

MEETING AGENDA



Planning and Zoning Commission

Village of Homewood

April 23, 2026

Meeting Start Time: 7:00 PM

Village Hall Board Room

2020 Chestnut Road, Homewood, IL

Commission Meetings will be held as in-person meetings. In addition to in-person public comment during the meeting, members of the public may submit written comments by email to pzc@homewoodil.gov or by placing written comments in the drop box outside Village Hall. Comments submitted before 4:00 p.m. on the meeting date will be distributed to all Commission members prior to the meeting.

Please see last page of agenda for virtual meeting information.

1. Call to Order
2. Roll Call
3. Minutes:
Approve minutes from the April 9, 2026 meeting of the Planning and Zoning Commission.
4. Public Comments
5. Regular Business:
 - A. **Public Hearing** for Case 26-25: Special Use Permit for Salon/Spa Establishment at 18019 Dixie Highway
 - B. **Public Hearing** for Cases 25-13, 25-15 and 25-16: Rezoning, Special Use Permit and Site Plan Review for Metra/ComEd Traction Power Substation and Transformer Facility at 18277 Park Avenue
 - C. **Public Hearing** for Case 25-45: Text Amendment for Off-Street Parking Requirements
6. Old Business:
7. New Business:
8. Adjourn

The public is invited to the meeting using the link below to join Webinar:
<https://us06web.zoom.us/j/99184811606?pwd=UkU5TjBQcityOTd0QXkxektpaGRYdz09>

To listen to the Meeting via phone: Dial: 1-312-626-6799
Webinar ID: 991 8481 1606 Passcode: 573812

VILLAGE OF HOMEWOOD



MEETING MINUTES

DATE OF MEETING:

April 9, 2026

PLANNING AND ZONING COMMISSION

7:00 pm

Village Hall Board Room
2020 Chestnut Street
Homewood, IL 60430

CALL TO ORDER:

Chair Sierzega called the meeting to order at 7:01 pm. Chair Sierzega stated as there are only 4 members in attendance and 4 votes are need to approve, he would ask for each case if they wished to proceed or continue.

ROLL CALL:

Roll call was performed by Chair Sierzega. Present from the Village were Director Angela Mesaros, Director of Economic & Community Development and serving as Staff Liaison; Assistant Director of Economic & Community Development; and Darlene Leonard, Building Department Secretary. There were 18 members of the public in attendance, and there were 2 members of the public on Zoom webinar.

AYES: 4 (Members Alfonso, Bransky, O'Brien, Chair Sierzega)

NAYES (ABSENT): 3 (Members Cap, Johnson, and Castaneda)

APPROVAL OF MEETING MINUTES:

Chair Sierzega asked for any changes to the minutes from the February 26, 2026 meeting.

Member O'Brien stated that the comment at the bottom of page 4 regarding the population of the pod should be struck. In the middle of page 5 in his question, "amiable" should be changed to "allowed". On the top of page 6, "Martin" should be struck.

Member Bransky asked if information had been received from the Police and Fire Departments regarding accident counts.

Staff Liaison Mesaros stated no, and she would follow up on it.

A motion to approve the minutes as amended by Member O'Brien; seconded by Member Alfonso.

AYES: 4 (Members Alfonso, Bransky, O'Brien, and Chair Sierzega)

NAYES: 0 (None)

ABSTENTIONS: 0 (None)

ABSENT: 3 (Member Cap, Johnson, Castaneda)

PUBLIC COMMENT:

Chair Sierzega asked if there were any public comments not related to the items on the agenda.

- **There were no public comments.**

Meeting Minutes | April 14, 2026

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Last Revised: 04/17/2026

NEW BUSINESS:

Pre-Meeting for Planned Development for two mixed-use development projects proposed at 2024 Chestnut Road and 2066 Ridge Road.

Chair Sierzega swore in Drew Mitchell, Christopher Walsh, Mike O'Connor, and Laurie Kappell.

Mr. Mitchell stated they like to get feedback on their projects. They like getting feedback from residents from the pre-meeting.

Mr. O'Connor stated their goal is to fulfill the vision of the RFP and master plan and stated the plans are conceptual.

Mr. Walsh stated the building on Chestnut would be a 5-story building with 2 levels of parking and retail on the bottom. The building would be in a u-shape with an atrium area for residents on the second floor. They created a plaza on the south side after Village feedback. And the building would be continually staffed. The building would have 118 units with a 1.2 parking ratio. The building on Ridge Road would have 28 units and be just under a 1.2 parking ratio.

Mr. Mitchell stated the two projects will be separate from each other. They have been in contact with property owners to the north and east about acquiring their property, but the land would not delay the project.

Ms. Kappell spoke about the elements on the atrium deck at the Chestnut property. There would be a fountain, multi-surfaced areas, and a dog run.

The Commission members asked about the size of the retail spaces, access to the atrium area, on site-parking, traffic, and concerns about noise from the trains to the west.

Mr. Mitchell, Mr. O'Connor, and Mr. Walsh responded by saying the parking at the location would not include Village employees or the public. They use windows with a soundproofing of 45 which they used at a building near O'Hare. The concern for noise is internal not external.

Assistant Director Schumerth stated that both the Police and Fire Departments desire secure parking and some of the spaces in the lot have to be kept for short-term and ADA parking for the Village Hall and Police Department.

Chair Sierzega asked about the angled parking on Chestnut and the traffic direction.

Assistant Direst Schumerth stated it is in discussion. It came from a 2019 traffic study where 1-way traffic was recommended on Elm & Chestnut. It would be 1-way southbound on Harwood to Ridge, Chestnut would be 1-way eastbound on Chestnut, and 1-way westbound on Elm.

Staff Liaison Mesaros stated the jurisdictional transfer of Harwood only goes to Ridge.

Chair Sierzega asked if there were any comments or questions from the audience.

Amy Crump stated she enjoyed hearing the details of the project as some of them wasn't communicated at the Village meetings and it was nice to hear the details.

REGULAR BUSINESS:

Case 26-02, Variance for Bulk and Dimension Standards at 17863 Golfview Avenue:

Chair Sierzega introduced the case and asked if any comments had been received.

- **Assistant Director Schumerth stated no, there was one call was received asking what it was about.**

Chair Sierzega swore in the petitioner, Steven Scott from Chicago and asked if would like to postpone or continue.

- **Mr. Scott stated he would like to continue and that he can make changes if it's not approved.**
- **Mr. Scott stated it is a 2-story house an interior ADU on the second floor. The property was a challenge and he wanted to be in compliance with the setbacks. There will not be a front facing garage. The lot itself is not in compliance with R-1 zoning, there is a fire hydrant at the southwest corner, and there are berms in the rear. The berms can't be moved which it a challenge, but he loves the lot. Currently the engineer is developing a plan for the drainage to go east and south to the berm and golf course and west to an inlet. Everything possible was done to get the house into the space.**

Chair Sierzega asked of there was a view of the house.

- **Assistant Director Schumerth stated no, only the site plan.**
- **Mr. Scott stated it's just the elevation plan, the design isn't done yet.**

Member O'Brien asked about the 2 garages and asked where the attached one is located.

- **Assistant Director Schumerth stated it is on the back of the house and is shown with the dashed line.**

Member O'Brien asked the square footage of the ADU.

- **Mr. Scott said 520 square feet.**
- **Assistant Director Schumerth stated 540 square feet.**

Member O'Brien asked about the square footage of the house being 1,554 square feet.

- **Mr. Scott stated the square footage is the primary house, but does not include the second floor.**

Member O'Brien asked how the 4,258 square feet of impervious surface was reached.

- **Mr. Scott stated it includes the house without the ADU, the attached garage, the detached garage, and the driveway.**

Member Bransky stated it is an ambitious project and he has no questions without the engineering plan for the drainage.

- **Member Alfonso stated as long as the drainage is being taken care of she has no issues with it.**

Chair Sierzega stated there was a lot of effort done to get a house onto the lot with all the restrictions.

Chair Sierzega asked if there were any public comments.

There were no public comments.

Motion by Member Bransky to approve Case 26-02, Variance for Bulk and Dimensional Standards at 17863 Golfview Avenue, to permit the construction of a single-family dwelling residence which exceeds the maximum building coverage and impervious service coverage requirements which apply to the property, subject to the following condition: The applicant shall provide a copy of flow diagrams of other grading and drainage plans as requested by the Village Engineer to demonstrate drainage from the rear 15' of the property. The drawings shall be reviewed and approved by the Village Engineer prior to issuance of building permits. And Incorporate the Findings of Facts into the record; Motion seconded by Member O'Brien.

AYES: 6 (Members Alfonso, Bransky, Castaneda, Johnson, O'Brien, and Chair Sierzega)

NAYES: 0 (None)

ABSTENTIONS: 0 (None)

ABSENT: 1 (Member Cap)

Case 26-21, Special Use Permit for Professional Office at 18219 Dixie Highway:

Chair Sierzega introduced the case and asked if any comments had been received.

- **Assistant Director Schumerth stated none.**

Chair Sierzega swore in the applicant, Carmela Wallace and asked if she was the owner of the brewery also.

- **Ms. Wallace stated yes. She started the foundation, Live Free 999, in honor of her son for mental health. The business is growing and she wants to give it a home and the proceeds go to the foundation. The goal is to have more boots on the ground and have space to work more effectively.**

Chair Sierzega asked what is being done with the building.

- **Ms. Wallace stated there will be offices, a podcast area, and a merchandise area for shipping.**

Chair Sierzega said the building is going to be painted and asked what was being done with the mural.

- **Ms. Wallace stated they proposed a different mural to be installed.**
- **Assistant Director Schumerth stated the existing mural needs approval by the Village Board to be relocated it and they have been looking for a new location.**

- **Staff Liaison Mesaros stated the mural is owned by the Village. The building owner has an agreement with the Village to find a new location.**

Chair Sierzega asked if the original artist is still around.

- **Staff Liaison Mesaros stated yes the artist is, but that isn't who painted it.**

Chair Sierzega asked Ms. Wallace is she is okay with having the mural removed and incurring the cost.

- **Ms. Wallace stated yes.**

Member Alfonso asked why the case is a special use.

- **Staff Liaison Mesaros stated the new code established a specific square footage for offices over a certain size because of parking issues and traffic.**

Member Alfonso asked if there would be handicap parking space in the rear.

- **Ms. Wallace stated yes.**

Member Bransky asked if there is any part of the business that would have the public on site or is it strictly to run the foundation.

- **Ms. Wallace stated it's just the foundation office.**

Member O'Brien stated he like the plan as it is what is needed to consolidate and help the foundation grow. The problem is with the access on the south side of the property when the brewery was built because it's just an access not a road. In one area it's less than 20-feet wide in one spot because of the utility meters on the side of the building. Member O'Brien suggested adding a stop sign at the front corner of the building. Because it's not a street there is no requirement for it.

- **Staff Liaison Mesaros asked Ms. Wallace if she would be willing to add a stop sign.**
- **Ms. Wallace stated yes.**

Chair Sierzega asked if there were any public comments or questions.

There were none.

Chair Sierzega stated he thinks the stop sign would be helpful.

- **Assistant Director Schumerth stated it could be installed using a side mounted bracket.**

Chair Sierzega asked about the planters in the front and is merchandise would be available in the location.

- **Ms. Wallace stated she wanted something beautiful and the nothing would be available at the location; it is all online.**

Member Bransky stated that there should be coordination with the Village Engineer for the installation of the stop sign.

- **Assistant Director Schumerth said they wants it to be approved by the engineer.**

Member Bransky asked if the wording was needed now.

- **Staff Liaison Mesaros stated it can be put into the ordinance.**

Motion by Member Bransky to approved Case 26-21; Special Use Permit for Professional Office at 18219 Dixie Highway, to allow the operation of the foundation office of Live Free 999 Foundation, subject to the following conditions: 1. Revise the side plan drawings to indicate the location of one (1) ADA-accessible parking space adjacent to the rear entrance of the building, as required in the 2018 Illinois Accessibility Code. 2. The applicant must receive approval for an administrative variance to reduce the on-site parking requirement by one (1) space. 3. Recommend consideration of placing a stop sign on the access road to the south of the building to protect pedestrians on the sidewalk, subject to approval by the Village Engineer; and Incorporate the Findings of fact into the record; Motion seconded by Member O’Brien.

AYES: 5 (Members Alfonso, Bransky, O’Brien, and Chair Sierzega)

NAYES: 0 (None)

ABSTENTIONS: None

ABSENT: 3 (Members Cap, Johnson, and Castaneda)

Member O’Brien stated in the rear lot in the front row of spaces there is a spot that is 4” above grade and is a tripping hazard and should be looked into.

- **Assistant Director Schumerth stated it would be looked at during the construction process.**

Case 26-18, Special Use Permit for Medical Office Expansion at 18114 Gottschalk Avenue and Case 26-19, Site Plan Review for Medical Office Expansion at 18114 Gottschalk Avenue:

Chair Sierzega introduced the case and asked if any questions or concerns had been received.

- **Assistant Director Schumerth stated 1 call was received and the person just had general questions about how it was classified in the code.**

Chair Sierzega swore in Massimo Fozio from Homer Glen.

- **Mr. Fazio stated the addition would be 1,300 square feet added to the north side of the building. It would not cover the entire the vacant space. It would match the existing exterior and update and modernize it and blend together. The landscaping plan was turned in and it follows the plan suggestions and requirements.**

Chair Sierzega asked if there would still be 4 spaces in the back of the building.

- **Mr. Fazio stated there will be 5 spaces with 1 being a handicap space and they have a license agreement with the dance studio for spaces.**
- **Assistant Director Schumerth stated it is across the alley to the north for 10 additional spaces.**

Chair Sierzega asked how long to start and complete the project.

- **Mr. Fazio stated typically about 6 months.**

Member O'Brien stated it's a wonderful addition and plan and asked if the sign is still there. Member O'Brien stated he is not a fan of the stark black and white.

Member Bransky stated the current entry at the corner is kind of art deco and said they should try to keep it to maintain the character of the building. Member Bransky added it was wide to get the parking agreement.

- **Mr. Fazio stated they will match the stone around the door and keep the look around it.**

Member Alfonso stated she was happy to see the agreement and that they came prepared, and asked the busiest time of day.

- **Mr. Fazio stated he isn't the doctor, but the hours are from 9-3 and there may be a few later appointments.**

Member Alfonso asked if opatones would be used.

- **Mr. Fazio stated there would be dental chairs and exam rooms.**

Member Bransky asked if there would be a meter service change with the permit.

- **Assistant Director Schumerth stated the lead service line replacement.**

Mr. Fazio stated it might need to get changed out.

- **Assistant Director Schumerth stated it is wide spread to replace the lead water service line, but would need the schedule to see how it applies.**

Mr. Fazio stated they can updated and come back if needed.

