTRICT AT 15830 S. BELL ROAD, HOMER GLEN, ILLINOIS
[HG-2532-P].

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 GRANTING A CONDITIONAL PARKING ADJUSTMENT TO REDUCE THE NUMBER OF REQUIRED PARKING SPACES FROM THREE HUNDRED AND SEVENTY-FOUR (374) TO TWO HUNDRED AND TWENTY-TWO (222) TOTAL SPACES AT THE RUNNINGS SUPPLY BUILDING LOCATED WITHIN THE C-3 GENERAL BUSINESS ZONING DISTRICT AT 15830 S. BELL ROAD, HOMER GLEN, ILLINOIS [HG-2532-P].

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 Brock Nelson and James Sugrue of Runnings Supply Inc., to reduce the number of parking spaces from three hundred and seventy-four (374) to two hundred and twenty-two (222), for a total parking adjustment of 152 less spaces, at the Runnings Supply building, located within the C-3 General Business Zoning District at 15830 S. Bell Road, Homer Glen, Illinois ("Subject Property"); and,

WHEREAS, the Subject Property to which this Ordinance relates, is located at 15830 S. Bell Road, Homer Glen, IL, and is legally described in Exhibit A, attached hereto; and,

WHEREAS, the Village President and Board of Trustees carefully considered the recommended findings and recommendations from the Zoning Officer, which are incorporated into the record of its proceedings and are attached hereto as Exhibit B; and,

WHEREAS, the Village President and Board of Trustees, after due consideration have determined that reducing the number of parking spaces from three hundred and seventy-four (374) to two hundred and twenty-two (222), for a total parking adjustment of 152 less spaces at the Subject Property is in the best interests of and promotes the public health, safety and welfare of the Village; and,

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, and within the Zoning Officer's findings and recommendation as set forth in Exhibit B, are incorporated by reference as if fully set forth herein, and are expressly adopted as recitals and factual findings of the Village Board.

Section 2. Parking Adjustment. The Village grants a conditional parking adjustment hereby reducing the number of parking spaces from three hundred and seventy-four (374) to two hundred and twenty-two (222) parking spaces at the Runnings Supply building, located within the C-3 General Business Zoning District at 15830 S. Bell Road, Homer Glen, IL, subject to the following conditions:

1. This parking adjustment shall not run with the land, and shall not be transferable or assignable by the applicant, Runnings Supply Inc., or any future occupant of the Subject Property.

2. 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.
3. This parking adjustment is temporary, and conditionally granted for a period of one year, to allow the Village staff, Applicant and Village Board the opportunity to assess the parking demands at the Subject Property. Accordingly, this adjustment shall expire after one year from passage of this Ordinance. Nothing herein shall prohibit or otherwise preclude the Applicant from requesting an additional parking adjustment, temporary or permanent, in the future.

Section 3. 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 4. 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 and shall have no effect to the extent of any such conflict or inconsistency with the provisions herein.

Section 5. Effective Date. This Ordinance shall be in full force and effect from and after its passage and approval.

Section 6. 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.

Adopted this 11th day 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				

APPROVED by the Village President on February 11, 2026

_____
Christina Neitzke-Troike
Village President

ATTEST:

_____
Candice Bielski
Village Clerk

Legal Description – "Exhibit A"

COMMON ADDRESS: 15830 S. Bell Road, Homer Glen, Illinois
PIN: 16-05-14-400-014-0000

PARCEL I:

COMMENCING AT THE SOUTHEAST CORNER OF SECTION 14, TOWNSHIP 36 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS; THENCE NORTH ALONG THE EAST LINE OF THE SOUTHEAST 1/4 OF SAID SECTION 14, SAID EAST LINE HAVING THE ASSUMED BEARING OF NORTH 0 DEGREES 00 MINUTES EAST, A DISTANCE OF 600.12 FEET TO A POINT; THENCE SOUTH 89 DEGREES 39 MINUTES WEST A DISTANCE OF 40.0 FEET TO A POINT, SAID POINT TO BE KNOWN AS THE POINT OF BEGINNING; THENCE SOUTH 0 DEGREES 00 MINUTES WEST A DISTANCE OF 352.74 FEET TO A POINT ON A CURVE TO THE RIGHT HAVING A RADIUS OF 271.60 FEET, A DEGREE OF CURVATURE OF 21 DEGREES 6 MINUTES, AND AN I ANGLE OF 89 DEGREES 39 MINUTES; THENCE SOUTHERLY AND WESTERLY ALONG SAID CURVE TO THE RIGHT A LONG CHORD DISTANCE OF 278.49 FEET TO A POINT SAID LONG CHORD HAVING A BEARING OF SOUTH 41 DEGREES 45 MINUTES WEST; THENCE SOUTH 89 DEGREES 45 MINUTES WEST A DISTANCE OF 426.83 FEET TO A POINT; THENCE NORTH 0 DEGREES 07 MINUTES WEST A DISTANCE OF 558.57 FEET TO A POINT; THENCE NORTH 89 DEGREES 39 MINUTES EAST A DISTANCE OF 614.02 FEET TO THE POINT OF BEGINNING;

PARCEL II:

NON-EXCLUSIVE EASEMENT FOR STORM RETENTION PURPOSES AS CREATED IN WARRANTY DEED FROM CDI, LTD., TO OTR, AN OHIO GENERAL PARTNERSHIP RECORDED DECEMBER 15, 1981 AS DOCUMENT NO. R81-29881, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHEAST CORNER OF SECTION 14, TOWNSHIP 36 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS; THENCE NORTH ALONG THE EAST LINE OF THE SOUTHEAST 1/4 OF SAID SECTION 14, SAID EAST LINE HAVING THE ASSUMED BEARING OF NORTH 0 DEGREES 00 MINUTES EAST, A DISTANCE OF 600.12 FEET TO A POINT; THENCE SOUTH 89 DEGREES 39 MINUTES WEST A DISTANCE OF 644.02 FEET TO A POINT, SAID POINT TO BE KNOWN AS THE POINT OF BEGINNING; THENCE SOUTH 89 DEGREES 39 MINUTES WEST, 10.0 FEET TO A POINT; THENCE NORTH 0 DEGREES 07 MINUTES WEST, 35.75 FEET TO A POINT; THENCE SOUTH 89 DEGREES 39 MINUTES WEST, 411.04 FEET TO A POINT ON THE EAST LINE OF THE WEST 250.0 FEET OF THE EAST 1/2 OF THE SOUTHEAST 1/4 OF SAID SECTION 14; THENCE NORTH 0 DEGREES 07 MINUTES WEST ALONG THE EAST LINE OF THE WEST 250.0 FEET OF THE EAST 1/2 OF THE SOUTHEAST 1/4 OF SAID SECTION 14, A DISTANCE OF 50.0 FEET TO A POINT; THENCE NORTH 89 DEGREES 39 MINUTES EAST, 200.0 FEET TO A POINT; THENCE SOUTH 0 DEGREES 07 MINUTES EAST A DISTANCE OF 40.0 FEET TO A POINT; THENCE NORTH 89 DEGREES 39 MINUTES EAST A DISTANCE OF 221.04 FEET TO A POINT; THENCE SOUTH 0 DEGREES 07 MINUTES EAST A DISTANCE OF 45.75 FEET TO THE POINT OF BEGINNING;

PARCEL III:

LEASEHOLD EASEMENT ESTATE AS CREATED BY A LEASE/EASEMENT AND RECIPROCAL AGREEMENT DATED JANUARY 15, 1981, BY AND BETWEEN FIRST NATIONAL BANK OF LANSING, TRUST NO. 2967, AS SELLER, PETERSON GASSER AND ASSOCIATES, INC., AS BUYER/LESSEE AND FIRST NATIONAL BANK OF LANSING, TRUST NO. 3036, AS ADJOINING OWNER/LESSOR, RECORDED MAY 1, 1981, AS DOCUMENT NO. R81-10735, AND RE-RECORDED NOVEMBER 19, 1981, AS DOCUMENT NO. R81-28051 AND AMENDED BY AMENDMENT RECORDED DECEMBER 7, 1981 AS DOCUMENT NO. R81-29291, AND AS ASSIGNED BY DEED AND ASSIGNMENT MADE BY PETERSON GASSER & ASSOCIATES, INC., A UTAH CORPORATION TO CDI, LTD., A UTAH LIMITED PARTNERSHIP RECORDED DECEMBER 7, 1981 AS DOCUMENT NO. R81-29292, AND ALSO AS CREATED BY MEMORANDUM OF GROUND LEASE RECORDED AS DOCUMENT NO. R83-32779 DEMISING THE FOLLOWING DESCRIBED PROPERTY: COMMENCING AT THE SOUTHEAST CORNER OF SECTION 14, TOWNSHIP 36 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS; THENCE NORTH ALONG THE EAST LINE OF THE SOUTHEAST 1/4 OF SAID SECTION 14, SAID EAST LINE HAVING THE ASSUMED BEARING OF NORTH 0 DEGREES 00 MINUTES EAST, A DISTANCE OF 600.12 FEET TO A POINT; THENCE SOUTH 89 DEGREES 39 MINUTES WEST A DISTANCE OF 40.0 FEET TO A POINT, SAID POINT TO BE KNOWN AS THE POINT OF BEGINNING; THENCE SOUTH 89 DEGREES 39 MINUTES WEST A DISTANCE OF 336.38 FEET TO A POINT; THENCE NORTH 0 DEGREES 00 MINUTES EAST A DISTANCE OF 30.0 FEET TO A POINT; THENCE NORTH 89 DEGREES 39 MINUTES EAST A DISTANCE OF 256.38 FEET TO A POINT; THENCE NORTH 63 DEGREES 32 MINUTES EAST A DISTANCE OF 50.22 FEET TO A POINT; THENCE NORTH 89 DEGREES 39 MINUTES EAST A DISTANCE OF 35.0 FEET TO A POINT; THENCE SOUTH 0 DEGREES 00 MINUTES WEST A DISTANCE OF 52.0 FEET TO THE POINT OF BEGINNING, ALL IN WILL COUNTY, ILLINOIS.

PARCEL IV:

TEMPORARY EASEMENT FOR DRIVEWAY PURPOSES, AS CREATED BY A LEASE/EASEMENT AND RECIPROCAL AGREEMENT DATED JANUARY 15, 1981, BY AND BETWEEN FIRST NATIONAL BANK OF LANSING, TRUST NO. 2967, AS SELLER, PETERSON GASSER AND ASSOCIATES, INCORPORATED., AS BUYER/LESSEE AND FIRST NATIONAL BANK OF LANSING, TRUST NO. 3036, AS ADJOINING OWNER/LESSOR, RECORDED MAY 1, 1981, AS DOCUMENT NO. R81-10735 AND RE-RECORDED NOVEMBER 19, 1981 AS DOCUMENT NO. R81-28051 AND AMENDED BY AMENDMENT RECORDED DECEMBER 7, 1981, AS DOCUMENT NO. R81-29291 AND AS ASSIGNED BY DEED AND ASSIGNMENT MADE BY PETERSON GASSER & ASSOCIATES, INC., A UTAH CORPORATION TO CDI, LTD., A UTAH LIMITED PARTNERSHIP RECORDED DECEMBER 7, 1981 AS DOCUMENT NO. R81-29292, AND ALSO AS CREATED BY MEMORANDUM OF GROUND LEASE RECORDED AS DOCUMENT NO. R83-32779 OVER AND ACROSS THE FOLLOWING DESCRIBED PROPERTY: COMMENCING AT THE SOUTHEAST CORNER OF SECTION 14, TOWNSHIP 36 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN WILL COUNTY, ILLINOIS, THENCE NORTH ALONG THE EAST LINE OF THE SOUTHEAST 1/4 OF SAID SECTION 14, SAID EAST LINE HAVING THE ASSUMED BEARING OF NORTH 0 DEGREES 00 MINUTES EAST, A DISTANCE OF 600.12 FEET TO A POINT; THENCE SOUTH 89 DEGREES 39 MINUTES WEST A DISTANCE OF 376.38 FEET TO A POINT; SAID POINT TO BE KNOWN AS THE POINT OF BEGINNING; THENCE SOUTH 89 DEGREES 39 MINUTES WEST A DISTANCE OF 277.64 FEET TO A POINT; THENCE NORTH 0 DEGREES 07 MINUTES WEST A DISTANCE OF 30.0 FEET TO A POINT; THENCE NORTH 89 DEGREES 39 MINUTES EAST A DISTANCE OF 277.70 FEET TO

A POINT; THENCE SOUTH 0 DEGREES 00 MINUTES WEST A DISTANCE OF 30.0 FEET TO THE POINT OF BEGINNING, ALL IN WILL COUNTY, ILLINOIS.