- **Assistant Director Schumerth said it can be checked for incentives or reimbursement, but it has to be replaced during construction.**
- **Staff Liaison Mesaros stated all commercial business have to replace the lead service line when doing this kind of work.**

Member Bransky asked if it can be done together with the second condition.

- **Assistant Director Schumerth stated it is related to Thorn Creek and they have already gotten the repost that a permit is not required so it can be struck.**

Member O’Brien asked where Domani Builders is located.

- **Mr. Fazio stated Homer Glen.**

A motion by Member Bransky to approve Case 26-18, Special Use Permit for Medical Office Expansion at 18114 Gottschalk Avenue, to allow for the expansion of an existing dental practice at the location; AND approve Case 26-19, Site Plan review for Medical Office Expansion at 18114 Gottschalk Avenue, to allow for the construction of a 1,347 square foot expansion to the medical office at this location, subject to the following conditions; 1. Provide utility plans indicating the location and specifications for a new Type K copper water service line extending from the Village water main (at a location no less than two (2) feet from the current main connection point) to the existing water meter, prior to issuance of building permit. 2. Has been struck. 3. Revise the site plan drawings to include bicycle parking for at least two bicycles (one rack) on a paved surface in conformance with standards for off-street parking in the Village Zoning Ordinance (Section 44-05-02(n)). 4. Director of Economic and Community development shall provide a waiver of the transparency requirements for the building to meet Appearance Plan standards and ensure consistency with current lighting requirements of the Village Zoning Ordinance. 6. Add an additional shielded security lighting fixture at the northwest corner of the building on the west façade, matching the existing security lighting fixture at the southwest corner of the building on the west façade, to ensure sufficient security lighting on this side of the building.; and Incorporate the Findings of Fact into the record.; seconded by Member Alfonso.

AYES: 4 (Members Alfonso, Bransky, O’Brien, Chair Sierzega)

NAYES: None

ABSTENTIONS: None

ABSENT: 3 (Members Cap, Johnson, and Castaneda)

NEW BUSINESS:

Chair Sierzega asked staff how the first case came to them.

- **Staff Liaison Mesaros stated it was not an official item, nothing has to be done. It was just an introduction and the first project is the Chestnut site.**

Chair Sierzega asked if there was a time limit for them to come back.

- **Staff Liaison Mesaros stated no, it was just to introduce the project.**

Member Bransky stated the agenda was stacked and that it’s possible some of them items didn’t get the attention needed. Maybe it should be after the residents and businesses.

- **Staff Liaison Mesaros stated the next couple of agendas are stacked too. It would be best to be by itself.**
- **Assistant Director Schumerth said a free agendas may be hard to come by the way the year is coming.**

Member O’Brien asked how many discussion were done and asked about the 3 alternative proposals.

- Staff Liaison Mesaros stated they asked for a community meeting separate from the Village.
- Assistant Director Schumerth stated of all the proposals, Holiday's was selected. The 3 alternatives were removed from consideration and they submitted revised submittals not new submittals.

OLD BUSINESS:

None.

ADJOURN:

Member O'Brien made a motion to adjourn; seconded by Member Alfonso. The meeting adjourned at 9:10 pm.

AYES: 4 (Members Alfonso, Bransky, O'Brien, and Chair Sierzega)

NAYES: None

ABSTENTIONS: None

ABSENT: 3 (Members Cap, Johnson, and Castaneda)

Respectfully submitted,

Darlene Leonard

Darlene Leonard
Building Department Secretary

VILLAGE OF HOMEWOOD



MEMORANDUM

DATE OF MEETING: April 23, 2026

To: Planning and Zoning Commission

From: Assistant Director of Economic and Community Development

Through: Angela Mesaros, Director of Economic and Community Development

Topic: Case 26-25: Special Use Permit for Salon/Spa Establishment at 18019 Dixie Highway

APPLICATION INFORMATION

APPLICANT	Yokie and Karly Ivy
ACTION REQUESTED	Special Use Permit
ADDRESS	18019 Dixie Highway, Suite 1A, Homewood, IL 60430
PIN	29-31-400-048, 29-31-400-049

ZONING & LAND USE

SUBJECT PROPERTY	ZONING	LAND USE
CURRENT	B-2 Downtown Transition	Mixed-Use (ground floor commercial, residential above ground floor)
SURROUNDING	N: B-2 Downtown Transition	Non-Commercial Place of Assembly (St. John Neumann Church)
	E: B-2 Downtown Transition	Parking (for subject property)
	S: B-2 Downtown Transition	Professional Office
	W: B-1 Downtown Core	Civic Use (Homewood Science Center)

LEGAL NOTICE

Legal notice was published in *Daily Southtown* on April 9, 2026. Mailed notice was sent to property owners and residents within 250'.

DOCUMENTS FOR REVIEW

Title	Pages	Prepared by	Date
Application	2	Karly Ivy, Applicant	03/30/2026
Special Use Standards	2	Karly Ivy, Applicant	03/30/2026
Business Narrative	1	Karly Ivy, Applicant	03/30/2026
Floor Plan	1	Karly Ivy, Applicant	03/30/2026
Staff Exhibits	2	Noah Schumerth, Village of Homewood	04/17/2026

BACKGROUND

The applicant has proposed a salon/spa establishment at 18019 Dixie Highway. The applicant has proposed to locate the business within Suite 1A, the street-facing commercial space on the first floor of the building on the property. The salon is proposed to be a “full-service beauty bar” called TranzForm Beauty Bar offering services such as lash extensions, brow services, makeup application and manicure/pedicure treatments.

HISTORY

The building is a three-story mixed-use building with five commercial tenant spaces on the ground floor and 10 residential units on the second and third floors. The building was constructed in 1974. Numerous professional offices, medical offices, salons and other service uses have occupied the tenant spaces on the ground floor throughout the history of the property. The ground floor is currently occupied by a dental office and several other professional office uses. The tenant space where the new business is proposed was formerly occupied by Queen’s Lavish Scents, a retail store selling candles and personal care products. The business closed in early 2026.

DISCUSSION

Site/Tenant Space Layout

The proposed business is proposed to be located in a 950 square foot tenant space in the building at 18019 Dixie Highway. The space has pedestrian access from the sidewalk in front of the building. The tenant space has a secondary ADA-accessible entry connected to the walkway on the north side of the building, which connects the tenant space to a rear parking area.

The current space is a single room with a single ADA-accessible bathroom. The space will be organized to spread services throughout the tenant space. The applicant has proposed dedicated areas for pedicures and lash treatments, as well as three “beauty booths” which may be used to provide different types of services. The applicant will also create a small break room and a seating area for clients.

Parking

The building has 26 parking spaces located in the rear of the property, accessed through the access drive to the north of the building. The residential units on the upper two floors of the building require 15 parking spaces (10 units * 1.5 parking spaces/unit = 15 parking spaces). The remaining 11 parking spaces support the commercial businesses on the ground floor. The commercial space on the ground floor is classified as a multi-tenant commercial center. There is 5,000 square feet of commercial space on the ground floor, requiring 16 additional parking spaces.

The commercial use on the ground floor is classified as a multi-tenant shopping center, and the parking requirement or parking use category is not changing. The new use (salon/spa establishment) also has the parking requirement of the formerly approved use (retail). The building is not required to add additional parking to support the use.

The business is anticipated to rely on street parking in the front of the business due to the visibility of the business from Dixie Highway and proximity of the entrance to the front sidewalk versus the rear

parking area. Peak hours for usage of these space is on weekend nights, especially Fridays and Saturdays, due to the proximity of the area to nearby restaurants and other businesses open at night.

Business Operation Details

The applicant plans to operate the business for both appointment and walk-in appointments. The applicant has proposed hours of operation on 9a – 5p on Saturdays and Monday through Wednesday, 9a – 8p on Thursdays, and 8a – 8p on Fridays. The applicant plans to be open intermittently on Sundays or holidays when foot traffic in the downtown area may support additional business. The applicant does not plan to have any events or other business activity after 8p on any day.

The applicant has identified two employees who provide services for clients visiting the business. The applicants have expressed a desire to provide an environment that emphasizes safety and inclusivity, including offering services for individuals with diabetes.

SPECIAL USE STANDARDS

The Village Zoning Ordinance defines a salon/spa establishment as a *special use* in the B-2 Downtown Transition zoning district. Any application for a special use permit must be reviewed against the Special Use Standards found in Section 44-07-11 of the Village Zoning Ordinance.

Staff has reviewed the Special Use Standards in the application. The full responses to the Special Use Standards, completed by the applicant, are attached.

- 1) Is the special use deemed necessary for the public convenience at that location? There are ten other salon businesses located within the downtown area of the Village. A memo of other salon locations has been updated and included as a staff exhibit with this memo. Three salons in the downtown area have recently closed. There are no salons in the immediate vicinity of the proposed business.
- 2) Will the special use be detrimental to the economic welfare of the community? Given that the building has historically been occupied by non-retail, non-sales tax-generating uses, it is unlikely that new retail businesses would choose to locate in this space.
- 3) Will the special use be consistent with the goals and policies of the comprehensive plan and other adopted plans of the village? The 1999 Comprehensive Plan identifies this property as commercial. The Comprehensive Plan recommends the support of economic development and encouraging the growth of service-based businesses within designated commercial areas. The B-2 Downtown Transition zoning districts is designed to provide locations for uses which “support the vibrancy of the downtown,” including a mix of residential and non-residential uses. This proposal, and the use of the building as a whole, is consistent with the policies and goals of the Plan.
- 4) Is the special use at the subject property so designed, located, and proposed to be operated, that the public health, safety, and welfare will be protected? The subject property is unlikely to generate significant traffic or additional parking demand due to the low appointment capacity of the business. Village staff have not identified any safety concerns with the operation of the business as proposed.

- 5) Is the special use a suitable use of the property and, without the special use, could the property be substantially diminished in value? The non-residential spaces in this building have historically been occupied by low-traffic, appointment-based businesses such as dental offices, salons and other offices. The proposed use is consistent with this historical use mix. The tenant space within which the business is located has had prior retail tenants which have struggled to garner a sufficient level of retail foot traffic or business visibility due to the location of the business on the periphery of the downtown area and the lack of a traditional storefront on the space.
- 6) Will the special use cause substantial injury to the value of other property in the neighborhood in which it is located? The proposed use is unlikely to generate traffic or operate in a manner which could cause harm to nearby businesses or other properties in the neighborhood. The business is not anticipated to generate appointment traffic which could create a significant impact on limited on-street parking resources in the area.
- 7) Will the special use be consistent with the uses and community character of the neighborhood surrounding the subject property? This use is a small-scale business similar to a salon, operating with hours generally within normal business hours for the downtown area, and is not expected to be injurious to the neighborhood.
- 8) Will the special use be injurious to the use or enjoyment of other property in the neighborhood for the purposes permitted in the zoning district? The impacts of the proposed use on surrounding property are anticipated to be minimal. Similar businesses, such as appointment-based medical offices such as dentists and a medical employment agency, have occupied this space in the past three years and have had not impacted neighboring property with similar levels of appointment traffic and use intensity.
- 9) Will the special use impede the normal and orderly development and improvement of surrounding properties for uses permitted in the zoning district? The proposed use is not anticipated to impact the improvement or development of surrounding development in any way. Though numerous businesses in this corridor (Woori Tae-Kwon-Do, Mitchell and Michael's, Elite 24 Fitness, Travel Brokers) rely on on-street parking to support business traffic, this business is not anticipated to significantly impact available parking in the corridor, especially given that peak hours are not expected to conflict with other businesses in the area.
- 10) Does the proposed special use at the subject property provides adequate measures of ingress and egress in a manner that minimizes traffic congestion in the public streets? The site has sufficient ingress and egress for pedestrians and vehicles. Pedestrian access is provided from the front sidewalk and the walkway on the north side of the building, and vehicle access is provided to the rear parking lot from Dixie Highway and from the alley located behind the building. The business as an adequate ADA-accessible route from accessible parking in the rear of the building to the side door of the business.
- 11) Is the subject property adequately served by utilities, drainage, road access, public safety and other necessary facilities to support the special use? The business has all facilities required to support the use, including an ADA-accessible restroom, ADA-accessible entrance and sufficient water, sewer and electrical utilities.

- 12) Will the special use have a substantial adverse effect on one or more historical, archaeological, cultural, natural or scenic resources located on the parcel or surrounding properties? No impact on these resources are anticipated from the operation of the proposed use.

FINDINGS OF FACT

The staff has prepared the draft findings of fact following the standards outlined in Section 44-07-11 of the Village Zoning Ordinance for special use permit applications. The findings of fact, as proposed or as amended, may be entered into the record:

1. The subject property is located at 18019 Dixie Highway, and is located within the B-2 Downtown Transition zoning district, with Cook County PINs 29-31-400-048 and 29-31-400-049;
2. The subject property is currently owned by 18019 Dixie Highway LLC of Chicago Heights, IL;
3. The proposed salon/spa establishment is a special use within the B-2 Downtown Transition zoning district;
4. The subject site meets use-specific standards in Section 44-04-04 of the Village Zoning Ordinance;
5. The subject site meets applicable development standards in Section 44-05 of the Village Zoning Ordinance; and
6. The proposed fitness business is consistent with the applicable standards for special use permit approval as set forth in Section 44-07-11.

RECOMMENDED PLANNING & ZONING COMMISSION ACTION

The Planning and Zoning Commission may wish to consider the following motion:

Recommend approval of Case 26-25: Special Use Permit for salon/spa establishment at 18019 Dixie Highway.

AND

Incorporate the Findings of Fact into the record.



APPLICATION: NON-RESIDENTIAL ZONING REVIEW

2020 Chestnut Road, Homewood, IL 60430

PROPERTY INFORMATION

Street Address: 18019 Dixie Hwy IA Homewood, IL 60430

Property Index Number(s): _____

Lot Size: _____ sq. ft. _____ acres
If the subject property is multiple lots, provide the combined area.

Zoning District:
 R-1 R-2 R-3 R-4 B-1 B-2 B-3 B-4 M-1 M-2 PL-1 PL-2

Complete this section to determine your required review(s):

Is the subject property more than one lot held in common ownership?

yes no

→ If yes, lots held in common ownership should be consolidated

A Planned Development is required for development of lots >25,000 sf or located in the B-1 or B-2 Zoning Districts.