EXCEPTING THEREFROM:

THAT PART OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 14, TOWNSHIP 36 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF THE SOUTHEAST QUARTER OF SAID SECTION 14; THENCE SOUTH 88 DEGREES 02 MINUTES 06 SECONDS WEST (BEARINGS BASED ON ILLINOIS STATE PLANE COORDINATES, EAST ZONE, NAD83-2007) ALONG THE SOUTH LINE OF SAID SOUTHEAST QUARTER, 652.12 FEET TO THE EAST LINE OF THE WEST 661.00 FEET OF THE EAST HALF OF SAID SOUTHEAST QUARTER; THENCE NORTH 01 DEGREES 41 MINUTES 13 SECONDS WEST ALONG SAID LINE, 42.07 FEET TO THE NORTH RIGHT-OF-WAY LINE OF 159TH STREET AS DEDICATED BY DOCUMENT NO. 459592 AND THE POINT OF BEGINNING; THENCE CONTINUING NORTH 01 DEGREES 41 MINUTES 13 SECONDS WEST, 10.00 FEET; THENCE NORTH 88 DEGREES 08 MINUTES 53 SECONDS EAST PARALLEL WITH THE SAID NORTH RIGHT-OF-WAY LINE OF 159TH STREET, 454.05 FEET TO THE WEST RIGHT-OF-WAY LINE OF BELL ROAD AS WIDENED BY DOCUMENT NO. 367867 BEING A CURVE CONCAVE TO THE NORTHWEST; THENCE SOUTHWEST 29.04 FEET ON SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 271.60 FEET, THE CHORD OF SAID CURVE BEARS SOUTH 67 DEGREES 59 MINUTES 35 SECONDS WEST, A DISTANCE OF 29.02 FEET TO THE SAID NORTH RIGHT-OF-WAY LINE OF 159TH STREET; THENCE SOUTH 88 DEGREES 08 MINUTES 53 SECONDS WEST ALONG SAID NORTH RIGHT-OF-WAY LINE, 426.83 FEET TO THE POINT OF BEGINNING, IN WILL COUNTY, ILLINOIS

Findings of Fact-"Exhibit B"

Provisions and factors for parking adjustments

Chapter § 220-1004(B) of the Code of the Village of Homer Glen lists the provisions and factors by which the Village Board shall use as a basis to adjust parking requirements. The following are the categories with staff's recommended findings in *italics*:

[1] Evidence that actual parking demands will be less than ordinance requirements. The petitioner shall submit written documentation and data to the Zoning Officer that the operation will require less parking than this chapter requires.

The applicant has provided information regarding customer count and stated that the 222 parking spaces are currently more than sufficient. Across the span of 12 operating business hours, their customer count is approximately 350 on weekdays and 500 on weekends. Additionally, this property has been granted parking reductions in the past, and the store has met the actual parking demands when there were 328 spaces available in 2014 and 295 spaces available since 2023.

[2] Availability of joint, shared or off-site parking. The petitioner shall submit written documentation to the Zoning Officer that joint, shared or off-site parking spaces are available to satisfy the parking demand.

a. Agreements shall be provided which demonstrate evidence that either parking lots are large enough to accommodate multiple users (joint parking) or that parking spaces will be shared at specific times of the day (shared parking, where one activity uses the spaces during daytime hours and another activity uses the spaces during evening hours.)

The parking lot solely serves Runnings Supply store and will not be shared with other business. As such, no agreements are required.

b. Off-site parking lots may account for not more than 50% of the required parking and shall be located not more than 300 feet from the principal use that it is intended to serve.

Off-site parking lots are not proposed as part of this parking adjustment.

c. When a reduction of parking spaces attributable to shared parking or off-site parking is requested, the petitioner shall submit written verification that such parking is available and shall include copies of any contracts, joint lease agreements, purchase agreements, and other such documentation to show that shared parking can be accomplished. Off-site shared parking spaces shall be clearly posted for the joint use of employees, and/or tenants, or customers of each respective use sharing those spaces.

There is no shared or off-site parking at this site. No agreements are needed.

[3] Banked parking spaces. As a condition of a reduction in parking requirements, the Village Board may require banked parking spaces. In such cases, the site plan for the business or industrial use shall provide sufficient open space on the subject site to accommodate the additional parking space otherwise required by this chapter. Such open space shall be in addition to required yards, setbacks, driveways, private streets, loading and service areas. Sufficient open space shall be provided which,

if converted to parking spaces, would provide off-street parking to meet the full requirements of this chapter at the time of application.

This parking adjustment is temporary, and conditionally granted for a period of one year, to allow the Village staff, Applicant and Village Board the opportunity to assess the parking demands at the Subject Property. Accordingly, this adjustment shall expire after one year from passage of this Ordinance. Nothing herein shall prohibit or otherwise preclude the Applicant from requesting an additional parking adjustment, temporary or permanent, in the future.

The applicant has stated that when they start to see an increase in customer count, they will consider reducing the number of sheds on site and make those spaces available; they do not anticipate needing the additional spaces for 2 to 3 years' time.

AGENDA SUPPLEMENT SHEET

Agenda Item Number:	**L.7**
Village Board Meeting Dates:	**February 11, 2026**
Committee Meeting Date:	**N/A**

Item Title: **Consider a Motion to Approve the Illinois Department of Transportation (IDOT) Resolution for Improvement Under the Highway Code for the Resurfacing of Various Streets and Maintenance of Streetlights Throughout the Village of Homer Glen as Part of the Village's Roadway Resurfacing and Streetlight Maintenance Program.**

Motion: Is there a Motion to Approve the Illinois Department of Transportation (IDOT) Resolution for Improvement Under the Highway Code for the Resurfacing of Various Streets and Maintenance of Streetlights Throughout the Village of Homer Glen as Part of the Village's Roadway Resurfacing and Streetlight Maintenance Program?

Staff Contact: Brett Westcott P.E., Village Engineer

Background Information: This resolution from the Illinois Department of Transportation (IDOT) allow for the allocation of our motor fuel tax (MFT) funds to be used towards our annual road resurfacing project and the Village's routine streetlight maintenance program. Approval of a resolution and appropriate allocation of funds is required through the State (IDOT) in order to receive the State issued motor fuel tax funds. MFT funds are distributed to local agencies and can only be used towards specific criteria such as roadway improvement or other transportation projects such as streetlight maintenance.

Budget Implications: None.

Attachments:

1) IDOT - MFT Resolution

Illinois Department of Transportation

Resolution for Maintenance Under the Illinois Highway Code

District	County	Resolution Number	Resolution Type	Section Number
1	Will		Original	26-00000-00-GM

BE IT RESOLVED, by the President and Board of Trustees (Governing Body Type) of the Village (Local Public Agency Type) of Homer Glen (Name of Local Public Agency) Illinois that there is hereby appropriated the sum of _____

One Million two hundred forty thousand & 00/100 Dollars ($1,240,000.00)

of Motor Fuel Tax funds for the purpose of maintaining streets and highways under the applicable provisions of Illinois Highway Code from

05/01/26 (Beginning Date) to 04/30/27 (Ending Date).

BE IT FURTHER RESOLVED, that only those operations as listed and described on the approved Estimate of Maintenance Costs, including supplemental or revised estimates approved in connection with this resolution, are eligible for maintenance with Motor Fuel Tax funds during the period as specified above.

BE IT FURTHER RESOLVED, that Village (Local Public Agency Type) of Homer Glen (Name of Local Public Agency) shall submit within three months after the end of the maintenance period as stated above, to the Department of Transportation, on forms available from the Department, a certified statement showing expenditures and the balances remaining in the funds authorized for expenditure by the Department under this appropriation, and

BE IT FURTHER RESOLVED, that the Clerk is hereby directed to transmit four (4) certified originals of this resolution to the district office of the Department of Transportation.

I Candice Bielski (Name of Clerk) Village (Local Public Agency Type) Clerk in and for said Village (Local Public Agency Type) of Homer Glen (Name of Local Public Agency) in the State of Illinois, and keeper of the records and files thereof, as provided by statute, do hereby certify the foregoing to be a true, perfect and complete copy of a resolution adopted by the President and Board of Trustees (Governing Body Type) of Homer Glen (Name of Local Public Agency) at a meeting held on _____ (Date).

IN TESTIMONY WHEREOF, I have hereunto set my hand and seal this _____ (Day) day of _____ (Month, Year).

(SEAL, if required by the LPA)

Clerk Signature & Date

APPROVED

Regional Engineer Signature & Date
Department of Transportation

Instructions for BLR 14220

This form shall be used when a Local Public Agency (LPA) wants to perform maintenance operations using Motor Fuel Tax (MFT) funds. Refer to Chapter 14 of the Bureau of Local Roads and Streets Manual (BLRS Manual) for more detailed information. This form is to be used by a Municipality or a County. Road Districts will use BLR 14221. For signature requirements refer to Chapter 2, Section 3.05(b) of the BLRS Manual.

When filling out this form electronically, once a field is initially completed, fields requiring the same information will be auto-populated.

Resolution Number	Insert the resolution number as assigned by the LPA, if applicable.
Resolution Type	From the drop down box, choose the type of resolution: -Original would be used when passing a resolution for the first time for this project. -Supplemental would be used when passing a resolution increasing appropriation above previously passed resolutions. -Amended would be used when a previously passed resolution is being amended.
Section Number	Insert the section number of the improvement covered by the resolution.
Governing Body Type	From the drop down box choose the type of administrative body. Choose Board for County; Council or President and Board of Trustees for a City, Village or Town.
LPA Type	From the drop down box choose the LPA body type; County, City, Town or Village.
Name of LPA	Insert the name of the LPA.
Resolution Amount	Insert the dollar value of the resolution for maintenance to be paid for with MFT funds in words, followed by the same amount in numerical format in the ().
Beginning Date	Insert the beginning date of the maintenance period. Maintenance periods must be a 12 or 24 month consecutive period.
Ending Date	Insert the ending date of the maintenance period.
LPA Type	From the drop down box choose the LPA body type; County, City, Town or Village.
Name of LPA	Insert the name of the LPA.
Name of Clerk	Insert the name of the LPA Clerk.
LPA Type	From the drop down box choose the LPA body type; County, City, Town or Village.
LPA Type	From the drop down box choose the LPA body type; County, City, Town or Village.
Name of LPA	Insert the name of the LPA.
Governing Body Type	From the drop down box choose the type of administrative body. Choose Board for County; Council or President and Board of Trustees for a City, Village or Town.
Name of LPA	Insert the name of the LPA.
Date	Insert the date of the meeting.
Day	Insert the day the Clerk signed the document.
Month, Year	Insert the month and year of the clerk's signature.
Clerk Signature	Clerk shall sign here.
Seal	The Clerk shall seal the document here, if required. If a seal is required, electronic signatures should not be used.
Approved	The Department of Transportation representative shall sign and date here upon approval.