REQUESTED USE

Requested Use: Beauty Bus

Gross Floor Area: _____ sq. ft. Parking Provided: yes

Existing Use: _____

The requested use is:

- Permitted
- Limited
- Special
- Other:

SITE OR BUILDING CHANGES

Existing Development: Retail

Proposed Development Check all that apply. Provide a description and metrics below.
 New Construction Addition Site Alterations Exterior Building Alterations

Sold Body Butters

Development Metrics	Existing	Proposed
Gross Floor Area (sq. ft.):	_____	_____
Parking Spaces	_____	_____
Lot Coverage	_____	_____
Impervious Area (sq. ft.)	_____	_____
Impervious Coverage (%)	0.0%	0.0%

New construction?

yes no

→ If yes, requires Site Plan Review

Floor area increase is 20% or more?

yes no

→ If yes, requires Site Plan Review

Does the applicant elect to proceed as a Planned Development?

yes no

Is site circulation or parking impacted?

yes no

→ If yes, requires Site Plan Review

Is site landscaping impacted?

yes no

→ If yes, requires Site Plan Review

Exterior building alterations?

yes no

→ If yes, requires Appearance Review

ZONING RELIEF OR CHANGES

Zoning Variance or Amendment Describe any requested zoning relief or changes below.
N/A

The applicant requests:

- Variance
- Administrative Exception
- Zoning Text Amendment
- Zoning Map Amendment

APPLICATION

NON-RESIDENTIAL ZONING REVIEW

APPLICANT

Name Yolie Ivy, Kary Ivy
 Company Transform Beauty Bar
 Address 18019 Dixie Hwy, unit 1A
Holt Wood IL, 60430
 Phone (708) 796-4140
 Email Kary.Ivy@gmail.com
 Role Ceo of Transform Beauty Bar

PROPERTY OWNER

Name _____
 Company Boyd A. Jarrell & Co.
 Address 441 Dixie Hwy, A10
Chicago Heights, IL 60411
 Phone (708) 755-8700
 Email office.jarrell.org
 Check box if the applicant is the property owner

I acknowledge and attest that:

- » All the information and exhibits submitted with this application are true and accurate to the best of my knowledge;
- » Village representatives are permitted to make reasonable inspections of the subject property necessary to process this application;
- » I agree to pay all required fees;
- » No work may be done without first obtaining a Building Permit. All work shall be completed in accordance with Village Codes and Ordinances.

Kary Ivy
Applicant Name

[Signature]
Applicant Signature

3/30/26
Date

Staff Notes

Do not write below this line.

Fee: _____ Paid Date Received: _____

CASE NO: _____ REQUEST: _____

Comments/Conditions: Approved Approved with Conditions Denied Date: _____

CASE NO: _____ REQUEST: _____

Comments/Conditions: Approved Approved with Conditions Denied Date: _____

CASE NO: _____ REQUEST: _____

Comments/Conditions: Approved Approved with Conditions Denied Date: _____

This application has zoning approvals and may proceed to obtain Building Permits or a Certificate of Occupancy.

Name: _____ Signature: _____ Date: _____

Date: March 30, 2026

Ceo/ Owner/ Operators : Karly Ivy , Yokie Ivy

Business Name: TranzForm Beauty Bar

Location: 18019 Dixie Hwy ste 1A, Homewood IL, 60430

Business narrative:

The proposed Business use is a full-service Beauty Bar offering professional esthetic and nail care services. Services will include lash extensions, brow services, makeup application, and manicure/pedicure treatments. The business will be operated by a licensed esthetician with over 12 years of experience, along with a licensed nail technician who is also a Registered Nurse with over 30 years of healthcare experience. Specialized nail services will be offered with a focus on safe care for all clients, including individuals with diabetes.

Hours of Operation for the proposed business will be within Professional business hours Mon-Sat. Monday 9am-5pm, Tues 9am-5pm ,Wed 9am-5pm, Thursday 9am- 8pm , Friday 8am-8pm, Sat 9am-5pm. Open on some Sundays due to holiday foot traffic.

The proposed Beauty Bar aligns with the Village of Homewood's Comprehensive Plan by supporting economic development and encouraging the growth of service-based businesses within designated commercial areas. The business contributes to filling commercial space with a low-impact, community-oriented service that enhances the local economy.

Additionally, the use supports the plan's objective of promoting mixed-use and commercial activity in and around the downtown area. By offering accessible and inclusive beauty services, the business helps strengthen the Village's goal of creating a vibrant and diverse commercial environment.



STANDARDS FOR: SPECIAL USE

2020 Chestnut Road, Homewood, IL 60430

Street Address: 18019 Dixie Hwy Ste 1A Homewood, IL 60430

Requested Use: Beauty Bar. Area: _____ sq. ft.

Business Name: Trenz from Beauty Bar.

Applicant Name: Henry Ivy Date: 3/30/24.

Provide responses to each question below using complete sentences and specific to the proposed business and selected location. The Planning and Zoning Commission and Village Board shall consider the following responses to the Standards for a Special Use in evaluating the application. No one is controlling.

1. Is the special use deemed necessary for the public convenience at this location?
Describe why this location is best-suited for your business to serve the community.

2. Is the special use detrimental to the economic welfare of the community?
Will the business have a negative impact on other businesses?

3. Will the special use be consistent with the goals and policies of the Comprehensive Plan?
Describe how your business fits with the goals and policies summarized on the attached sheet.

4. Is the special use so designed, located, and proposed to be operated, that the public health, safety, and welfare will be protected?
Describe any negative impacts, external to your business, that may result from it operating at this location.

5. Is the special use a suitable use of the property, and will the property will be substantially diminished in value without the special use?
Describe why your business is best-suited for your this property.

VILLAGE OF HOMEWOOD

IL 60430 STANDARDS FOR: SPECIAL USE

2020 Chestnut Road, Homewood, IL 6043

Street Address: 18019 Dixie Hwy ste, 1A Homewood, IL 60430

Requested Use: Beauty Bar **Area:** sq.ft.

Business Name: Tranz Form Beauty Bar

Provide responses to each question below using complete sentences and specific to the proposed business and selected location.
The Planning and Zoning Commission and Village Board shall consider the following responses to the Standards for a Special Use in evaluating the application. No one is controlling.

1. Is the special use deemed necessary for the public convenience at this location?

Describe why this location is best-suited for your business to serve the community.

Yes, this use is necessary for public convenience as it provides essential beauty and personal care services in one accessible location. The site is well-suited due to its placement in a commercial area, supporting walkability and convenient access for residents and visitors. Additionally, the business aligns with the Village’s goal of strengthening downtown as a destination for diverse services.

2. Is the special use detrimental to the economic welfare of the community?

Will the business have a negative impact on other businesses?

No, the business will not negatively impact the economic welfare of the community. It will increase foot traffic, support nearby businesses, and contribute positively to the local economy without directly competing with surrounding uses. Personal care services typically draw repeat customers, which can benefit neighboring businesses.

3. Will the special use be consistent with the goals and policies of the Comprehensive Plan?

Describe how your business fits with the goals and policies summarized on the attached sheet.

Yes, the proposed Beauty Bar is consistent with the goals and policies of the Comprehensive Plan and Downtown Master Plan. The business supports economic development by occupying commercial space and providing services that meet community needs. By contributing to a diverse mix of services and helping create a more active commercial environment, the Beauty Bar directly supports the Village’s long-term vision for growth and development.

4. Is the special use so designed, located, and proposed to be operated, that the public health, safety, and welfare will be protected?

Describe any negative impacts, external to your business, that may result from it operating at this location.

Yes, the business is designed and will be operated with a strong focus on public health, safety, and welfare. All services will be performed by licensed professionals following strict sanitation and infection control procedures in compliance with state and industry regulations.

5. Is the special use a suitable use of the property, and will the property will be substantially diminished in value without the special use?

Describe why your business is best-suited for your this property.

The proposed Beauty Bar is a suitable use of the property because it is a low-impact, service-based business that fits well within a commercial or mixed-use area. The business is designed to integrate seamlessly into the community while contributing positively to the local environment and economy.

6. Will the special use cause substantial injury to the value of other property in the neighborhood in which it is located?

Will your business decrease the value of other properties?

No, the proposed use will not cause injury to surrounding property values. The business will enhance the area by occupying and maintaining a commercial space, contributing to a more active and attractive environment.

7. Will the special use be consistent with the uses and community character of the neighborhood surrounding the property?

Describe how your business is compatible with its neighbors.

Yes, the business is consistent with the surrounding commercial and mixed-use character. Personal care services are a common and appropriate use that complements nearby businesses and supports a welcoming, service-oriented environment.

8. Will the special use be injurious to the use or enjoyment of other property in the neighborhood for the purposes permitted in the zoning district?

Describe any negative impacts, external to your business, that may result from it operating at this location.

No, the business will not be injurious to neighboring properties. It is a low-impact use with minimal noise, no odors, and controlled customer flow through appointments. No significant negative external impacts are expected.

9. Will the special use impede the normal and orderly development and improvement of surrounding properties for uses permitted in the zoning district?

Describe any negative impacts, external to your business, that may result from it operating at this location.

No, the business will not impede the development of surrounding properties. It supports normal and orderly growth by contributing to a stable, active commercial area. No negative external impacts are anticipated.

10. Does the special use provide adequate measures of ingress and egress in a manner that minimizes traffic congestion in the public streets?

Describe how will customers get to and from your business.

Yes, customers will access the business using existing parking. Clients live in the community and can walk to and from the business. I will also encourage clients to utilize homewood new Train station that is easily accessible and convenient.

11. Is the special use served by adequate utilities, drainage, road access, public safety and other necessary facilities?

A new business going into an existing development, may answer 'no.'

No, the property is already served by existing utilities, drainage, road access, and public safety services. No additional infrastructure is needed for operation.

12. Will the special use substantially adversely affect one or more historical, archaeological, cultural, natural or scenic resources located on the parcel or surrounding properties?

A new business going into an existing development, may answer 'no.'

No, the business will not adversely affect any historical, archaeological, cultural, natural, or scenic resources, as it is located within an existing commercial development.

WORKSHEET STANDARDS FOR A SPECIAL USE

1999 COMPREHENSIVE PLAN

Below is an excerpt of the 1999 Comprehensive Plan containing those goals and objectives related to land use and community economic development which may be informative in the evaluation of special use permits.

Goal 1 - Land Use and Community Economic Development

Promote development of all remaining undeveloped property within the Village of Homewood for sound and orderly residential, commercial, and industrial development consistent with the Comprehensive Plan and the Future Land Use Map.

Objectives

- 1.1 - Recruit additional appropriate retail and industrial development for designated vacant commercial and industrial areas shown on the Future Land Use Map [current zoning map].
- 1.2 - Prepare a streetscape right-of-way plan for 183rd Street from the intersection of Dixie Highway to Governor's Highway to establish commercial "entryways" into the downtown central business district.
- 1.3 - Complete a plan to assess the potential for the Downtown to serve as a regional entertainment and "upscale" shopping district, serving residents within a 10-mile radius.
- 1.4 - Establish a transition zone surrounding the current downtown where, depending on market timing, changes in zoning from residential to commercial or mixed-uses would be favorably considered depending on specifics of the proposal.

2009 DOWNTOWN MASTER PLAN

- 1.5 - Complete an assessment of the success of the recent parking improvement actions to provide additional parking in the downtown and, if warranted, study the need and location of additional parking- both surface and elevated.
- 1.6 - Establish guidelines for appropriate mixed-use downtown development, including parking requirements, acceptable uses, and Village financing assistance (if deemed appropriate).
- 1.7 - Implement municipal utility improvements, especially storm water improvements, sidewalk construction/ replacement, streetscape, street tree plantings, and signage improvements.

Below is an excerpt of the 2009 Downtown Master Plan containing the objectives of the Master Plan. The Downtown Master Plan generally encompasses those areas zoned B-1 and B-2.

Master Plan Objectives

- » Sustain and enhance Downtown Homewood as a regional draw for the South Suburbs.
- » Encourage mixed-use development of key opportunity sites to create a more active “18-hour” downtown.
- » Increase commercial development to provide more goods and services for residents and visitors.
- » Increase commercial development to enhance the economic base of the Village.
- » Increase residential densities throughout Downtown to support transit use and new commercial activity.
- » Increase use of the Amtrak and Metra stations.
- » Encourage new residential development that provides a wider range of housing products in the Village, including apartments, condominiums, townhomes, and senior housing.
- » Enhance and increase open space within Downtown.
- » Significantly improve physical conditions by expanding streetscape improvements to all Downtown blocks, upgrading street furniture, and improving the pedestrian tunnel and viaducts under the tracks.
- » Improve pedestrian and vehicular access and circulation.

Date: March 30, 2026

Ceo/ Owner/ Operators : Karly Ivy , Yokie Ivy

Business Name: TranzForm Beauty Bar

Location: 18019 Dixie Hwy ste 1A, Homewood IL, 60430

Floor Plan:

Layout:

Entrance: Front desk with seating area

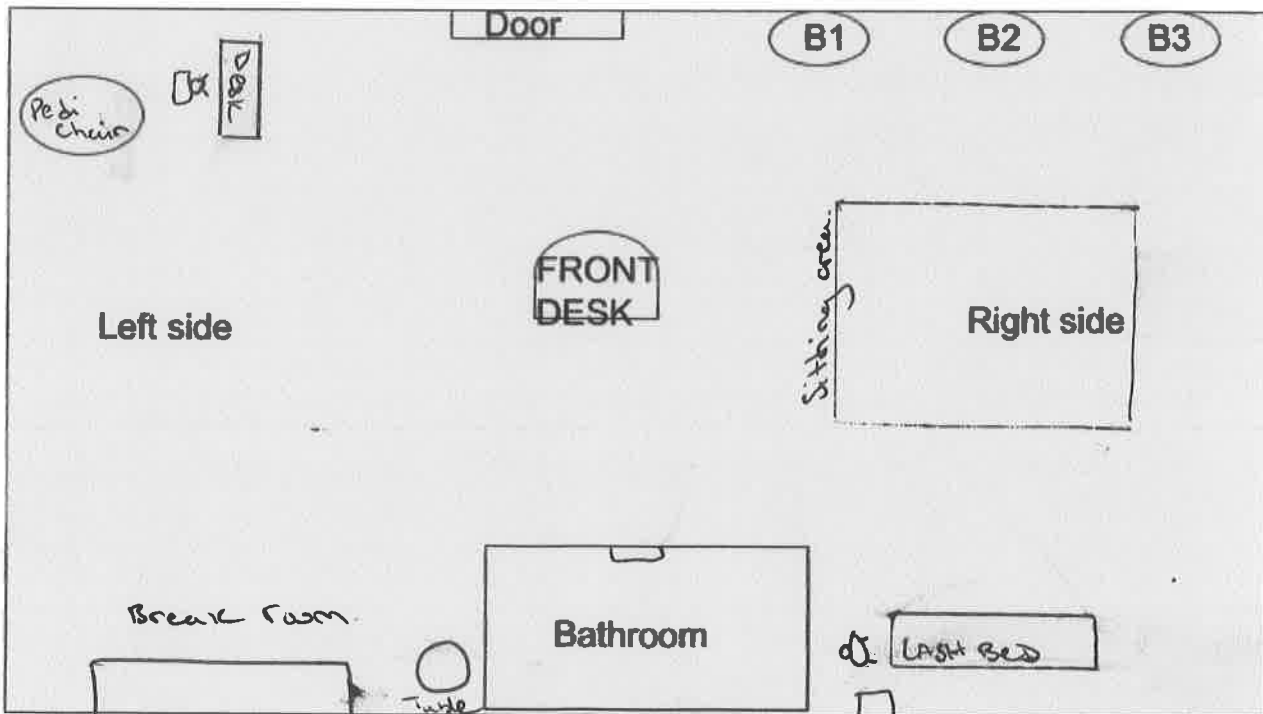
Wall Facing Dixie hwy with Front Door(Right): 3 beauty booths on the right side of the front facing wall.

Wall Facing Dixie hwy with Front Door(Left): Nail Area, Pedicure chair and bowl, Nail desk

Back wall to the right of the Bathroom: Lash Bed with chair and table.

Back wall to the left of the bathroom : Break room with table, microwave and mini fridge

Visual Description Below







VILLAGE OF HOMEWOOD



MEMORANDUM

DATE OF MEETING: April 23, 2026

To: Planning and Zoning Commission

From: Noah Schumerth, Assistant Director of Economic and Community Development

Through: Angela Mesaros, Director of Economic and Community Development

Topic: Cases 26-13, 26-15, and 26-16: Metra/ComEd Traction Power Substation and Transformer Facility

APPLICATION INFORMATION

APPLICANT	Puppala Phanindra (Hatch Consultants Ltd.)
ACTION REQUESTED	Zoning Map Amendment, Special Use Permit, and Site Plan Review
ADDRESS	18277 Park Avenue, Homewood, IL 60430
PIN	29-31-306-024; 29-31-306-019

ZONING & LAND USE

SUBJECT PROPERTY	ZONING	LAND USE
CURRENT	B-2 Downtown Transition and PL-2 Public Land and Open Space	Vacant/Public Parking Lot
PROPOSED	PL-2 Public Land and Open Space	Utility Use (TPSS Facility)
SURROUNDING	N: PL-2 Public Land and Open Space	Public Parking Lot (Park Ave. Commuter Lot)
	E: B-2 Downtown Transition	Railroad ROW (Metra/Canadian National)
	S: R-4 Multiple-Family Residential	Multi-Family Residential complex (Flossmoor Condominiums)
	W: PL-2 Public Land and Open Space	Golf Course (Ravisloe CC)

LEGAL NOTICE Legal notice was published in *Daily Southtown* on April 9, 2026. Mailed notice was sent to property owners and residents within 250’.

DOCUMENTS FOR REVIEW

Title	Pages	Prepared by	Date
Application	2	Puppala Phanindra, Applicant	03/20/2026
Narrative	1	Puppala Phanindra, Applicant	03/18/2026
Plat of Survey	1	Hatch Consultants, Ltd.	06/16/2025
Existing Utility Plans	2	Hatch Consultants, Ltd.	06/16/2025

Site Plans	2	Hatch Consultants, Ltd./GFT Inc.	Various
Special Use Standards	3	Puppala Phanindra, Applicant	03/18/2026
Elevations	1	GFT Inc.	03/20/2026
Renderings	6	GFT Inc.	03/20/2026
Landscape Plan	1	GFT Inc.	03/20/2026
Photometric Plan	1	GFT Inc.	03/20/2026
Staff Exhibits	2	Noah Schumerth, Asst. Dir. ECD	04/17/2026

BACKGROUND

The applicant, Puppala Phanindra of Hatch Consultants Ltd., has submitted planning and zoning applications on behalf of Metra and ComEd to allow for the construction of a traction power substation (TPSS) and utility campus at 18277 Park Avenue. The use will include the construction of a new building containing the new traction power substation (controlled by Metra) and a new outdoor transformer facility (controlled by ComEd). These facilities will be located on vacant land located to the south of the Park Avenue Commuter Lot (18210 Park Avenue), and will include a small portion of the existing parking lot.

This facility requires the following planning and zoning reviews to receive approval from the Planning and Zoning Commission:

- **Zoning Map Amendment:** Rezone both parcels within the project area from B-2 Downtown Transition and PL-2 Public Land and Open Space to PL-2 Public Land and Open Space alone.
- **Special Use Permit:** Receive a special use permit to allow for the operation of a utility use, designated as a special use in all zoning districts.
- **Site Plan Review:** Receive approval of site plan drawings for all improvements associated with the new utility use.

The applicant submitted planning and zoning applications on March 20, 2026. The Village’s Public Works Department has been coordinating review of engineering drawings for the project since August 2025.

REZONING

The proposed project will be located across two existing parcels:

- **29-31-306-019:** The Village’s Park Avenue Commuter Lot, a parking lot acquired from the South Suburban Transit Authority District in 2022 – **zoned PL-2 Public Land and Open Space**
- **29-31-306-024:** Large parcel encompassing area a CN control tower, vacant area near Park Avenue and 183rd Street, Metra railroad area, and public parking lots along Park Avenue near the Village’s Amtrak station – **zoned B-2 Downtown Transition**

The larger parcel (5.27 acres) is proposed to be rezoned into the PL-2 Public Land and Open Space zoning district, to reflect the use of this facility to support a public railroad service (Metra) and a public utility (ComEd) and to align with the other railroad-oriented improvements within this parcel. A portion of the Village parking lot (0.07 acres) will be consolidated into the larger parcel and be used as part of the proposed utility facility.

The purpose of the PL-2 zoning district is as follows:

“...to protect and maintain public properties owned by the village, the park district, school districts, non-profit organizations, and non-commercial places of assembly.”

Metra is a non-profit public agency operated by the Regional Transportation Authority (RTA). ComEd is a privately-owned company but operates public utilities which are in alignment with the use of a special district for public lands. Numerous other utility facilities exist within the Village’s PL-2 Public Land and Open Space zoning district, including other Village water and electrical facilities.

The Planning and Zoning Commission and Village Board will be required to approve the final lot line consolidation. The applicant plans to submit the lot line consolidation application for this project no later than June 2026. Final approval of this rezoning is conditioned on approval and recording of the lot line consolidation, in conformance with the details of the applications described in this memo.

Zoning Map Amendment Standards

Any application for a zoning map amendment must be reviewed against the Map Amendment Standards found in Section 44-07-10 of the Village Zoning Ordinance. No one standard is binding. Staff has reviewed the application in reference to the Map Amendment Standards and provided information related to relevant standards below.

- a. Does the current zoning or the proposed zoning more closely conform to the stated goals in the comprehensive plan?* The project area, including area in both parcels, is not included in any land use category in the Future Land Use Map of the 1999 Comprehensive Plan. The project area to be included as part of this utility facility is included as a portion of the railroad right-of-way for Canadian National and Metra crossing through the Village. The PL-2 Public Land and Open Space zoning is more in alignment with this lack of use classification and inclusion within railroad facilities, as the proposed improvements will support a public utility and transit service and support the railroad use. Neither the project area, nor area within the larger parcel proposed to be rezoned from the B-2 to the PL-2 district, is likely to be used to support commercial or residential uses permitted in the B-2 Downtown Transition zoning district.
- b. Have major land uses, conditions or circumstances changed since the original zoning was established?* The parcel including the proposed project was established as a part of the B-2 Downtown Transition zoning district in 2022. The area has been a vacant grass and gravel area since the zoning of the lot within the B-2 Downtown Transition zoning district.
- c. Do sites exist for the proposed use in existing districts permitting such use?* Properties located within the B-2 Downtown Transition zoning district are generally reserved for a mixture of commercial and residential uses which support a higher-density downtown development environment. A utility use is allowed as a special use in any zoning district. However, many larger utility uses (such as water towers and tanks and transformer facilities) are located within the PL-2 Public Use and Open Space zoning district, including the Village’s water tank at 1657 Maple Avenue.

- d. Is the requested change compatible with the existing uses, development patterns and zoning of nearby properties?* The proposed zoning change brings the entire proposed facility into a single zoning district. This will ensure that the new parcel for this utility use is within a single zoning parcel, which promotes orderly development patterns.
- f. Does the existing zoning impose an unreasonable hardship or can a reasonable economic benefit be realized from uses permitted by the existing zoning?* The property in within property used to support the adjacent railroad and is unlikely to be used for commercial or residential uses permitted and in alignment with the purpose and intent of the B-2 Downtown Transition zoning district. The proposed utility use is allowed as a special use in any zoning district. While the current zoning does not bar economic benefit from the property, all new properties and developments are required to be incorporated into a single zoning district wherever it is feasible. This facility will support a public agency (Metra) and is more suitable to be located within the PL-2 Public Land and Open Space zoning district, which is a special district designed to protect and support facilities used for non-profits and public agencies such as Metra.
- h. How long has the property been vacant as compared to development occurring in the vicinity?* This property has been vacant for an extended period of time. There is a former control tower owned by Canadian National Railroad located on the property which is currently abandoned and has been vacant for many years.
- i. Is the property physically suitable for the zoned uses or for the proposed use?* This lot is vacant and is suitable for the utility uses. The land is adjacent to the railroad with limited developable area between Park Avenue and railroad right-of-way, and it is unlikely that the land will be physically suitable for uses in the B-2 Downtown Transition zoning district. The location of the property adjacent to Metra-owned railroad right-of-way and ComEd transmission lines is suitable for the proposed substation use, which must be located adjacent to the railroad in proximity to existing high-voltage transmission lines.
- j. Does the proposed use satisfy a public need?* This use supports efforts to improve reliability and expand operations for Metra commuter services, which provide essential transit and regional transportation services for Homewood residents.
- k. Will the proposed change conflict with existing or planned public improvements or adversely impact schools, parks or other public facilities?* The proposed facility will not disrupt existing ComEd electrical facilities which are located near the property. The proposed facility is not anticipated to disrupt any other public facilities.
- l. In the vicinity, will the environment or traffic patterns be adversely affected?* This facility will not impact any traffic patterns on Park Avenue or 183rd Street adjacent to the facility. The facility will not generate daily traffic and will only be accessed intermittently by ComEd or Metra service vehicles. The facility will not produce any air pollution, water pollution, excess vibration or other environmental impacts.
- n. Will the proposed change deter the use of properties in the area or contribute to redevelopment?* The proposed use will eliminate 4-6 parking spaces in the Village-owned Park Avenue Commuter Lot. The proposed use constitutes a significant redevelopment of a vacant

parcel along Park Avenue, which is unlikely to be included in any other tax-producing redevelopment project.

o. Will the proposed change be detrimental to the health, safety and welfare of the neighborhood or of the village as a whole? The use is designed in a manner which minimizes impact on the neighborhood and the Village as a whole. The location of the traction power substation will mitigate any noise impacts on the surrounding area. The facility is not anticipated to produce any air pollution, water pollution, excess vibration or other environmental impacts which could harm Village residents.

SPECIAL USE

The Village Zoning Ordinance defines utility uses as a *special use* in the PL-2 Public Land and Open Space zoning district. Any application for a special use permit must be reviewed against the Special Use Standards found in Section 44-07-11 of the Village Zoning Ordinance.

Utility uses are considered as a *special use* in all Village zoning districts due to their unique potential impacts on surrounding property and the Village as a whole. Staff has reviewed the Special Use Standards in the application, and included information relevant to specific standards below. The full responses to the Special Use Standards as completed by the applicant are attached.

- 1) *Is the special use deemed necessary for the public convenience at that location?* This utility use is designed to support improved reliability and expanded services for the Metra Electric (ME) regional rail service which services Homewood. This facility must be located adjacent to existing railroad facilities with a vacant lot large enough to support a substation facility and an additional transformer facility.
- 3) *Will the special use be consistent with the goals and policies of the comprehensive plan and other adopted plans of the village?* This area is not included in any land use category in the Future Land Use Map of the 1999 Comprehensive Plan. The area to be included as part of this utility facility is included as a portion of the railroad right-of-way for Canadian National and Metra crossing through the Village.
- 4) *Is the special use at the subject property so designed, located, and proposed to be operated, that the public health, safety, and welfare will be protected?* The traction power substation has been proposed within a building to screen any visual impact and reduce any impact of noise, vibration, or other external effect from the function of the substation. Additional landscaping has been proposed to screen outdoor equipment from public view. Security measures, including security fencing and gates and security lighting, have been proposed to ensure the protection of public safety once the facility is under operation.
- 5) *Is the special use a suitable use of the property and, without the special use, could the property be substantially diminished in value?* This property is immediately adjacent to railroad right-of-way, and the subject property is bisected by an easement containing a Canadian National control tower which is currently out of service. The area is currently used for access to railroad property. This use is suitable for this property and will ensure continued support of railroad operations.

- 6) Will the special use cause substantial injury to the value of other property in the neighborhood in which it is located? The facilities for this use have been designed to mitigate any impact on surrounding property. The use is mostly adjacent to a golf course (PL-2 zoned) and a public parking lot (also PL-2 zoned). There is a multi-family residential complex located across 183rd Street from the proposed facility, and the proposed facility is screened with landscaping to mitigate any impact of the facility on this property.
- 7) Will the special use be consistent with the uses and community character of the neighborhood surrounding the subject property? The area between Park Avenue and railroad right-of-way is largely used to support railroad services, including parking areas, electrical facilities, and station infrastructure. This use is consistent with the other uses and overall character of this area.
- 9) Will the special use impede the normal and orderly development and improvement of surrounding properties for uses permitted in the zoning district? This facility is unlikely to impede use of surrounding properties. The use will occupy a portion of the Village parking lot; the applicant will be responsible for replacement of existing curb, sidewalk, and the exit driveway to the Village parking lot upon completion of the project to avoid negative impacts on the continued use of the Village's parking lot, which has been expanded and is planned to be further renovated in future years.
- 10) Does the proposed special use at the subject property provides adequate measures of ingress and egress in a manner that minimizes traffic congestion in the public streets? The property has two points of ingress and egress – a gravel driveway where a driveway is already located in the southern portion of the site, and a driveway to a fenced yard in the northern portion of the facility. These access points are sufficient to serve workers visiting the site and service vehicles requiring access to the site.
- 11) Is the subject property adequately served by utilities, drainage, road access, public safety and other necessary facilities to support the special use? New water and sanitary sewer services are proposed to ensure the adequate function of the facility. The Village has requested additional security lighting to ensure public safety and vandalism deterrence on the transformer yard facility. The existing storm sewer, electric service, and other utility services in the vicinity are sufficient to support the site. All improvements have been reviewed and approved with conditions by the Village Engineer.

SITE PLAN REVIEW

The proposed development will be developed with two major facilities – a traction power substation (TPSS) operated by Metra and an outdoor transformer yard operated by Commonwealth Edison (ComEd).

The traction power substation will convert electricity into an appropriate voltage and current type to be used by the Metra Electric (ME) rail service. The substation will be a transformer unit located within a 2,940 square-foot building. A parking area and outdoor fenced yard with an area of approximately 3,000 square feet will be located adjacent to the substation facility. The fenced yard will have secured gates for pedestrians or vehicles entering and exiting the facility. The fenced yard will provide three parking

spaces and temporary storage for Metra vehicles. This fenced yard will be accessed by a new driveway installed on Park Avenue. A portion of this facility will be located within property currently used for public parking within the Park Avenue Commuter Lot.