A minimum of three (3) certified signed originals must be submitted to the Regional Engineer's District office OR email PDF completed form with electronic signatures to your local District LRS office.

Following IDOT's approval, distribution will be as follows:

Local Public Agency Clerk
Engineer (Municipal, Consultant or County)

AGENDA SUPPLEMENT SHEET

Agenda Item Number: **M**

Committee of the Whole Date: **January 28, 2026**
Board Date (workshop): **February 11, 2026**

Item Title: **Arya (Workshop): Future request for a PUD for a mixed-use, commercial and residential community on 15.5 acres**

Staff Contact: Christopher Gruba, Director of Planning & Zoning

Property Information

Location: Approximately 1,140' west of the Twin Lakes Subdivision, at the two closest points
PINs: 16-05-13-300-009-0000, 16-05-13-300-025-0000, 16-05-13-300-024-0000, 16-05-13-300-011-0000, 16-05-13-300-044-0000
2005 Comprehensive Plan Designation: Commercial, Commercial Business Park, Single-Family Low Density, Environmental Features to be Preserved (see map)
Existing Zoning: C-5 (Office & Research Park)
Proposed Zoning: Likely R-6A and a new zone district to allow mixed-use
Existing Use: Undeveloped/Wooded
Proposed Use: Mixed-Use (Commercial & Residential Condos), Duplex Townhomes

Adjacent Zoning:

N: R-3, Single-Family Residential, C-5, Office & Research Park
E: C-5, Office & Research Park
S: C-2, Local Business, C-3, General Business
W: R-3, Single-Family Residential

Project Overview

Arya is a proposed mixed-use, master-planned community that would include commercial and residential components. Roughly estimated, the commercial component is 30,000 square feet and the residential portion would have 66 dwelling units total. The site is currently undeveloped; the west half of the site is fairly open, while the east half of the site contains trees. The current plans reflect are conceptual. As such, the plans were not evaluated for lighting, setbacks, and other code exceptions that may be required. Information that could be gathered from the concept plans has been included in this report. The elevation rises considerably from 159th Street, gaining about 22' in height to a peak in the center before gradually sloping back down at the north end. The entire site does not appear to contain any wetlands or flood hazard areas. There is an existing driveway stub from 159th Street into the development, which would be utilized for this development. 159th Street is under the jurisdiction of IDOT, and there is an existing left turn lane within 159th Street that turns directly into this driveway stub. There is no dedicated right-turn lane into the site on 159th Street. The 10' wide asphalt bike path runs along the length of the site within the right-of-way. It's unknown if there are any easements on the site, although a survey will eventually be required. This development will likely require that it be developed as a Planned Unit Development (PUD).

This project was introduced as a workshop during the Committee of the Whole meeting on January 28, 2026. At that time, it was decided that the project should return to the Board for a follow-up workshop on February 11th to be able to give the public more time to become acclimated with the concept plans. A copy of the draft minutes has been attached to this report.

The key points of the current plan are:

- There would be two, 3-story, mixed-use buildings in the front along 159th Street:
  - The footprint of each building is 16,000 square feet (approximately 30,000 square feet total of leasable area).
  - The 1st floor of each building would have commercial space.
  - The 2nd and 3rd floors of each building would contain residential condos) owner-occupied). Each building would have 13 units, for 26 condo units total.
  - Parking would be located beneath each building in the "walkout" basements.
  - The individual residential units would measure approximately 1,900 square feet.

- There would be 20 duplex buildings (40 units total) further away from 159th Street:
  - This portion of the development would be gated.
  - All units would be owner-occupied.
  - The units would range in size from 1,900 – 2,000 square feet, with 2-3 bedrooms each.
  - The ceiling heights would be approximately 9'-10'
  - The duplexes would have a mix of roof types to add visual interest; they would not all be gable-roof designs.
  - A mix of brick and Hardie Board siding is proposed.
  - They would not be age-restricted.

- One or several HOA's would govern the commercial, condo and duplex areas.
- The applicant is proposing that the gated portion of the development would be privately owned and maintained road. The road in the front between the mixed-use buildings would be publicly dedicated right-of-way.
- The proposed detention pond in the northeast corner of the site would be a "dry-bottom" pond, which could be used for recreation during the drier months. The two ponds closer to 159th Street would be "wet-bottom" ponds.

Project History

This project was originally introduced to the Village during a workshop meeting before the Plan Commission on October 6, 2022. The key points from this plan included:

- Two, 2-story commercial buildings in the front along 159th Street:
  - These buildings were approximately 30,000 square feet each.
  - There were usable rooftops on each building, accessible to the public.
  - Parking was located beneath each building in the "walkout" basements.
  - The residential floor plans ranged in size from 1,260 – 2,200 square feet each.
  - These buildings were entirely commercial and not mixed-use.
- Four, 4-story residential condo buildings in the rear further from 159th Street:
  - There were approximately 42 condo units within each building.
  - There was a total of 170 condo units on-site.
  - Parking was located beneath each building in the "walkout" basements.
- There was a central pond feature.

- There was a central community space with a pool, clubhouse building and bathroom building.

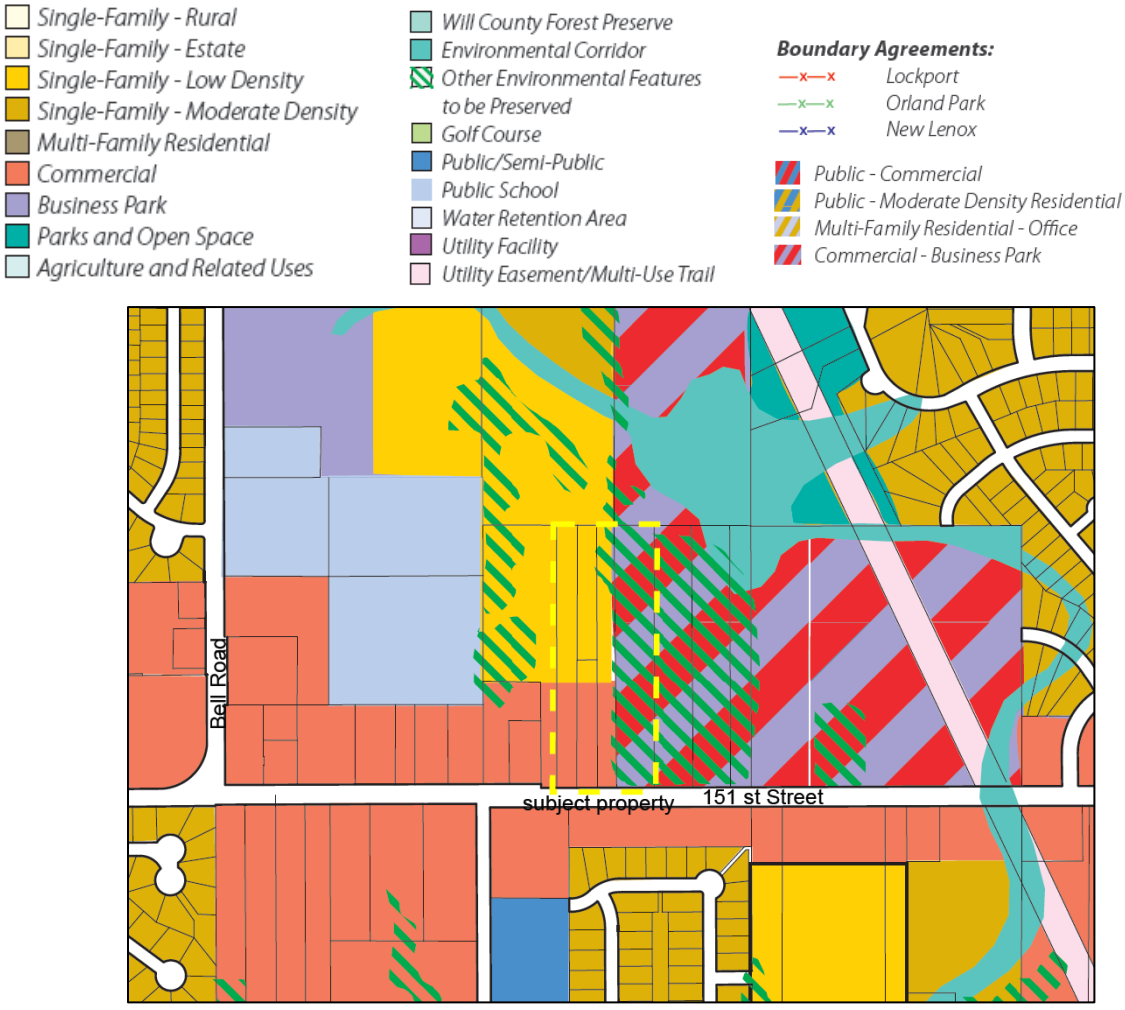
The minutes from the October 6, 2022 Plan Commission meeting have been attached to this staff report. The current plans are significantly different than the older plans but have been included for comparison. After October 6, 2022, the project was presented to the Village Board on December 16, 2022, but no action was taken and the project was dormant until early 2026.

Comprehensive Plan

The 2005 Comprehensive Plan illustrates this parcel on the Future Land Use Map as *"Agriculture and Related Uses"* with *"Other Environmental Features to be Preserved"*.

2005 Comprehensive Plan Excerpts:

Figure 3: ***Land-Use Plan***



Per the Future Land Use Map above, the western half of this land was intended for commercial uses closer to 159th Street and residential uses further back, which roughly aligns with the current proposal. The eastern half of this land was intended for "commercial/business park", meaning that it could go either way. This eastern half also has an overlay for "Environmental Features to be Preserved", being the trees in this instance. A "Business Park" designation is defined in the Comprehensive Plan as *"A tract of land that is planned, developed in a campus-like setting and*

operated as an integrated facility, consisting of office, industrial, warehousing and light assembly uses with a higher percentage of office space than in a typical industrial park and with consideration given to overall on-site vehicular circulation, parking, building orientation and design, utility needs and open space". As always, the Comprehensive Plan is to be used as a guide for making land-use decisions and is not always followed. The recent rezoning for The Villas of Hidden Valley is an example of a rezoning from C-2 (Local Business) to R-6A (Attached Single-Family Residential), which did not align with the Comprehensive Plan.

Zoning & Land Use

Planned Unit Development/Conservation Subdivision Design: The 2005 Comprehensive Plan states that "*major new residential developments should be developed as Planned Unit Developments (PUD)*". All commercial developments that exceed 50,00 square feet shall be processed as a PUD, per the Zoning Ordinance. The general purpose of PUD's is noted in the Zoning Ordinance:

§220-901(A)(2): *The planned development provisions allow greater design flexibility than is normally permitted by the zoning district regulations, thereby encouraging more rational utilization of the topographic and natural characteristics of the property to produce an economical and stable development. It is intended to provide design freedom by permitting the developer an opportunity to more fully utilize the physical characteristics of the site through changes of lot sizes, yards, height and bulk restrictions and mixing of uses. Through the requirement of a development plan, it is the intent that property under this section will be developed through a unified design, providing contiguity between the various elements, and ultimately leading to a better environment.*

The project could be divided into two separate land uses for rezoning purposes: the mixed-use buildings in the front and the duplex buildings in the rear.

Duplex buildings, such as the Villas of Old Oak and the Villas of Hidden Valley, have a zoning designation of R-6A (Attached Single-Family Residential). This type of zone district is entirely appropriate for these developments and would be the most appropriate for the duplex buildings for the Arya development as well. Should the project proceed as proposed, staff recommends a rezoning of the duplex building area from C-5 to R-6A. Below are some of the regulations for the R-6A zone district:

R-6A: (townhomes)

- Minimum Lot Size: None
- Minimum Lot Width for standard lots (measured at building setback line, usually 30' from front lot line): 80'
- Minimum Lot Width for lots on a cul-de-sac (measured at building setback line, usually 30' from front lot line: 60'
- Minimum Lot Width for Corner Lot: 75'
- Minimum Lot Frontage (along the street): 50'
- Minimum Lot Depth: None
- Front Yard/Corner Side Yard: 30'
- Side Yard: 10'
- Rear Yard: 30'
- Maximum Height: 35'
- Maximum Lot Coverage: 40%
- Maximum Impervious Lot Coverage: 45%
- Minimum separation between buildings: 30' from side to side, 40' from side to rear and 40' rear to rear. (The concept plans illustrate a typical building separation of 30.25').

The two proposed mixed-use buildings present more of a challenge regarding land use. Currently, the Village does not have any current zone districts that would permit mixed-use with the number of residential dwelling units as proposed with Arya. As such, a new zone district would need to be created that would accommodate buildings of this size, height, use types, density, setbacks, etc. There had been some discussion in the past about creating a mixed-use *overlay* instead of a new zone district. Both are used by communities and both generally regulate land use in about the same way. However, staff recommends the creation of a new zone district over a mixed-use overlay. The reason being is that if an overlay were created, it could theoretically be applied to other existing zone districts and the results could be confusing. For example, if a mixed-use overlay were placed on top of a residentially-zoned and developed property, it could add commercial qualities to that property, with unintended results. It would be simpler to create a new zone district for mixed-use ("MX", or "MU", typically) and add this to the Zoning Ordinance. It would also provide more control for the Village, since any new mixed-use zone district would have specific regulations and rezoning to this district would require a public hearing and action by the Board.

The applicant hasn't provided any scaled building elevations or floor plans yet of the two mixed-use buildings. However, staff estimates that a new mixed-use zone district could include the following regulations (approximately):

- Maximum Building Height of 40' (Building Height is measured at the average contact ground level from the front wall to the top of the roof)
- Front yard setback: 70' (as proposed)
- Side yard setback: 17.5' (as proposed)
- Rear yard setback: 250' (as proposed)
- Density: 13 dwelling units in each building, or 66% of the Gross Floor Area of each building. Density could also be regulated in units per acre. In this instance, there are 26 condo units on approximately 7 acres, for 3.71 units per gross acre. The dwelling units per net acre (subtracting area for the ponds and right-of-way) would be closer to 6-7 dwelling units per acre.
- Parking Required: The parking requirements may need to be adjusted to account for shared parking between residential and commercial uses, or they could be calculated independently.
- Include a provision that commercial shall be located on the 1st floor, with residential uses always located above commercial uses.

Density

Density is measured by taking the total number of dwelling units and dividing it by the net land area. The net land area is land that is not used for ponds, roads and public parks. Very roughly estimated, the duplex area is 6 net acres. 26 units/6 acres = 4.3 units per acre. The maximum density in the R-6A zone district is 6 units per acre. The estimated density for the condo units within the mixed-use buildings is approximately 6-7 units per acre, but more detailed information is required to provide an accurate assessment.

Parks

Arya does not propose any public parkland. Private park/recreation areas may include the dry-bottom detention pond in the northeast corner of the development, the center island of the cul-de-sac (where a firepit is illustrated in the renderings), rooftop gardens on the mixed-use buildings

and perhaps any of the open space between the duplex buildings. All common areas would be owned and maintained by an HOA or several HOA's, one for each use type.

Since no public parkland is proposed, this development will require a cash-in-lieu payment for parkland to the Village. This calculation is based on population, which is based on the total number of bedrooms. For the purposes of estimation, the number of 2- and 3-bedroom units were divided evenly for both the condo units and the duplex units. Staff estimates this donation to be approximately $293,006 (see attached donation calculator).

Tree Removal, Mitigation

The west 7.75 acres of the site appears unforested, while the east 7.75 acres is forested. A tree survey will be required to accurately calculate the amount of tree mitigation or restitution (cash-in-lieu) required. However, judging by the Site Plan, the site will likely be cleared of all existing trees and tree mitigation will be required.

Landscaping

A Landscape Plan has not been submitted. The Site Plan suggests that there is ample room for landscaping around building foundations, between buildings, around the perimeter of the development and within the cul-de-sac island.

Parking

Parking for commercial uses depends on the type of commercial use proposed. Historically, different commercial uses on a single property are calculated separately, depending on the type of commercial use. General business requires 4 spaces for 1,000 square feet of gross floor area. The total gross floor area of the commercial uses is 30,000 square feet, requiring 120 parking spaces. The main parking areas illustrate 194 spaces. Parking would also be available beneath each of the 2 mixed-use buildings, but this amount hasn't been defined.

Attached-family dwelling units require 2 parking spaces per unit plus 0.5 spaces for each 1,200 square feet of dwelling unit for guest parking. It's staff's understanding that each duplex unit will have an attached 2-car garage. There are also 13 guest parking spaces. Further information is needed, but the parking requirement for the duplex units appears to be met.

Lighting

A Photometric Plan has not been submitted, but will be required.

Signage

A Signage Plan has not been submitted but will be required.

Fire Protection

Staff has not received any comments thus far from the Homer Township Fire District.

Plans to be Provided

Should the project proceed, the following information will be required (but not limited to):

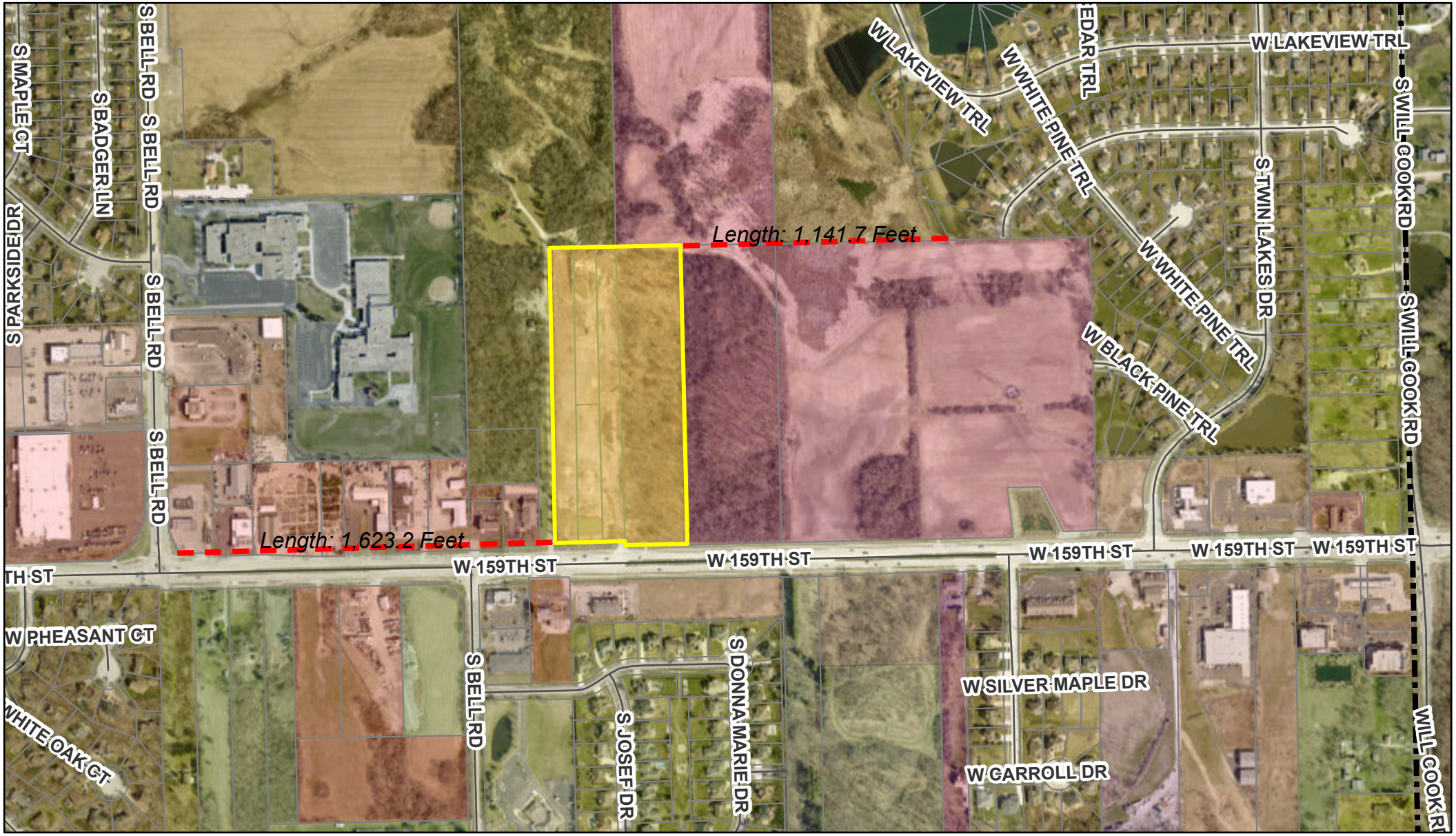
1. A survey
2. A traffic study

3. A tree survey
4. Net buildable areas for each portion of the development
5. Building elevation drawings, to scale, noting building materials
6. A Landscape Plan
7. A Photometric Plan
8. Written confirmation from IDOT that the existing driveway is adequate for the proposed use (turn lane required?)
9. Covenants, Conditions and Restrictions for each HOA in the development

Attachments

1. Aerial of Subject Property, with zoning overlay
2. Estimated Park Donation Calculation
3. Plan Commission meeting minutes excerpt, October 6, 2022 (regarding former plans)
4. Committee of the Whole draft meeting minutes, January 28, 2026
5. Concept Plans, received January 19, 2026
6. Potential Rezoning Map