The outdoor transformer yard will include a large electrical transformer box surrounded by a 1,500 square foot outdoor fenced yard area. The yard will be a gravel yard with room sufficient to temporarily provide parking for service vehicles. The yard area will be accessible to vehicles with a vehicle gate. A gravel driveway will be constructed to connect to the yard to the existing gravel service driveway on the site. The yard will be heavily landscaped to screen the yard from 183rd Street and Park Avenue.

The existing gravel driveway will be improved and connect to two additional parking spaces to support the facility. New retaining walls will be installed on portions of the western property boundary along Park Avenue to minimize erosion and support the new structures proposed on the site.

The existing abandoned control tower owned by the Canadian National Railroad will not be removed. There are no current plans for renovating or improving the tower by Canadian National. The area between the existing gravel access driveway and the Canadian National control tower is controlled by Canadian National and is not included in plans for this proposed facility.

Landscaping

The facility is proposed to have landscaping surrounding the outdoor transformer yard on the south side of the facility. Per Section 44-05-08 of the Village Zoning Ordinance, all ground-mounted equipment (including transformers) must be fully screened from view from public right-of-way. The facility will be bordered by *chipkaensis* ("skip laurel") evergreen bushes around the yard to screen the view of the transformer and yard from both Park Avenue and 183rd Street. The facility will have large serviceberry trees on the south side of the property to further screen the view of the transformer yard from view from 183rd Street.

The remainder of the site south of the outdoor transformer yard will be covered in mulch and groundcover. The applicant has proposed to use juniper bushes planted in mulch to provide this groundcover, which will improve the aesthetics of the site and provide additional absorption of groundwater. The Village Arborist has recommended an alternative species to replace the juniper bushes, and this replacement has been provided as a recommended condition with this approval (see *Recommended Planning and Zoning Commission Action*)

No landscaping is proposed near the traction power substation on the north side of the facility. The area between the existing gravel access driveway and the Canadian National control tower will not be landscaped due to the area remaining controlled by Canadian National.

Engineering

A 6" sanitary sewer line is proposed to be constructed from the new traction power substation building (near the restroom on the northwest corner of the building) through the Village parking lot. A new 2" water service line is also proposed to connect to the substation building from an existing main on Park Avenue.

The vast majority of the site will be covered in grass or gravel which will provide permeable surface for drainage. The new retaining wall in the rear of the outdoor transformer yard on the south side of the property will include a perforated drain pipe, which will drain water through two outlets facing the existing gravel access drive and the grass area near the corner of 183rd Street and Park Avenue. Site drainage, including roof drains, will be routed to the existing 36" storm sewer main on the east side of Park Avenue. Drainage plans have been reviewed and approved by the Village Engineer.

New electrical poles will be constructed to connect the outdoor transformer facility and the traction power substation to existing railroad facilities. No other utilities in the vicinity, including water and storm sewer mains along Park Avenue and gas mains intersecting with the property, will be affected by the new construction.

The Village Engineer has reviewed all details of the proposed plans, including a 100% submittal for engineering drawings. These drawings have been approved with conditions by the Village Engineer. While a 10' easement for the proposed sanitary sewer line is proposed, the Village Engineer requires the recording and execution of a 15' sanitary sewer easement, with 7.5' minimum distance on each side of the proposed sanitary main. This easement must be included on any submittal for a lot line consolidation to incorporate a portion of the Village parking lot. A condition of approval to provide this easement on a resubdivision plat has been provided for this application (see *Recommended Planning and Zoning Commission Action*).

The Village Engineer has also required the installation of curb and gutter structures along both sides of the existing gravel access drive (leading to new paved parking spaces on the south side of the new traction power substation building), to ensure drainage is properly controlled and routed to the existing storm sewer on the east side of Park Avenue (see *Recommended Planning and Zoning Commission Action*).

Elevations

The new traction power substation will be fully enclosed within a building. Each elevation of the building will be clad in two types of brick: a smooth-faced brick on the lower half of each wall face, and a textured brick on the upper half of each wall face. All brick will be laid with a "Flemish bond," alternating between bricks laid lengthwise and widthwise. On the textured upper half of each wall face, the widthwise bricks will be raised to create visual interest. The two halves of each wall face will be separated by a small metal band with LED lighting installed within the band as accent lighting for the building. The north and west elevations will also include panels of cast stone near the building's entrance to further enhance the appearance of the structure.

The elevations are designed with proportion and shape to match the existing Village Metra station constructed in 2023, including similar building height, similar roof parapet structure, and matching entry and lighting design on the northwest corner of the building. The cast stone panels on the north and west elevations of the building are similar to the stone panels which are used as cladding across much of the Village's Metra station. A "summer yellow" aluminum panel on the west and north elevations will also match the panel used on the front entry of the Village's Metra Station.

The building will have also use a brick material which is similar in color and texture to the existing Canadian National control tower located near the facility. Similar types of brick are used in numerous

locations throughout the Village, including on several office and commercial buildings in the Village's downtown area.

The building must meet the design standards set forth in Section 44-05-11 of the Village Zoning Ordinance. The building meets material quality standards by providing extensive "Tier I" materials (>50%) across all four elevations of the building. The building will also meet façade articulation requirements by providing the textured brick on the upper portion of each elevation and providing cast stone panels as an addition architectural feature on the west elevation where façade articulation is required. The building does not include any windows due to security and operational constraints of the substation facility, and the director of economic and community development may waive requirements for building transparency. A condition of approval to provide a written waiver of transparency requirements has been provided with the recommendation for this development (see *Recommended Planning and Zoning Commission Action*).

Lighting

Security lighting fixtures are proposed to be installed on the northeast corner of the traction power substation building to provide lighting for the fenced yard adjacent to the building. The LED light bands on all four elevations of the building will also provide additional lighting around the perimeter of the substation building, including on the public sidewalk along Park Avenue.

No lighting plans have been submitted for the outdoor transformer yard on the south side of the facility. Staff have provided a recommended condition of approval to include security lighting around the outdoor transformer yard for protection from vandalism and other security concerns (see *Recommended Planning and Zoning Commission Action*).

STAFF COMMENTS

This proposed facility will require Appearance Review. The applicant has applied for an Appearance Review. This review will occur on Thursday, May 7, 2026.

FINDINGS OF FACT

The staff has prepared the draft findings of fact following the standards outlined in Section 44-07-10 and 44-07-11 of the Village Zoning Ordinance for zoning map amendment and special use permit applications. The findings of fact, as proposed or as amended, may be entered into the record:

1. The subject property is located at 18277 Park Avenue, and is currently located within the B-2 Downtown Transition and PL-2 Public Land and Open Space zoning districts, with land currently located within parcels with Cook County PINs #29-31-306-024 and 29-31-306-019;
2. The subject property is currently owned by the Village of Homewood and Metra;
3. This proposed project requires a lot line adjustment to transfer 0.07 (3,055 square feet) acres from PIN #29-31-306-019 to PIN #29-31-306-024, and rezoning of parcel #29-31-306-024 from the B-2 Downtown Transition zoning district to the PL-2 Public Land and Open Space zoning district. This rezoning will remove approximately 5.27 acres of property from the B-2 Downtown Transition and move the entire property into the PL-2 Public Land and Open Space zoning district.

4. The proposed utility use is a special use within the PL-2 Public Land and Open Space zoning district;
5. The subject site meets use-specific standards set forth in Section 44-04-10 of the Village Zoning Ordinance;
6. The subject site meets applicable development standards in Section 44-05 of the Village Zoning Ordinance;
7. The proposed use and subject site are consistent with the applicable standards for zoning map amendment approval as set forth in Section 44-07-10 of the Village Zoning Ordinance;
8. The proposed use is consistent with the applicable standards for special use permit approval as set forth in Section 44-07-11.

RECOMMENDED PLANNING & ZONING COMMISSION ACTION

The Planning and Zoning Commission may wish to consider the following motion:

Recommend approval of Case 26-13, a zoning map amendment to rezone a proposed parcel of approximately 5.32 acres from the B-2 Downtown Transition and PL-2 Public Land and Open Space zoning districts to the PL-2 Public Land and Open Space zoning district, to the Village Board of Trustees, subject to the following conditions:

1. The applicant shall apply for a lot line adjustment with the Village of Homewood and receive approval of final plat from the Planning and Zoning Commission and Village Board, and have a revised plat recorded with the Cook County Clerk’s Office, to incorporate a 3,055 square foot (0.07 acre) portion of the parcel with PIN #29-31-306-019 (owned by the Village of Homewood) into the parcel with PIN #29-31-306-024.

AND

Recommend approval of Case 25-15, a special use permit to allow the operation of a utility use within the PL-2 Public Land and Open Space zoning district, to the Village Board of Trustees;

AND

Approve Case 25-16, a site plan review of proposed improvements to support a traction power substation and outdoor transformer yard for use by Metra and Commonwealth Edison, as proposed in the documents submitted by Puppala Phanindra of Hatch Consultants Ltd., Metra, and GFT Inc., subject to the following conditions:

1. Submit a revised landscape plan with building permit submittals providing an alternative groundcover species selection for the proposed juniper bushes located in the southern portion of the property;
2. Submit a photometric plan with building permit submittals demonstrating the location and lighting impact of security lighting fixtures installed at the transformer yard on the southern half of the property;
3. Provide a copy of a permit determination letter from the Thorn Creek Basin Sanitary District to the Village Engineer prior to building permit submittals;

4. Submit a revised utility plan with building permit submittal indicating the replacement of a 10 foot sanitary sewer easement with a 15 foot sanitary sewer easement pursuant to Village engineering requirements. This revised easement shall be reflected on revised final site plan drawings and included on the final plat of the required lot line consolidation;
5. Submit a revised site plan with building permit submittals indicating the interior location of a water meter within the substation building and a 2-inch water service line servicing the building no closer than 10 feet from any proposed roof drain line;
6. Submit a revised site plan with building permit submittals replacing proposed aggregate shoulders on gravel access driveways with curb and gutter pursuant to Village engineering requirements;
7. Any installation of outdoor transformer equipment as specified in engineering plans shall include a containment pit suitable for 1,000 gallon transformers;
8. Approval of special use permit and rezoning of the property by the Village Board of Trustees shall be completed prior to issuance of any building permit.

NON-RESIDENTIAL ZONING REVIEW PROCESS AND REQUIREMENTS



Item 5. B.

2020 Chestnut Road, Homewood, IL 60430

APPLICATION CHECKLIST

For all applications, provide the following:

- | | | |
|---|---|--|
| <input checked="" type="checkbox"/> Completed application form | <input type="checkbox"/> Proof of ownership, or
Letter of authorization by the owner | <input checked="" type="checkbox"/> Materials, as listed below |
| <input checked="" type="checkbox"/> Plat of survey with legal description | | <input type="checkbox"/> Payment of fee |

Based on each action(s) requested, provide the required materials listed below. Staff reserves the right to request additional materials, as required by the scope of the request, to make an informed decision.

Special Use, Limited Use, Temporary Use

- Site plan
- Conceptual floor plan
- Completed worksheet responding to applicable standards or review criteria
- Narrative describing the proposed use, including:
 - services provided
 - hours of operations
 - anticipated average and peak capacity

Variance

- Site plan
- Conceptual floor plan
- Completed worksheet responding to standards
- Letters of support from neighbors, optional

Site Plan Review

- Site plan or survey of existing conditions
- Site plan of proposed development
- Conceptual floor plan(s)
- Landscape plan, existing and proposed, if impacted by changes

Text or Map Amendment

- Site plan
- Conceptual floor plan
- Narrative describing the proposed land use requiring the amendment to the zoning text or map
- Completed worksheet responding to applicable standards

Planned Development

- Proposed plat of record for lot consolidation or subdivision
- Directory of all development team members/consultants with contact information
- Site plan or survey of existing conditions
- Site plan of proposed development
- Conceptual floor plan(s)
- Transportation Impact Study
- Village Impact Study
- Studies or reports by outside agencies

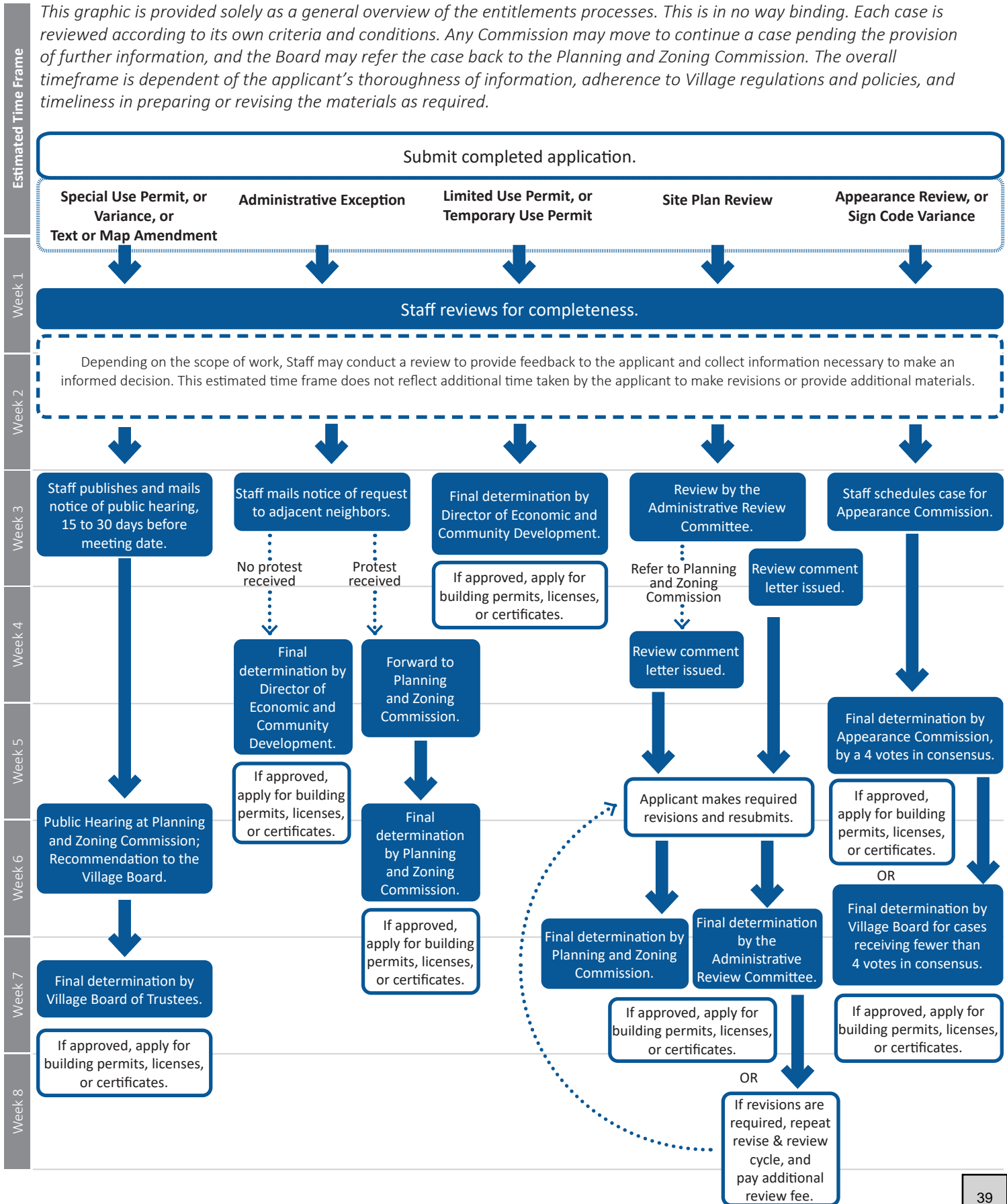
APPEARANCE REVIEW

For applications requiring Appearance Review, submit the following materials:

- | | |
|---|---|
| <input checked="" type="checkbox"/> Completed Appearance Commission application form | <input checked="" type="checkbox"/> Material palette board (digital), showing, as applicable: |
| <input checked="" type="checkbox"/> Narrative describing the proposed new or changed to elevations, landscaping, lighting, and/or signage | <input checked="" type="checkbox"/> building materials |
| <input checked="" type="checkbox"/> Elevation and/or plan drawings showing the existing and proposed conditions | <input checked="" type="checkbox"/> plants and landscape materials |
| <input checked="" type="checkbox"/> Photometric plan for new or changes to exterior lighting | <input checked="" type="checkbox"/> cut sheets for lighting fixture |
| | <input type="checkbox"/> cut sheets for site furnishings |

PROCESS

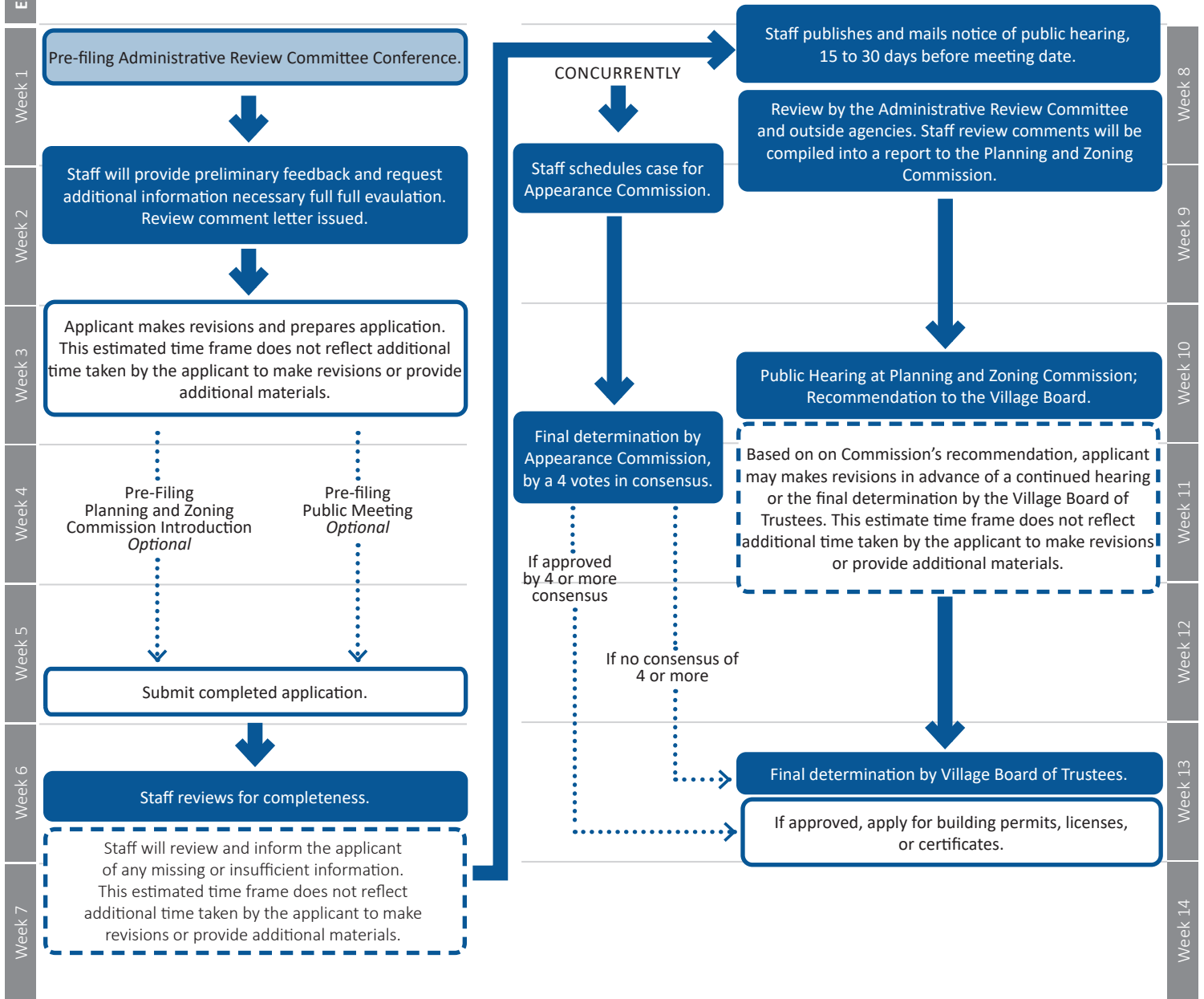
Legend: Action by applicant Action by Village



PROCESS - PLANNED DEVELOPMENT

Legend: Action by applicant Joint action Action by Village

This graphic is provided solely as a general overview of the Planned Development entitlement process. This is in no way binding. Each case is reviewed and judged according to its own merits. Any Commission may move to continue a case pending the provision of further information, and the Board may refer the case back to the Planning and Zoning Commission. The overall timeframe is dependent of the applicant's thoroughness of information, adherence to Village regulations and policies, and timeliness in preparing or revising the materials as required.





VILLAGE OF HOMEWOOD

APPL Item 5. B.

NON-RESIDENTIAL ZONING REVIEW

2020 Chestnut Road, Homewood, IL 60430

PROPERTY INFORMATION

Street Address: 18277 Park Avenue Homewood, IL 60430

Property Index Number(s): 29-31-306-024
29-01-306-019

Lot Size: 41204 sq. ft. 0.95 acres
If the subject property is multiple lots, provide the combined area.

Zoning District:
 R-1 R-2 R-3 R-4 B-1 B-2 B-3 B-4 M-1 M-2 PL-1 PL-2

Complete this section to determine your required review(s):

Is the subject property more than one lot held in common ownership?

yes no

→ If yes, lots held in common ownership should be consolidated

A Planned Development is required for development of lots >25,000 sf or located in the B-1 or B-2 Zoning Districts.

REQUESTED USE

Requested Use: Power substation building with private fenced yard on PL-2 zoning

Gross Floor Area: 2940 sq. ft. **Parking Provided:** 2

Existing Use: PL-2 zoning

The requested use is:

- Permitted
- Limited
- Special
- Other:

SITE OR BUILDING CHANGES

Existing Development: Parking on B-2 zoning

Proposed Development *Check all that apply. Provide a description and metrics below.*
 New Construction Addition Site Alterations Exterior Building Alterations

Metra intends to acquire portion of 019 parcel (B-2 zone) to build a Power substation building with private fenced yard on their current PL-2 zone in 024 parcel. The newly acquired portion of 019 parcel would consequently inherit the PL-2 zone of 024 parcel. ComEd transformer will be added to the 024 parcel.

Development Metrics	Existing	Proposed
Gross Floor Area (sq. ft):	<u>0</u>	<u>2940</u>
Parking Spaces	<u>20</u>	<u>2</u>
Lot Coverage		
Impervious Area (sq. ft.)	<u>21273</u>	<u>25163</u>
Impervious Coverage (%)	<u>0.52</u>	<u>0.61</u>

New construction?

yes no

→ If yes, requires Site Plan Review

Floor area increase is 20% or more?

yes no

→ If yes, requires Site Plan Review

Does the applicant elect to proceed as a Planned Development?

yes no

Is site circulation or parking impacted?

yes no

→ If yes, requires Site Plan Review

Is site landscaping impacted?

yes no

→ If yes, requires Site Plan Review

Exterior building alterations?

yes no

→ If yes, requires Appearance Review

ZONING RELIEF OR CHANGES

Zoning Variance or Amendment *Describe any requested zoning relief or changes below.*
Metra intends to acquire portion of 019 parcel (B-2 zone) to build a Power substation building with private fenced yard on their current PL-2 zone in 024 parcel. The newly acquired portion of 019 parcel would consequently inherit the PL-2 zone of 024 parcel.

The applicant requests:

- Variance
- Administrative Exception
- Zoning Text Amendment
- Zoning Map Amendment

APPLICANT

Name Puppala Phanindra
 Company Hatch Consultant Ltd
 Address 425 South Financial Pl., Suite 3025
Chicago, Illinois 60605
 Phone 216 650 1699
 Email Puppala.phanindra@hatch.com
 Role Project Manager

PROPERTY OWNER

Name Riab Alkhatib
 Company METRA
 Address 547 W Jackson Blvd.
Chicago, IL 60661
 Phone 312-322-6539
 Email RAIkhatib@METRARR.COM

Check box if the applicant is the property owner

I acknowledge and attest that:

- » All the information and exhibits submitted with this application are true and accurate to the best of my knowledge;
- » Village representatives are permitted to make reasonable inspections of the subject property necessary to process this application;
- » I agree to pay all required fees;
- » No work may be done without first obtaining a Building Permit. All work shall be completed in accordance with Village Codes and Ordinances.

Puppala Phanindra
 Applicant Name

**Puppala,
Phanindra**
Digitally signed by Puppala, Phanindra
 DN: cn=Puppala, Phanindra
 Date: 2026.03.20 15:23:09 -05'00'
 Applicant Signature

03/20/2026
 Date

Staff Notes

Do not write below this line.

Fee: _____ Paid Date Received: _____

CASE NO: _____ REQUEST: _____

Comments/Conditions: Approved Approved with Conditions Denied Date: _____

CASE NO: _____ REQUEST: _____

Comments/Conditions: Approved Approved with Conditions Denied Date: _____

CASE NO: _____ REQUEST: _____

Comments/Conditions: Approved Approved with Conditions Denied Date: _____

This application has zoning approvals and may proceed to obtain Building Permits or a Certificate of Occupancy.

Name: _____ Signature: _____ Date: _____

Special Use Narrative
3/18/26

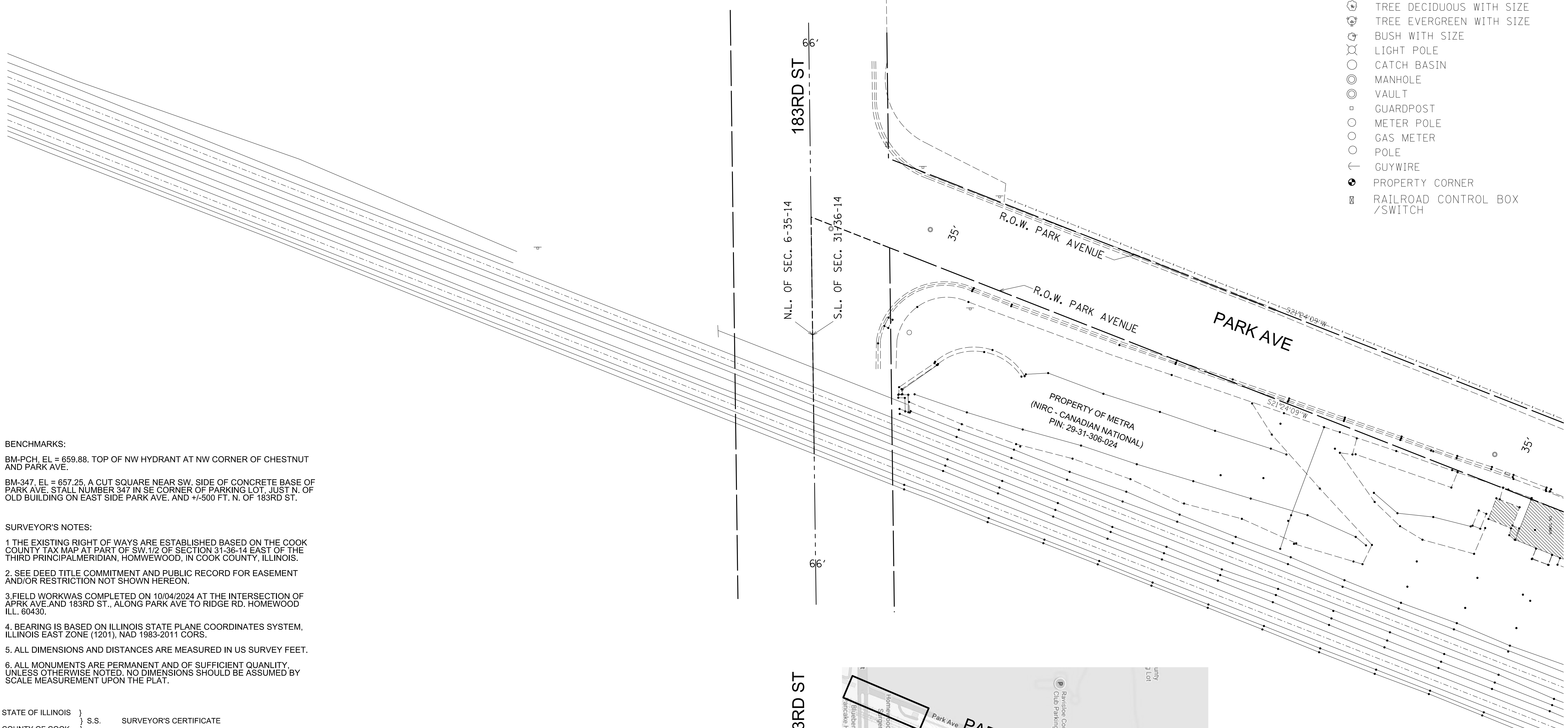
The proposed use of the planned building on parcel 024 and 019 will be an electrical substation for the adjacent Metra Electric District commuter rail service, just north of the existing CN tower along Park Avenue just north of 183rd Street. The new facility is necessary infrastructure for continued dependable rail service on the Metra Electric District and will be built mostly on an undeveloped portion of parcel 024 owned by Metra and a small portion of the parking lot on parcel 019 currently being negotiated for acquisition by Metra from the Village of Homewood. Part of the improvements also add a new ComEd yard required for support of substation further south of the CN tower on parcel 024. These facilities/improvements are allowed via the PL-2 zoning via Special Use.