Arya - Location Map



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1:9,028

0 0.05 0.1 0.2 mi

0 0.07 0.15 0.3 km

County of Will, Vantor

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

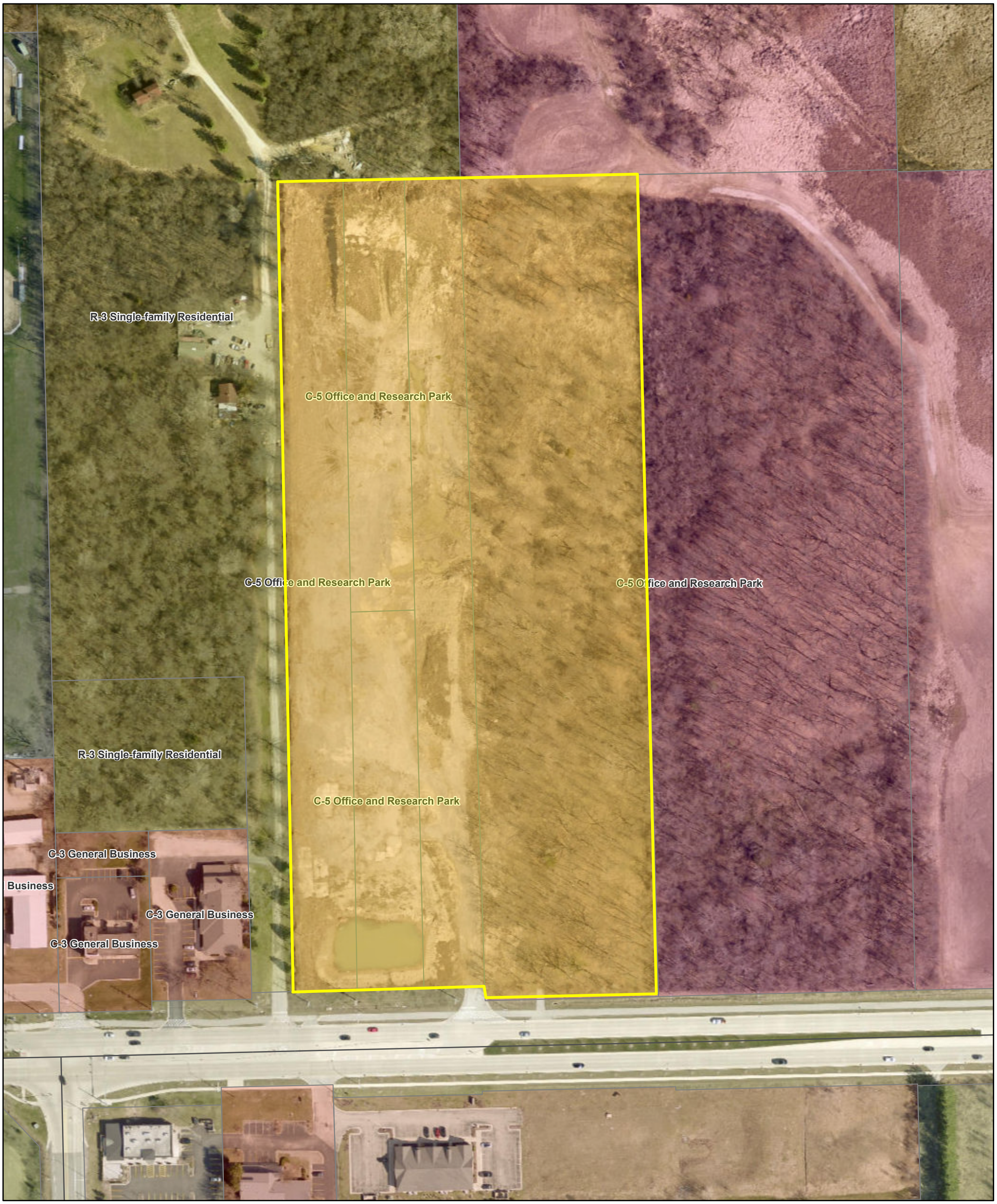
R-4 Single-family Residential

R-5 Single-family Residential

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, addressing@willcounty9-1-1.com | County of Will, Vantor |

Arya - Location Map



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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-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,

The total requirement shall be eleven (11) acres of park or recreational land, or cash in lieu of land, per 1,000 of ultimate population. The Village of Homer Glen has determined that the present fair cash market value of one acre of land for park and recreation sites is $175,000 per acre (OR25-057).

Date	01/07/26	Case No.	ESTIMATE
Subdivision Name	ARYA townhomes/condos over commercial - 12/10/25 Concept		
Contact			
Address			
Land Requirement per 1000 Population	11 **Acres**	Final Plat	
Fair Cash Market Value per Acre	$ 175,000.00	Date	

		Number of Houses	*Number of People per House**	*Estimated Population*
Detached Single-Family				
2 Bedroom			2.017	0.000
3 Bedroom			2.899	0.000
4 Bedroom			3.764	0.000
5 Bedroom			3.770	0.000
	Total Houses			
Attached Single-Family				
1 Bedroom			1.193	0.000
2 Bedroom		**20**	1.990	39.800
3 Bedroom		**20**	2.392	47.840
4 Bedroom			3.145	0.000
	Total Units			
Multi-Family				
Efficiency			1.294	0.000
1 Bedroom			1.758	0.000
2 Bedroom		**13**	1.914	24.882
3 Bedroom		**13**	3.053	39.689
	Total Units			

Total Estimated Population	**152.211**
Park Donation - Cash	**$ 293,006.00**
or	**or**
Park Donation - Acres	**1.674**

Notes:

Assumes 100% of 64 units are 2-bedroom.

PAYMENTS →	Date		Check No.		Amount
	Date		Check No.		Amount
				Total Received	$ -
				Balance Due	$ -

Received by_____

2. *Prior to issuance of any building permits, a "dormant" or "backup" Special Service Area (SSA) shall be created to maintain the stormwater management improvements and common spaces in the event that the Homeowners Association fails to do so at some in the future.*
3. *Prior to issuance of any building permits, Homeowners' Association Covenants shall be submitted to the Village for approval. Such covenants shall provide for the right (but not the obligation) of the Village to cause the common areas to be maintained upon the dissolution or default by the Homeowners' Association at the expense of the Homeowners' Association or of owners of units within the Subject Property.*
4. *Detention and drainage design shall conform to all applicable ordinances of the Village. All detention and retention areas within the Subject Property shall be privately maintained and owned by the Homeowners' Association. No buildings or structures shall be placed in or upon such detention facilities.*
5. *The developer shall comply with the cash in lieu requirement for the restitution of trees being removed. The tree removal restitution amount will be finalized at the time of Final Plat Submittal.*
6. *Developer shall comply with the park donation ordinance of the Village in connection with the development of the Subject Property. "OUT LOT 2", as shown on the Preliminary Plat, approximately .67 acres, shall be dedicated to the Village for a Park, no later than the one year following completion of the road binder, provided, however, that the Village shall not be required to accept any such park property unless and until the following conditions have been met:*
    a. *The seed has achieved a level of germination and growth reasonably satisfactory.*
7. *The open space area shown on the Usable Open Space Exhibit that is not included as part of the Park Dedication, shall be subject to a conservation easement, the terms and conditions of which shall be subject to review and approval by the Village Attorney. The conservation easement shall be indicated on the Final Plat of Subdivision.*

The motion was seconded by Commissioner Foley. A roll call vote was taken, with Commissioners Bradarich, Foley, McGary, Stanly and Vice Chair Hand all voted yes to support the denial of this motion, unanimously. The motion failed. The Applicant was advised that the Commission will not be recommending this to move forward but that they could still take this forward to a future Village Board meeting, likely on October 26, 2022 or possibly the first meeting in November.

Vice Chair Hand asked for a motion to take a break. Commissioner Stanly made a motion to take a short beak, seconded by Commissioner Foley. All in favor, zero (0) opposed. The motion carried. Motion made by Dave seconded by Commissioner Foley to take a break at 9:43 p.m.

The Plan Commission resumed at 9:57 p.m.

f) **Arya Homer Glen, Legacy Development Group *(Workshop/For Discussion Only):*** Consideration of a Concept Plan for a mixed-use residential/commercial Planned Unit Development, for certain real property located at 12500 W 159th Street, on the following PINs: 1605133000090000; 1605133000250000; 1605133000240000 & 1605133000110000.

Note: This concept review will also include a workshop/discussion on zoning regulations regarding condominium development.

Director King stated this is a discussion. There will not be any final action taken tonight. The next step would be a workshop taken before a Board Meeting. The residential component is proposed to be a pedestrian friendly gated residential condo development.

Applicant Boris approached – he is the cofounder of Legacy group. He lived in Homer for about 12 years, and he has owned this property since 2005. He would like to introduce Arya. A destination that represents the new normal. He said the project is a little bit different, because they are focused on sustainability. The buildings have green roofs to reduce heat and solar panels to reduce the energy footprint. He feels this would still preserve many trees and adds water.

Steve Frances approached, he is the architect for this project. What he wanted to bring forward is that it is an eco-conscious lifestyle development, focused on the green design so it is sustainable. There are things that aid the environment, put less stress on the grid. He said as you enter the main drive from the North, you come up to 2 commercial retail buildings. There is underground parking. 2nd floor is office professional space, 1st floor retail, and top level is active rooftop which could be connected with spas and commercial. There are nicely landscaped retention ponds in the front. There are walking paths. As you drive more North, there is a traffic circle. There are East and West roads that are stubbed for the potential for future development. At the North, you enter the gated community which is a condo development. There are four (4) buildings for a total of one hundred and seventy (170) units. The ring road goes around counter clockwise. They felt this was good for traffic flow. As you enter the gated development, you see a club house behind a retention area that is also a gathering spot. There are workout rooms, yoga and a nice kitchen in the club house. Behind the clubhouse, there is a pool, sundeck and all the amenities. There is underground parking, then 3 floors of condominiums and the top floor is the penthouse with enhanced outdoor space. (Four floors above grade) They want to make sure that everything about this development is eco-friendly. Looking to make the smallest environmental impact.

Scott Shriener with Design Tek approached. Said he has been involved in this property for going on sixteen (16) years now. He said that he lived in the Village for nine (9) years. He was on the original zoning board. He rewrote the code from Will County to Homer Glen. Stone Bridge Woods was one of their bigger developments here. He said they worked with Mr. Rogers on the adjacent property as well. He said that IDOT constructed the current, existing entrances when they improved 159th. He said hey provided a frontage road that separates the commercial from the residential. Everything flows directly off of 159th. This particular project doesn't have any connections to any other surrounding development. There is sanitary sewer is on the North side of 159th, which they will have access to. They will have access to the water main. One

of the features they are looking to capture is sustainability. They are going to harvest and treat rain water in the basement of the clubhouse building. The plan with that water will be to irrigate the site with that water, possibly potable water for the clubhouse. They will need to fill the pool on a yearly basis. Three (3) of the ponds on the site will hold water. They will be two (2) feet deep. They will create a gravel boulder base so that they are clean. Another use for this reclaimed water will be to refill the ponds as needed. Regarding Stormwater, all codes and requirements need to be met. The ponds we see on the plan exceed the requirements. All three (3) wet bottom ponds will discharge into the ditch line on 159th. The pond that is located in the North East corner of the site will be a wetland bottom pond with grasses. It will flow into an existing wetland approximately two hundred and fifty (250) feet from the pond. All of the discharges exit the site and never touch the surrounding properties. The grading and general development of this site. The site has approximately thirty (30) feet of grade change from 159th to the traffic circle. There are forty-five (45) feet of grade change from the traffic circle to the north end of the property. He said this is a little fun for him, rather than design something flat. But it does provide some challenges. You have to move dirt when you have this type of grading. There are restrictions, with maximum parking lot slopes, there are 1.7 miles of walking path and they need to be ADA compliant. So, dirt needs to be moved. They are in a position knowing that they will need to move trees and dirt on the site. To that end, Boris stressed from the beginning of this project, he said he wants a park like setting. When it is all said and done, this will be a heavily forested site. They will do everything that they can to plant as many trees as they can. They will work with Village Staff. They are looking to plant a national prairie area in the Northeast Corner and it will also have trees.

Boris pointed out that there are extensive walking paths. They like the idea that the commercial business will feed the walking paths. The goal is that it is a community within a community. There are 27 charging stations. The goal is about thinking of what the future will be like. They have talked to the local residents and local business people. They wanted to hit those things that are important. So now, how do we define that commercial business in Homer Glen. His intent is for people from Orland to come and spend money in Homer. He added that this is a big tax base between the retail, grocery and residential. They are really committed to the responsible use of natural resources. His background is science. This is important to him. He said they want to use as much of their own water as possible to better manage the value for their residents.

When they do their projects, they work with local people. Boris requires that the companies he works with are successful business. He hopes that Arya can design a lifestyle community that is different. He thanked staff for assisting him – has enjoyed working with staff. They went through the permitting process a few years ago, but then permit hit a snag and so things stalled.

Commissioner Bradarich said he loves the plan, it's amazing, he loves it. He said the detention pond in the center, how much is water reclamation versus detention. He asks because it doesn't appear there is a grass like area for people to hang out. He wonders if there could be a small park area, with underground culvert. Scott said that there is space behind the buildings where the walking paths meander. There are benches along these paths as well. It is more for a passive recreation rather than a regular recreation. There is room to tweak the detention and area around it.

Their architect said that they are two (2) and three (3) bedroom units.

The Plan Commissioners were very complimentary of this project.

He's very in to solar power, and film on windows is something he is looking to add. He's currently talking to a company. He said to develop all this takes more than his team talking about it. They went from two-hundred and eight (208) to one-hundred (170) units per Villages request. They lowered the height by fifteen (15) percent. Staff asked from the model that they are all four (4) story all the way across. She said where the parking goes down, she didn't know if the earth will be brought in around the building. The architect said that they placed the buildings taking advantage of the grade of the parcel. It is still four (4) stories. No specific price point has been determined yet, but they think it will start with a four (4) and the high end will go up to the 800 thousand range. These will be very high-end finishes. There is natural vegetation they are looking at for the roof, and are looking to stay in a green or yellow color. The smallest unit is one thousand two hundred and fifty (1250) square feet. They would also have an activity manager that takes care of the events and activities. They are considering moving forward with solar panels on all buildings.

The Commissioners asked about wildlife and the ponds. They discussed it and stated they wanted them as clean as possible. They will do outcropping and then boulders in the center.

Staff did mention that if there is grass around the center area detention, Canadian Geese will be present.

They also decided to downsize their gym because there is a gym across the street, and they don't want to take away the business from current business that need the business.

The Commissioners asked about the total square feet of Commercial. They are someplace in the eighty-thousand (80,000) square feet between the first floor and the roof area.

They think this will do well in Homer, and they want to be in Homer.

Staff stated that there is also a small workshop on zoning for this project. We do not have a zoning option for this. R-6A doesn't allow for this. Staff feels we either need to open up R-6, or change R-6A. Staff would like to maybe see an overlay district, that can dictate what you would like to see in a corridor like this. Staff said she would feel more

comfortable if there was some design standard in the code. Staff said there was a recent project next door that didn't get a lot of support. She said that changing the code will open us up to future developments that come through.

Commissioner Stanly thinks this is what the Village needs to get us rolling, along 159th. Personally, he likes it and feels it would bean an asset to the Village.

Commissioner Bradarich asked if the overlay district would take away the risk of apartments? Staff explained that an Overlay District would have different regulations and multi-family would still be part of that district language, so we could see apartments.

Commissioner McGary said she doesn't understand this language that Melissa is using. Other Commissioners agreed. Melissa said that she is worried about using the wrong words, but at the end of the day, we don't want to put ourselves in a position that we could appear discriminatory. Staff said that we had another wonderful project that came next door, and it was turned down. And if we move forward, the other would be able to ask, why not them. There is something in the detail that would protect the Village.

Commissioner Hand confirmed that this project cannot move forward without a zoning change. Staff said we cannot look at an entitlement. He said he would hate to lose this plan over a technical language. He said he believes we can figure it out. He thinks we have to cross this bridge. He said we started this discussion three (3) years ago and it didn't go anywhere. He feels we need to get together and figure it out. Staff thinks it is do-able. This request would go simultaneously, both zoning and the concept plan. He's ready to go with this project, so we would take the project and text amendment through together.

Village Manger Maurella stated that staff and legal has looked at this extensively. He doesn't know what restrictions we can put. He stated we are trying to get answers.

Boris said that Homer Glen has an educated population, and sometimes the younger community doesn't want the responsibility of a house. He said that the Village needs to decide where they want to go.

7) Reports of Plan Commissioners and Staff

None.

8) Adjournment

A motion was made to adjourn by Commissioner McGary, seconded by Commissioner Stanly. All in favor, zero (0) opposed and the meeting was adjourned at 11:05 PM.

Minutes transcribed and respectfully submitted by Gia Cassin.

Gia Cassin (Plan Commission Secretary): Gia Cassin

Approved Date: 10/20/22

Village of Homer Glen

14240 W. 151st Street
Homer Glen, Illinois 60491

DRAFT

January 28, 2026

Board of Trustees

Committee of the Whole

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 Pro Tem Reynders at 5:31 p.m. in the Village Board Room, 14240 W. 151st Street, Homer Glen.

B. PLEDGE OF ALLEGIANCE TO THE FLAG

C. ROLL CALL

Present were Mayor Pro Tem Rose Reynders, Trustees Curtis Mason, Mike Lepore, Robert Schaller, Nick Muller and Bart Holzhauser. Also present on behalf of the Village were Village Manager Joe Baber, Planning and Zoning Director Chris Gruba, Economic Development Director Janie Patch, Village Clerk Candice Bielski and Village Engineer Brett Westcott.
A quorum was established.

D. PUBLIC COMMENT – There was no public comment.

E. Discussion Regarding Arya, a 15.5-acre mixed use community (vacant, just east of 12542 W. 159th Street)

Attorney Pasquinelli arrived at 5:33pm

Director Gruba spoke about some key points regarding the proposed development.

- The proposed development is approximately 15.5 acres, located about 1,000 feet east of Touch of Green along 159th Street.
- The project includes a mix of commercial and residential uses.
- Two mixed-use buildings are proposed along 159th Street, with commercial on the first floor and residential on the second and third floors.
    - Total commercial space: 30,000 square feet.
    - Residential units: 13 condo units per building, 26 total.
- The rear of the site would include 20 duplex buildings, totaling 40 residential units.
    - The duplex area would be gated and private, while the front portion would include a public road, transitioning to private beyond the gated area.
- The overall project includes 66 residential condo units and 30,000 square feet of commercial space.
- Zoning for the duplexes would utilize the existing R-6A single-family attached district, consistent with developments such as Old Oak and Hidden Valley.
- The village currently has no mixed-use zoning district, so staff recommends creating a new mixed-use zone to be reviewed in tandem with the project if the board wishes to proceed.
- No public parkland is proposed. The development would require 1.67 acres of parkland, or a cash-in-lieu contribution estimated at $293,000, subject to final bedroom counts.

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Mayor Neitzke-Troike arrived at 5:35pm

Director Gruba stated that at this stage, the proposal is still very conceptual, and several key factors—such as density and building height—could not yet be verified. If the project were to move forward, it would require a new Planned Unit Development (PUD), including a plat subdivision and rezoning. The process would involve multiple steps: a public hearing before the Planning Commission, review by the Board, then returning to the Planning Commission and back to the Board.

Attorney George Arnold, representing the ARYA Group, introduced the ownership and development team for the proposed ARYA project in Homer Glen. He emphasized that the ownership group consists of successful local and regional business owners who believe in Homer Glen's potential and are committed to high-quality development.

The ownership team includes:

- Boris Predovich (team lead) and Muhammad Khan, developers of the New Wave Car Wash in Willowbrook and a state-of-the-art biotech park in Florida
- Pat Gardner, founder and owner of Quantum Marketing in Lockport
- Bruce and Randy Bronji, co-owners of International Contractors

The development team introduced included:

- Scott Schreiner, Project Engineer (Design Tech)
- Steve Francis, Project Architect and Land Planner (Linden Group Architects)
- John Shura, Landscape Architect

Steve Francis presented the ARYA project, describing it as a 15.5-acre, master-planned, lifestyle-based, mixed-use community designed to support walkability, wellness, and community connection. The project emphasizes local ownership, stewardship, collaboration with village leadership, and alignment with Homer Glen's values. The design is inspired by Blue Zone philosophy, focusing on health, balance, nature-forward design, and low-maintenance living.

Key features of the development include:

- Purposeful buffering of residential and community spaces through grading and landscaping
- Multiple amenity and gathering spaces throughout the site, including a small park area requested by trustees and a meditative space overlooking the detention area in the northeast corner

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Site Layout and Components:

- North entrance on 159th Street featuring two mixed-use buildings
    - Each building has a 16,000 sq. ft. footprint
    - First floor: 30,000 sq. ft. of leasable retail/commercial space with outdoor dining and gathering areas
    - Second floor: 16 condominium units (1,250–1,500 sq. ft.) with balconies
    - Third floor: 10 penthouse condominium units (1,500–1,800 sq. ft.) with outdoor terraces
    - Lower level: conditioned indoor parking for 68 vehicles and storage lockers
- Gated Villa Community north of the roundabout
    - 40 duplex ranch-style units (1,550–1,950 sq. ft.)
    - Two-car garages and outdoor deck or patio spaces
    - Perimeter units may include lookout or walkout basements
    - Villas are integrated with internal amenity spaces for work, recreation, and gathering.

Mr. Francis concluded by stating that the ARYA development has been carefully planned to meet the village's needs and to serve as a premier residential and mixed-use destination in Homer Glen, and they invited questions from the board and public.

Mayor Neitzke-Troike opened the floor for the Trustees to ask questions.

- Trustee Lepore asked about the commercial storefronts:
  The developer stated there are currently eight commercial storefronts planned per front building, though the exact number could vary depending on final square footage.
- Trustee Mason asked about a dry pond/recreation area:
  The developer clarified that the plan includes a meditation overlook/deck pavilion facing the pond, even though exercise equipment was not shown on the current drawing.
- Mayor Neitzke-Troike asked about connectivity to neighboring subdivisions:
  The developer stated there is no direct access from this development to existing subdivisions such as Twin Lakes. An east–west internal road ending at a roundabout could potentially connect to future developments to the east or west, but not current neighborhoods.

- Comparison to prior proposals:
  Trustees noted that earlier proposals (circa 2022–2023) involved higher-density condos or apartments, which raised resident concerns. The current proposal is framed as lower density than those earlier concepts.
- Resident concerns:
  Residents, particularly from Homer Glen, are worried about:
    - Increased development intensity
    - Traffic and neighborhood impact
    - "Residential first, commercial never" patterns seen elsewhere along 159th Street

DRAFT

- Phasing of development (residential vs. commercial):
    - The developer cannot guarantee commercial will be built first.
    - The likely plan is to start with residential townhomes in the back, since rooftops help attract commercial tenants.
    - The site would be fully graded initially, including construction of the front ponds, followed by commercial development as market conditions allow.

- Commercial viability concerns:
    - The developer emphasized that stand alone commercial construction is financially risky without built-in residential support.
    - Condominiums above commercial space is intended to create financial stability and attract restaurants.
    - The development team claims experience specifically in restaurant-focused projects.

- Village perspective:
    - Trustees stressed the importance of commercial development actually materializing, as residents want restaurants, amenities, and sales tax revenue.
    - There was strong emphasis on transparency for the public, since the proposal was newly posted and many residents are unfamiliar with the details.

The developer presented details of the proposed gated residential community consisting of 40 dwelling units across 20 buildings. Each unit would be approximately 1,850–1,950 square feet, offering two or three-bedroom layouts, unfinished basements, and two-car garages.

Estimated Pricing

- Townhome-style units are preliminarily estimated to start around $600,000 possibly in the high $500,000s, though pricing is not finalized.
- Condo units are expected to be more affordable, potentially in the high $400,000s, depending on square footage and finishes.
- Pricing is anticipated to be largely square-footage driven, with some smaller condo units around 1,500 square feet.

Trustee Feedback

- Trustees noted that the projected pricing is above the current median home price in Homer Glen, but several expressed that the design and quality align more closely with higher-end developments such as Burr Ridge.
- Trustees commended the developer for reducing density, being responsive to community and trustee feedback, and presenting a project that better fits the character of Homer Glen.
- The overall design was described as attractive and well thought out, with acknowledgment that lower density is more challenging financially but results in a superior product.