The new facility is private infrastructure that will house electrical equipment dedicated to the commuter rail service. All entries are via private fenced access including a loading/parking yard. The facility will be operational 24/7 but is only manned on occasion for maintenance purposes by Metra personnel. It is a very low occupancy private building that will not see much traffic or occupancy, and there is no public interfacing access. Similarly, the exterior pad-mounted ComEd transformer will be behind a secured fence and only frequented on the rare occasion when servicing is needed by ComEd personnel.

PLAT OF SURVEY

PART OF SOUTHWEST 1/4 OF SECTION 31, TOWNSHIP 36 NORTH, RANG 14,
EAST OF THE THIRD PRINCIPAL MERIDIAN,
HOMWOOD, IN COOK COUNTY, ILLINOIS

- LEGEND:
- ☐ POWER POLE WITH TRANSFORMER
 - ☐ ELECTRICAL SPLICE BOX
 - ⊙ TREE DECIDUOUS WITH SIZE
 - ⊙ TREE EVERGREEN WITH SIZE
 - ⊙ BUSH WITH SIZE
 - ⊙ LIGHT POLE
 - CATCH BASIN
 - ⊙ MANHOLE
 - ⊙ VAULT
 - ⊙ GUARDPOST
 - METER POLE
 - GAS METER
 - POLE
 - ← GUYWIRE
 - ⊙ PROPERTY CORNER
 - ⊙ RAILROAD CONTROL BOX / SWITCH



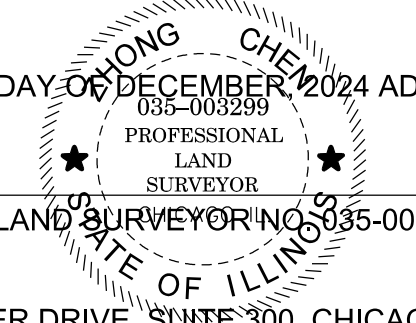
BENCHMARKS:
 BM-PCH, EL = 659.88. TOP OF NW HYDRANT AT NW CORNER OF CHESTNUT AND PARK AVE.
 BM-347, EL = 657.25, A CUT SQUARE NEAR SW. SIDE OF CONCRETE BASE OF PARK AVE. STALL NUMBER 347 IN SE CORNER OF PARKING LOT, JUST N. OF OLD BUILDING ON EAST SIDE PARK AVE. AND +/-500 FT. N. OF 183RD ST.

SURVEYOR'S NOTES:
 1. THE EXISTING RIGHT OF WAYS ARE ESTABLISHED BASED ON THE COOK COUNTY TAX MAP AT PART OF SW 1/2 OF SECTION 31-36-14 EAST OF THE THIRD PRINCIPAL MERIDIAN, HOMMEWOOD, IN COOK COUNTY, ILLINOIS.
 2. SEE DEED TITLE COMMITMENT AND PUBLIC RECORD FOR EASEMENT AND/OR RESTRICTION NOT SHOWN HEREON.
 3. FIELD WORK WAS COMPLETED ON 10/04/2024 AT THE INTERSECTION OF APRK AVE. AND 183RD ST., ALONG PARK AVE TO RIDGE RD. HOMMEWOOD ILL. 60430.
 4. BEARING IS BASED ON ILLINOIS STATE PLANE COORDINATES SYSTEM, ILLINOIS EAST ZONE (1201), NAD 1983-2011 CORS.
 5. ALL DIMENSIONS AND DISTANCES ARE MEASURED IN US SURVEY FEET.
 6. ALL MONUMENTS ARE PERMANENT AND OF SUFFICIENT QUANTITY, UNLESS OTHERWISE NOTED. NO DIMENSIONS SHOULD BE ASSUMED BY SCALE MEASUREMENT UPON THE PLAT.

STATE OF ILLINOIS }
 COUNTY OF COOK } S.S. SURVEYOR'S CERTIFICATE

THIS IS TO CERTIFY THAT I, ZHONG CHEN, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE SURVEYED THE ABOVE DESCRIBED PROPERTY, THAT THIS SURVEY IS TRUE AND COMPLETE TO THE BEST OF MY KNOWLEDGE AND BELIEFS. THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

FIELD WORK COMPLETED ON 10/04/2024 .
 DATED AT CHICAGO, ILLINOIS THIS 15TH DAY OF DECEMBER 2024 AD.



ZHONG CHEN - ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-003299
 LICENSE EXPIRATION DATE: 11-30-2026

DYNASTY GROUP, INC., 211 WEST WACKER DRIVE, SUITE 300, CHICAGO ILLINOIS 60606
 A DESIGN FIRM-LAND SURVEY/PROFESSIONAL ENGINEERS. LICENSE NO. 184000104-0010
 EXPIRATION DATE: 04/30/2027

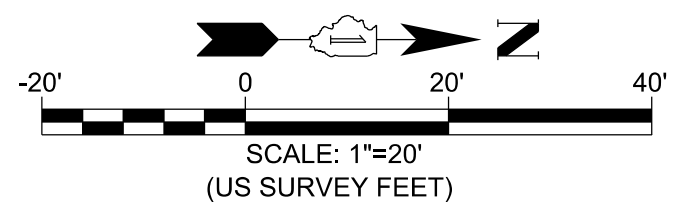
CONTROL POINTS

POINT NUMBER	NORTHING	EASTING	ELEVATION	FEATURE
10	1782023.66	1165477.60	648.28	CUT "X"
11	1782171.22	1165578.85	659.99	REBAR
13	1782245.97	1165552.46	652.36	CUT "X"
20	1782681.68	1165736.51	653.49	MAG NAIL
21	1783435.14	1165974.49	652.67	CUT "X"
23	1783694.31	1166217.45	656.94	MAG NAIL
24	1783657.20	1166160.43	655.80	MAG NAIL

183RD ST



SITE MAP (N.T.S.)



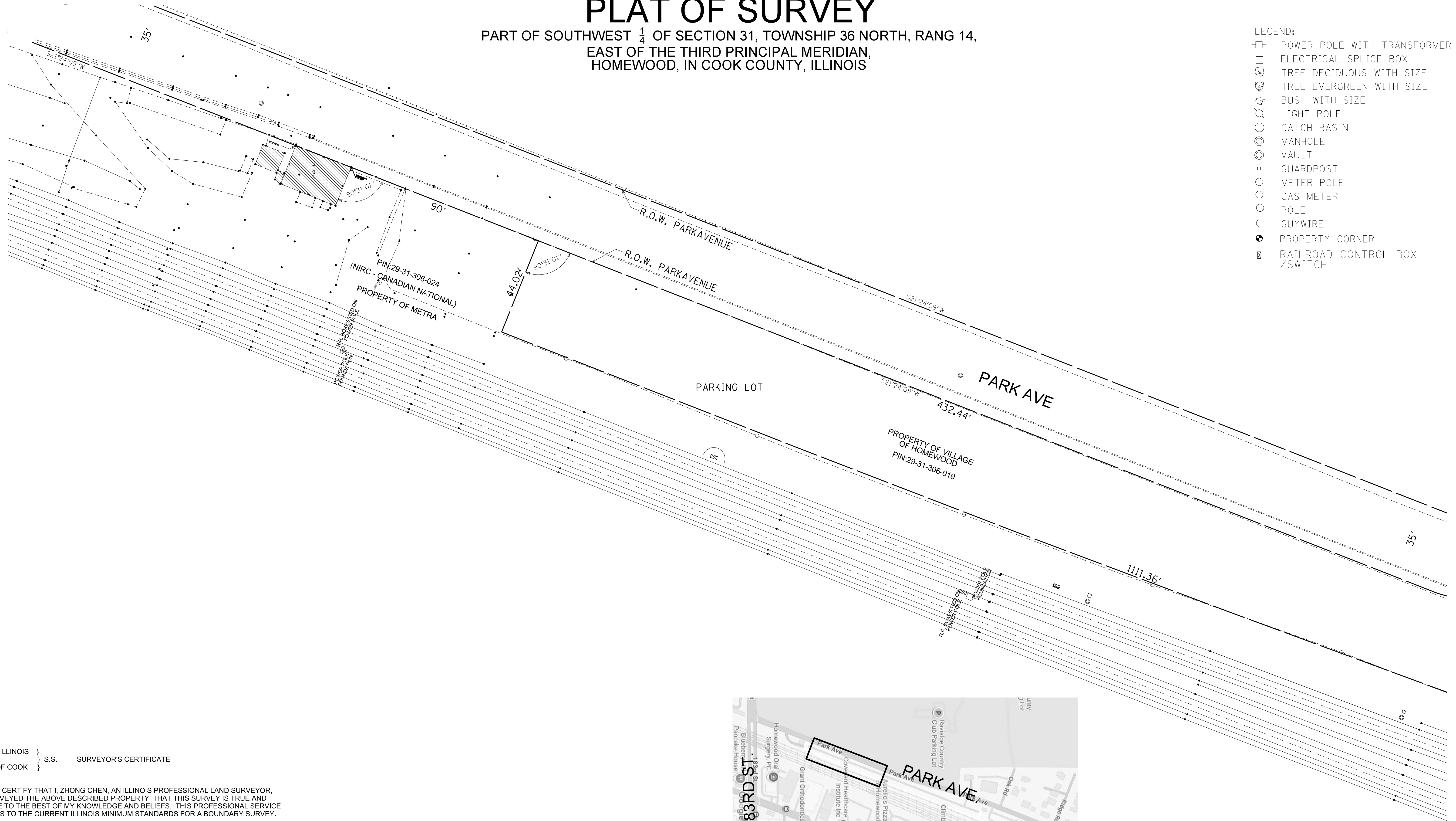
CADD FILE NUMBER: D:\DGI\Projects\24107 - Metra Homewood\24107 Metra Homewood Plat.dgn PLOT DATE/TIME STAMP: \$DATES

DESIGNED: DRAWN: D.C. CHECKED: Z.C. METRA P.M. R. ALKHATIB DATE: 06/16/2025	SUB CONSULTANT DYNASTY GROUP, INC. Engineers & Surveyors 211 WEST WACKER DRIVE, SUITE 300 CHICAGO, ILLINOIS 60606-1212 PHONE: (312) 794-1970 FAX: (312) 794-1977	PRIMARY CONSULTANT SEAL/SIGNATURE 	PRIMARY CONSULTANT 	<table border="1"> <tr> <td>2</td> <td>06-16-25</td> <td>DC</td> <td>ZC</td> <td>60% SUBMITTAL</td> </tr> <tr> <th>REV</th> <th>DATE</th> <th>BY</th> <th>APP</th> <th>DESCRIPTION</th> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table>	2	06-16-25	DC	ZC	60% SUBMITTAL	REV	DATE	BY	APP	DESCRIPTION						 547 W. JACKSON BOULEVARD CHICAGO, ILLINOIS 60661	PROJECT TITLE: TASK ORDER 5 - DESIGN FOR HOMMEWOOD TPSS - MED SHEET TITLE: PLAT OF SURVEY SHEET 1 ADDRESS/LOCATION: HOMMEWOOD	PROJECT NO. R1K25454 DISTRICT: MED MILE POST/FACILITY: 23.87 SCALE: 1" = 20'	SHEET NO. C1400 BOOK: 1 OF 1 PAGE NO. 1 OF 1
2	06-16-25	DC	ZC	60% SUBMITTAL																			
REV	DATE	BY	APP	DESCRIPTION																			

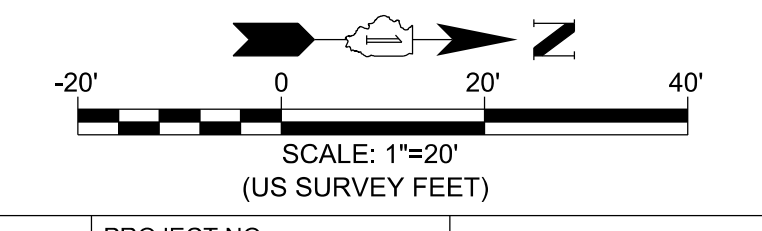
PLAT OF SURVEY

PART OF SOUTHWEST 1/4 OF SECTION 31, TOWNSHIP 36 NORTH, RANG 14,
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 - ↑ GUYWIRE
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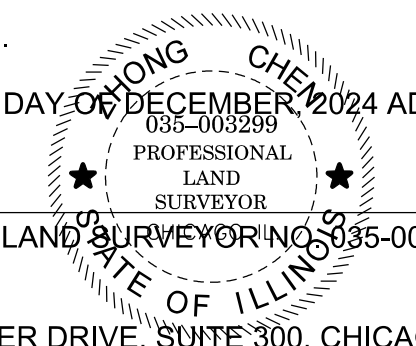
SITE MAP
(N.T.S.)



STATE OF ILLINOIS }
COUNTY OF COOK } S.S. SURVEYOR'S CERTIFICATE

THIS IS TO CERTIFY THAT I, ZHONG CHEN, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE SURVEYED THE ABOVE DESCRIBED PROPERTY. THAT THIS SURVEY IS TRUE AND COMPLETE TO THE BEST OF MY KNOWLEDGE AND BELIEFS. THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

FIELD WORK COMPLETED ON 10/04/2024 .
DATED AT CHICAGO, ILLINOIS THIS 15TH DAY OF DECEMBER, 2024 AD.