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Amenities and Open Space

- The developer referenced additional planned features, including open space elements and a meditation area, which were intentionally not included in the current presentation to avoid confusion but will be shared at a future meeting.
- Trustees emphasized the importance of park or recreational space, particularly for children, given the size of the subdivision.

Code and Ordinance Clarification

- A question was raised regarding whether minimum condo sizes are governed by village code. Director Gruba indicated that, to his knowledge, there is no specific ordinance regulating condo unit size, though this would be confirmed.

- Trustees Mason and Reynders expressed appreciation for the developer's continued engagement, revisions, and willingness to align the project with village goals.
- The developer thanked the committee for feedback and reiterated their commitment to maintaining the integrity of the proposal while incorporating requested elements.

Steve Schreiner emphasized that the project was intentionally re-envisioned after feedback from the Village, with the guiding concept being to treat the 15.5 acres primarily as a park, with buildings integrated into and surrounding that park space. The goal is to create a community gathering environment rather than a conventional high-density development.

Key features include landscaped ponds designed as amenities rather than simple detention basins, with benches, walking paths, dog waste stations, and seating areas open to the public. Larger, more mature trees (three-inch caliper) will be installed to accelerate the sense of established greenery, acknowledging that some existing trees will be removed. The developer stated the ponds and open spaces are intended to function as community destinations where people can sit, relax, and gather—even without patronizing on-site businesses.

The development will include public park areas accessible to the broader community, as well as private outdoor spaces reserved for residents of the gated townhome and condominium areas.

Trustees expressed optimism about the project, noting similarities to other successful mixed-use developments and highlighting the landscaping and pond features as strong draws for boutique tenants. Traffic access was raised as a concern, particularly ingress from 159th Street, where eastbound traffic speeds and lack of a signal may pose challenges. The developer noted the presence of a dedicated turn lane, multiple site exits, and acknowledged that a traffic study—guided by IDOT—may require a deceleration lane or other improvements.

Additional discussion focused on tree preservation. The project engineer explained that much of the site is either already open or constrained by grading, drainage flow, detention requirements, and utility installation. Due to steep existing grades and stormwater management needs, preserving trees in the heavily wooded eastern portion of the site will be difficult, though efforts will be made to retain any significant trees along the perimeter where feasible.

Overall, the discussion reflected cautious support for the concept, with traffic management and environmental impacts identified as key considerations moving forward.

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- Trustee Lepore asked whether a single HOA would control all residential units. The developer said the HOA structure is not finalized yet. Logic suggests one HOA, but costs and site-management expenses still need to be evaluated.
- It is unclear how assessments would be allocated, particularly between residential condos and commercial units (e.g., per square foot).
- The developer emphasized—multiple times—that the project includes condos, not apartments, and stated they are not interested in offering apartments.

Developer Concessions & Partnership

- The developer reiterated a desire for a collaborative partnership with the Village.
- They stated the residential unit count was reduced from over 200 units to 66, which they view as a significant concession.
- They expressed confidence that alignment between the Village and developer would lead to a successful project.

Trees, Landscaping & Sustainability

- The developer acknowledged that some or all existing trees may need to be removed.
- In response, they proposed providing 15.5 acres of mature landscaping, exceeding minimum requirements.
- They are exploring options to repurpose removed trees (e.g., milling them into benches for community use) to preserve a sense of heritage.
- The developer stressed a strong commitment to sustainability, particularly water management.
- They proposed exploring an on-site aquifer system to provide purified water to residents at a reduced cost, citing prior success with a similar system in a biotech park.

Commercial Units: Ownership & Operations

- Trustee Lepore asked whether commercial units would be retained by the developer or sold. The developer said most commercial units would likely be sold, though some may be retained. Commercial owners would still be subject to HOA rules and guidelines, primarily for safety and liability reasons.

- The developer cited personal experience managing an HOA in Florida and stated that community HOA fees were recently lowered there.

Commercial Tenant Confidence

- The developer expressed confidence in their ability to attract quality commercial tenants, noting their past experience with commercial and restaurant developments.
- They stated they are not currently pre-leasing commercial spaces, due to past experiences where permits were not finalized and tenant relationships were damaged.
- Tenant outreach would begin after preliminary approvals are secured.

Project Timeline

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- If approvals proceed and construction is continuous, the developer estimated the entire project could be completed in approximately 14–16 months.

Mayor Neitzke-Troike invited questions on the slides. The developer reviewed familiar elements of the proposal, emphasizing that the development includes significantly more parking than required by village regulations. This decision was intentional, based on the expectation of successful commercial businesses, rather than maximizing residential density (e.g., adding more townhomes).

Clarification was provided on parking: the underground parking is fully enclosed, with two enclosed parking spaces per condo unit.

Board members complimented the developer for a thoughtful, community-focused design, noting the substantial reduction in density over time—from earlier concepts of approximately 280 units, down to 170, and now closer to 60+ units. The board expressed appreciation for the developer's willingness to listen, revise plans, and prioritize quality over maximum buildout.

Regarding density:

- Duplex area (rear): Estimated at 4.3 units per net acre, which is below the R-6A maximum of 6–11 units per acre.
- Front portion: Estimated at 6–7 units per net acre, which aligns with expectations.
- It was noted that under the new zoning district, density can be set more flexibly.

The purpose of the meeting was reiterated: transparency and public awareness prior to Planning Commission review or a public hearing. While some questions may be repetitive, the goal is to ensure residents clearly understand the project's evolution and intent.

The developer emphasized the importance of community acceptance, stating that if the project becomes adversarial, it may not be the right fit.

Additional details discussed:

- Commercial space includes 16 storefronts across two buildings (approximately 8 units per building).
- Intended uses include restaurants, coffee shops, boutiques, and local convenience services.
- The project promotes an "Arya way of living," focused on walkability, community interaction, gathering spaces, and local activity.
- Penthouse units include private terrace areas, designed to capture views and sunsets.
- Ground-floor commercial space was clarified as street-level retail, not a second floor.

Overall, the board responded positively to the project's evolution, design intent, and alignment with Homer Glen's community values.

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F. ADJOURNMENT

Trustee Mason motioned to adjourn, second by Trustee Reynders.

Voice Vote:
Ayes: (6) Trustees Mason, Schaller, Muller, Lepore, Reynders, Holzhauser
Nays: (0)
Abstained: (0)
Absent: (0)
The motion carried

The meeting was adjourned at 6:29 p.m.

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

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ATTACHMENT 4

LEGACY
DEVELOPMENT GROUP, LLC

RECEIVED
By Christopher Gruba at 11:02 am, Jan 19, 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.

ARYA's commitment to sustainability extends to residential well-being. Our nature-focused design incorporates a blue zone living philosophy and promotes active living and mental wellness through thoughtfully curated spaces.

ARYA | Homer Glen

Live Well • Live Connected

• Walking and Biking Paths • Community Gathering Spaces
• Pet-Friendly • Outdoor Fitness and Meditation

Social Gathering Spaces • Year-Round Activities • Outdoor Recreation

Belonging, By Design

ARYA | Homer Glen

Live Well • Live Connected

The community is inspired and designed with the purpose of promoting connection, walkability, and convenience.

ARYA | Homer Glen

Live Well • Live Connected

Quality Craftsmanship • Smart Home Ready • Low Maintenance

Where Life Slows Down and Happiness Moves In.

Welcome Home!

Homes Designed For Family Connection

Shared Meals, Shared Moments

Ground Floor - Commercial Space
First and Second Floor - Condominiums

Ground Floor – 30k+ sq ft Commercial Space

Local Convenience Within Walking Distance

Where Community Comes Together

South Elevation

ARYA | Homer Glen

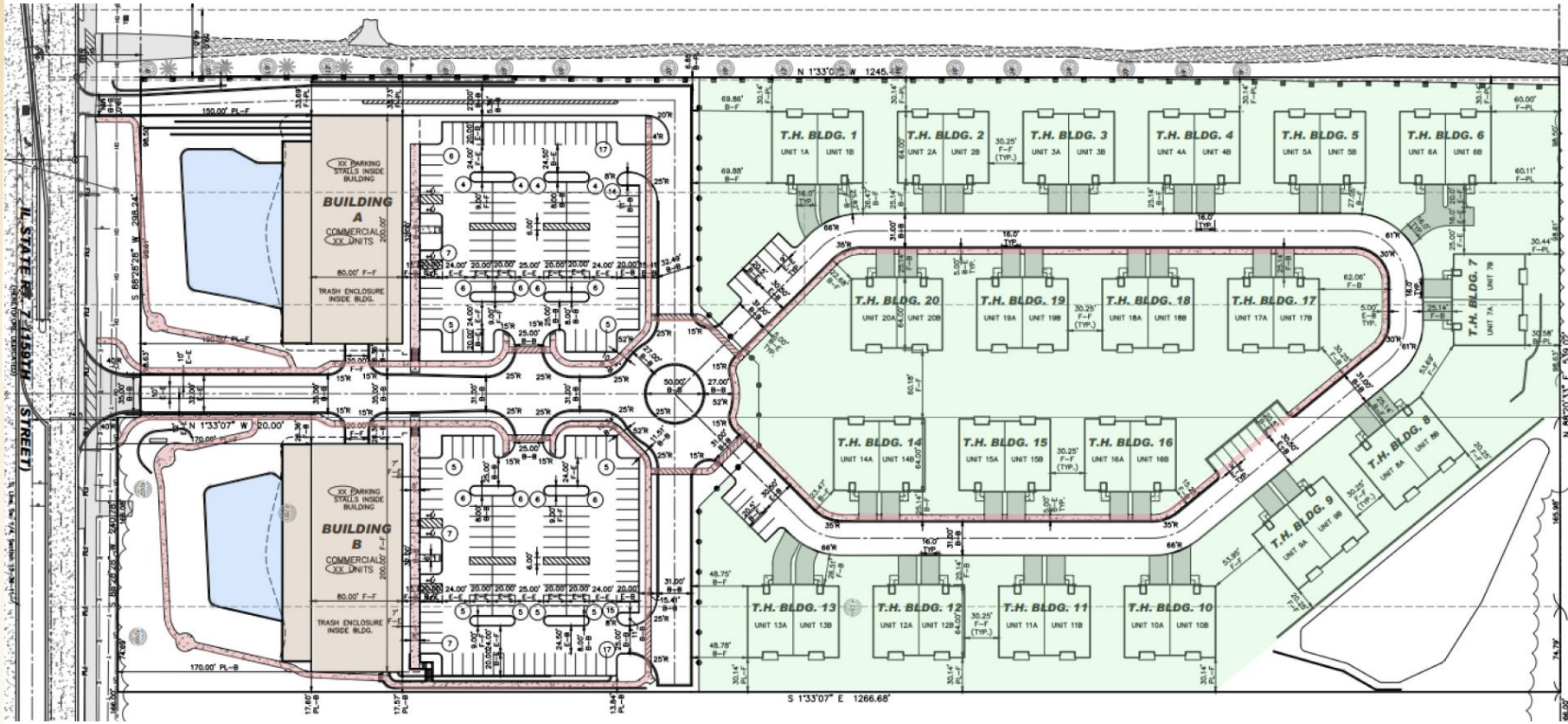
Live Well • Live Connected

1st & 2nd Floor - 26 condominiums

Second Floor – Penthouse Condominiums

Rooftop Outdoor Living Space

Rooftop Green Space


BUILDING A
COMMERCIAL
XX UNITS
BUILDING B
COMMERCIAL
XX UNITS
T.H. BLDG. 1
T.H. BLDG. 2
T.H. BLDG. 3
T.H. BLDG. 4
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T.H. BLDG. 17
T.H. BLDG. 18
T.H. BLDG. 19
T.H. BLDG. 20
N 1°33'07" W 1245.68'
S 1°33'07" E 1266.68'
N. STATE RT. 7 (159TH STREET)

Site Plan

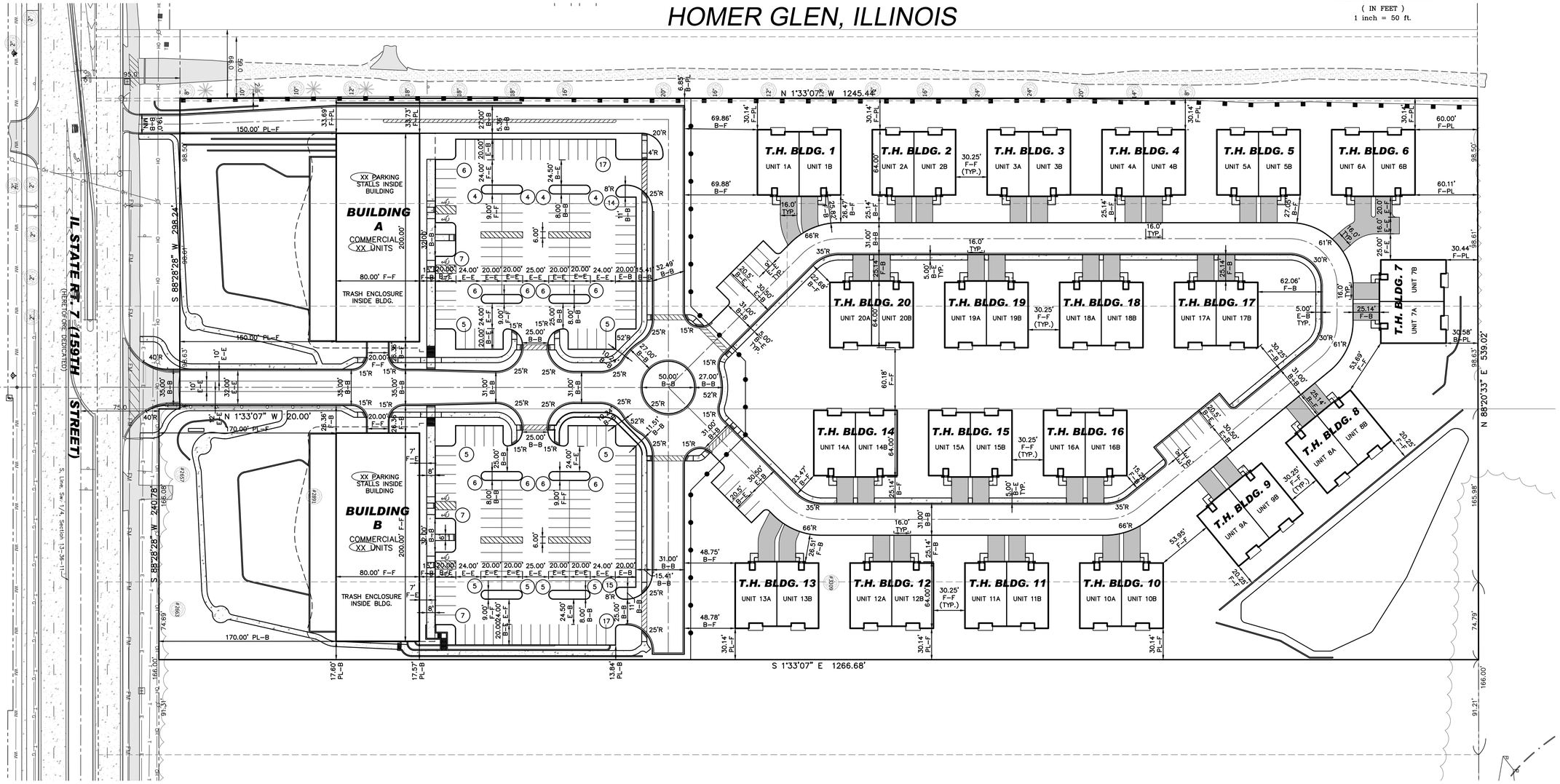
- Promote Local Economy
  - Shop & Dine Homer Glen
  - Creating Jobs
- Increase Tax Revenue for Village
  - $1M+ potential property tax (66 units)
  - Sales tax revenue from 30K+ sq ft commercial
- Expanding Community Convenience
  - Providing residents with local conveniences
  - Promoting spending from neighboring areas
  - Economic catalyst attracting investors and residents

Thank You

PRELIMINARY SITE PLAN
FOR
PT. LOT 3, 4 & 5
HOMER GLEN, ILLINOIS

RECEIVED
By Christopher Gruba at 11:18 am, Jan 19, 2026

GRAPHIC SCALE
50 0 25 50
(IN FEET)
1 inch = 50 ft.



NOTES:

1) ALL STANDARD STALLS ARE 9' WIDE EDGE TO EDGE.
2) ALL RADII ARE TO BACK OF CURB UNLESS NOTED OTHERWISE.
3) ALL PROPOSED RADII ARE 4' UNLESS NOTED OTHERWISE.
4) ALL ISLANDS ARE MINIMUM 8' B-B UNLESS NOTED OTHERWISE.
5) ALL SIDEWALKS & PEDESTRIAN CROSSINGS MUST COMPLY WITH ADA & ILLINOIS ACCESSIBILTY CODE.
6) CROSS WALKS SHOWN ON CROSS ROADS DRIVE (MAIN LOOPED ROADWAY) SHALL BE STAMPED AND STAINED CONCRETE.
7) ALL OTHER DRIVEWAY CROSS WALKS SHALL BE STRIPED W/PAINT.
8) ALL FIRE LANES SHALL BE PROPERLY POSTED WITH SIGNS AND/OR PAVEMENT MARKINGS.

SITE DATA

GROSS AREA: 676,463 Sq. Ft. or 15.53 Acres

PARCEL IDENTIFICATION NUMBERS

PARCEL ONE:	16-05-13-300-009-0000
PARCEL TWO:	16-05-13-300-025-0000
PARCEL THREE:	16-05-13-300-024-0000
PARCEL FOUR:	16-05-13-300-011-0000
PARCEL FIVE:	16-05-13-300-009-0000
PARCEL SIX:	PT. 16-05-300-012-0000

BASIS OF BEARING

THE BASIS OF BEARINGS IS THE ILLINOIS STATE PLANE SYSTEM – EAST ZONE

REVISIONS

NO.	DATE	DESCRIPTION	BY
1	01-12-26	PER CLIENT: ADD TOWNHOMES	SDS

LEGACY DEVELOPMENT GROUP
977 S. RT. 83
ELMHURST, ILLINOIS 60126
630-257-2949

PRELIMINARY SITE PLAN
FOR
PT. LOT 3, LOT 4 & LOT 5
ASSESSOR'S SUB., SEC. 13-36-11
HOMER GLEN, ILLINOIS

DESIGNTEK ENGINEERING, INC.
CONSULTING, CIVIL ENGINEERING & LAND SURVEYING
9930 W. 190TH STREET, SUITE L
MOKENA, ILLINOIS 60448
(708) 326-4961
FAX: (708) 326-4962
IL PROF. LIC. No.: 184-003740

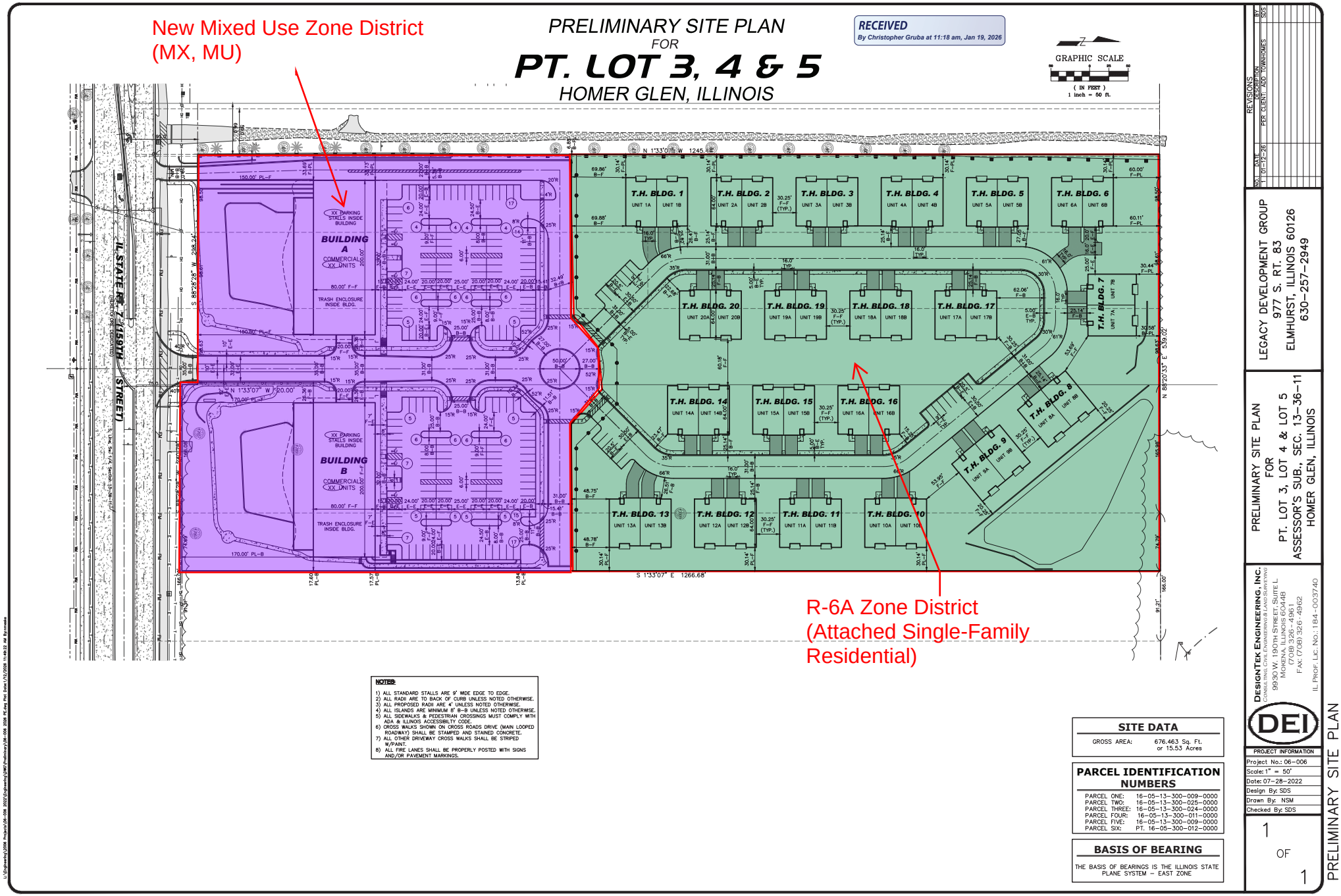
DEI

PROJECT INFORMATION
Project No.: 06-006
Scale: 1" = 50'
Date: 07-28-2022
Design By: SDS
Drawn By: NSM
Checked By: SDS

1 OF 1

PRELIMINARY SITE PLAN

L:\Engineering\2006 Projects\06-006 2022\Engineering\DWG\Preliminary\06-006 2026 PE.dwg Plot Date:1/12/2026 11:49:22 AM By:mmeke



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