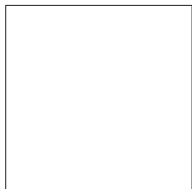


ZHONG CHEN - ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-003299
LICENSE EXPIRATION DATE: 11-30-2026

DYNASTY GROUP, INC., 211 WEST WACKER DRIVE, SUITE 300, CHICAGO ILLINOIS 60606
A DESIGN FIRM-LAND SURVEY/PROFESSIONAL ENGINEERS. LICENSE NO. 184000104-0010
EXPIRATION DATE: 04/30/2027

CADD FILE NUMBER: D:\DGI Projects\24107 - Metra Homewood\24107 Metra Homewood Plat.dgn PLOT DATE/TIME STAMP: \$DATES

DESIGNED:	SUB CONSULTANT	PRIMARY CONSULTANT	PRIMARY CONSULTANT	PROJECT TITLE:	PROJECT NO.	SHEET NO.
DRAWN: D.C.	DYNASTY GROUP, INC. Engineers & Surveyors 211 WEST WACKER DRIVE, SUITE 300 CHICAGO, ILLINOIS 60606-1212 PHONE: (312) 704-1970 FAX: (312) 704-1977			TASK ORDER 5 - DESIGN FOR HOMWOOD TPSS - MED	R1K25454	C1401
CHECKED: Z.C.				2 06-16-25 DC ZC 60% SUMITTAL	PLAT OF SURVEY SHEET 2	DISTRICT: MED
METRA P.M. R. ALKHATIB				ADDRESS/LOCATION:	MILE POST/FACILITY:	PAGE NO. 1 OF 1
DATE: 06/16/2025				HOMWOOD	23.87	
					SCALE: 1" = 20'	

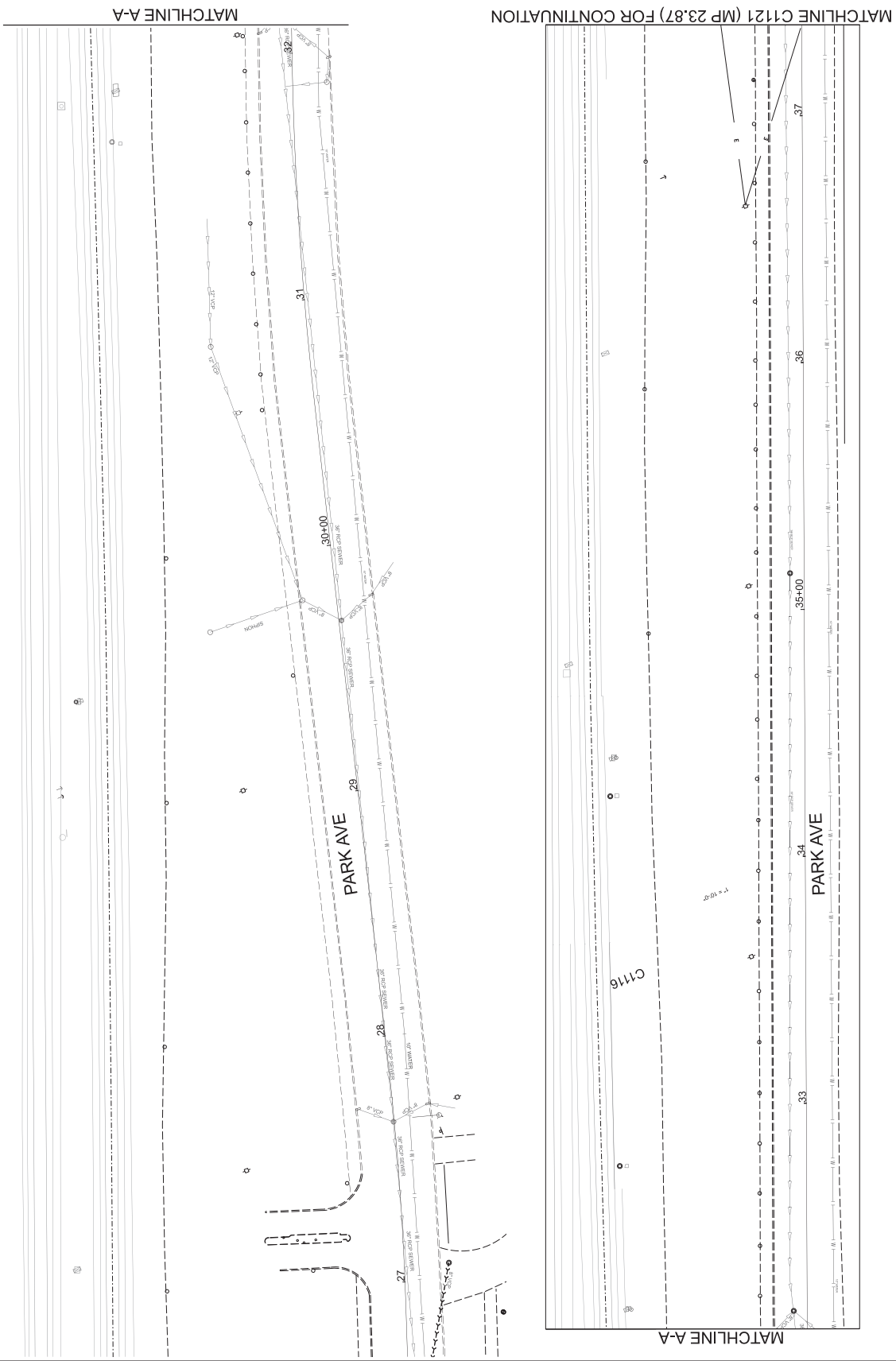


LEGEND

	REMOVE EXISTING STORM SEWER
	EXISTING STORM SEWER
	REMOVE EXISTING WATER LINE
	EXISTING WATER LINE
	ABANDON WATER LINE
	REMOVE EXISTING SANITARY SEWER
	EXISTING SANITARY SEWER
	ABANDON SANITARY SEWER
	EXISTING GAS LINE
	ADJUST STRUCTURE
	REMOVE STRUCTURE
	EXISTING

NOTES:

1. TRACK AND OCS SYSTEM LAYOUT AS SHOWN ON THIS DRAWING IS BASED ON EXISTING FIELD SURVEY DATA. VERIFY EXISTING CONDITIONS AT THE START OF THE PROJECT AND COORDINATE ANY CHANGES WITH THE SURVEYOR AND ADJACENT PROJECTS.
2. SEE CIVIL GENERAL NOTES, SHEET C1101



PROJECT NO.	R172454
REPORT:	C1120
MILE POST/FACILITY:	
DATE:	23.87
SCALE:	1" = 20.00'
DATE:	
DATE:	

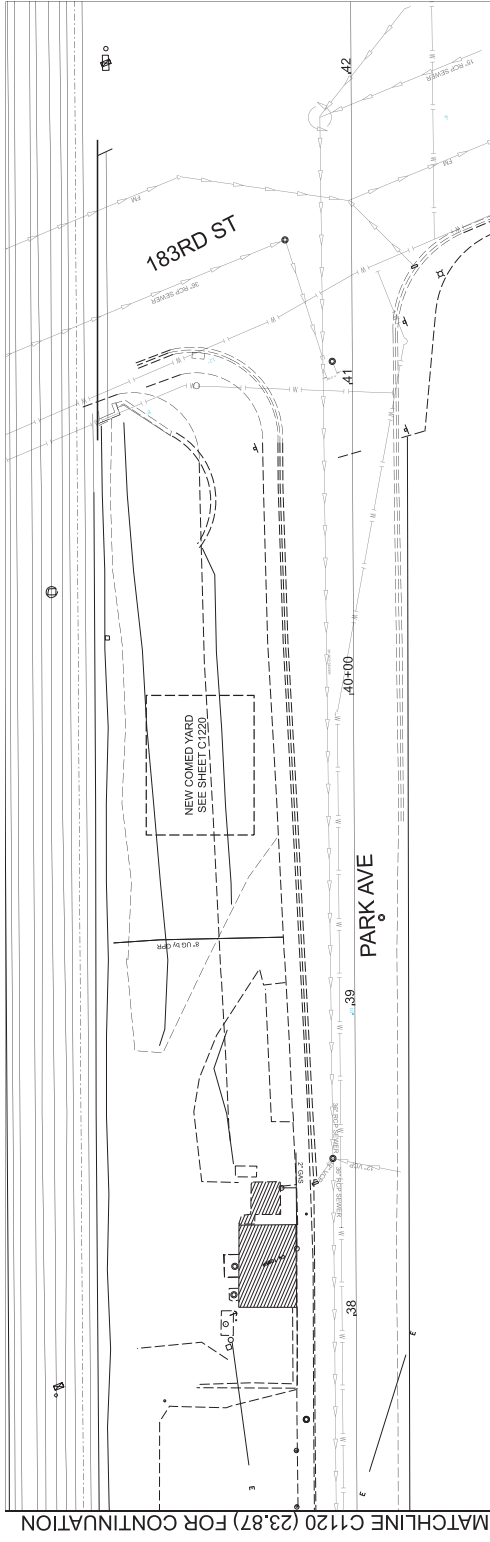
Meta
 847 W. JACKSON BOULEVARD
 CHICAGO, ILLINOIS 60611

PROJECT TITLE:	DESIGN FOR HOMEWOOD TPSS - MED
TASK ORDER #	5 - EXISTING UTILITY PLAN
ADDRESS/LOCATION:	HOMWOOD

DATE:	DATE:	DATE:	DATE:	DATE:	DATE:	DATE:	DATE:	DATE:	DATE:
BY:	BY:	BY:	BY:	BY:	BY:	BY:	BY:	BY:	BY:
DESCRIPTION:	DESCRIPTION:	DESCRIPTION:	DESCRIPTION:	DESCRIPTION:	DESCRIPTION:	DESCRIPTION:	DESCRIPTION:	DESCRIPTION:	DESCRIPTION:

DATE: 01/10/2025

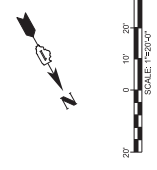
Item 5. B.



- LEGEND**
- REMOVE EXISTING STORM SEWER
 - EXISTING STORM SEWER
 - REMOVE EXISTING WATER LINE
 - EXISTING WATER LINE
 - ABANDON WATER LINE
 - ABANDON EXISTING SANITARY SEWER
 - EXISTING SANITARY SEWER
 - ABANDON EXISTING GAS LINE
 - EXISTING GAS LINE
 - (A) ADJUST STRUCTURE
 - (R) REMOVE STRUCTURE
 - (E) EXISTING

NOTES:

1. TRACK AND GCS SYSTEM LAYOUT AS SHOWN ON THIS DRAWING IS BASED ON EXISTING CONDITIONS DURING DESIGN. CONTRACTOR SHALL VERIFY ALL UTILITIES AND CONDITIONS AT THE START OF THE PROJECT AND COORDINATE ANY CHANGES TO THE DESIGN WITH THE ADJACENT PROJECTS.
2. SEE CIVIL GENERAL NOTES, SHEET C1101



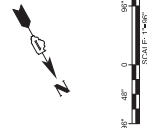
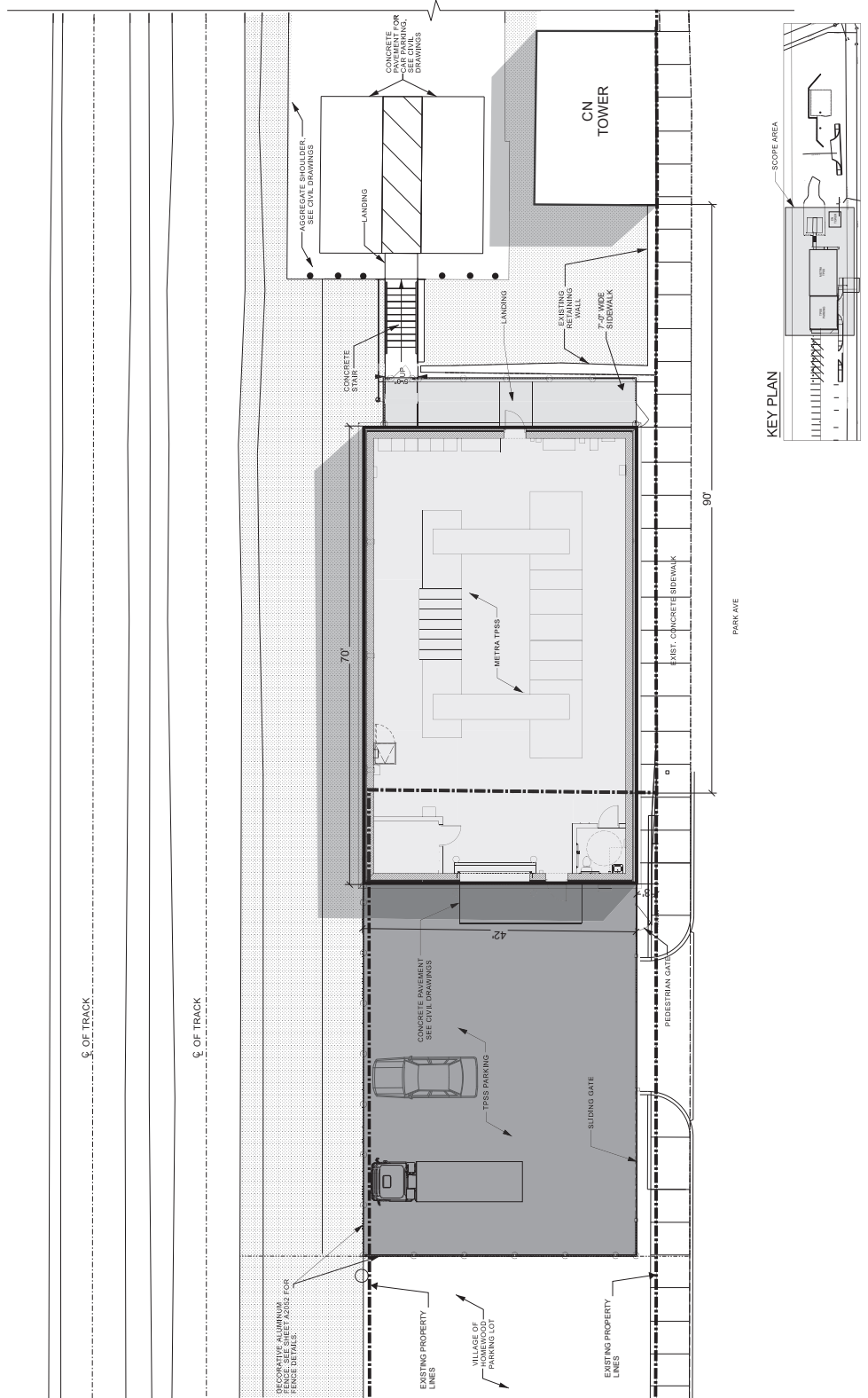
DESIGNER: J. ROSE DRAWN: J. BORTONIA CHECKER: R. ANDRES METRICIAN: R. ALVARO DATE: 08/18/2023	SUB CONSULTANT GANNETT FLEMING	PRIMARY CONSULTANT SEAL SIGNATURE	PRIMARY CONSULTANT HATCH	PROJECT TITLE: TASK ORDER 5 - DESIGN FOR HOMEWOOD TPSS - MED	SHEET NO.: C1121
REV: 2 DATE: 08/18/23 BY: JPP DESCRIPTION: 60% SUBMITTAL	REV: 1 DATE: 08/18/23 BY: JPP DESCRIPTION: 30% SUBMITTAL	REV: 1 DATE: 08/18/23 BY: JPP DESCRIPTION: 15% SUBMITTAL	REV: 1 DATE: 08/18/23 BY: JPP DESCRIPTION: 5% SUBMITTAL	SHEET TITLE: EXISTING UTILITY PLAN	PROJECT NO.: R123456
ADDRESS LOCATION: HOMEWOOD			FILE POSTFACILITY: 23.87		
SCALE: 1" = 20'-0"			SHEET NO.: C1121		



847 W. JACKSON BOULEVARD
CHICAGO, ILLINOIS 60606

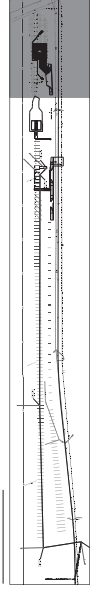
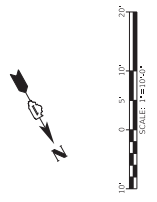
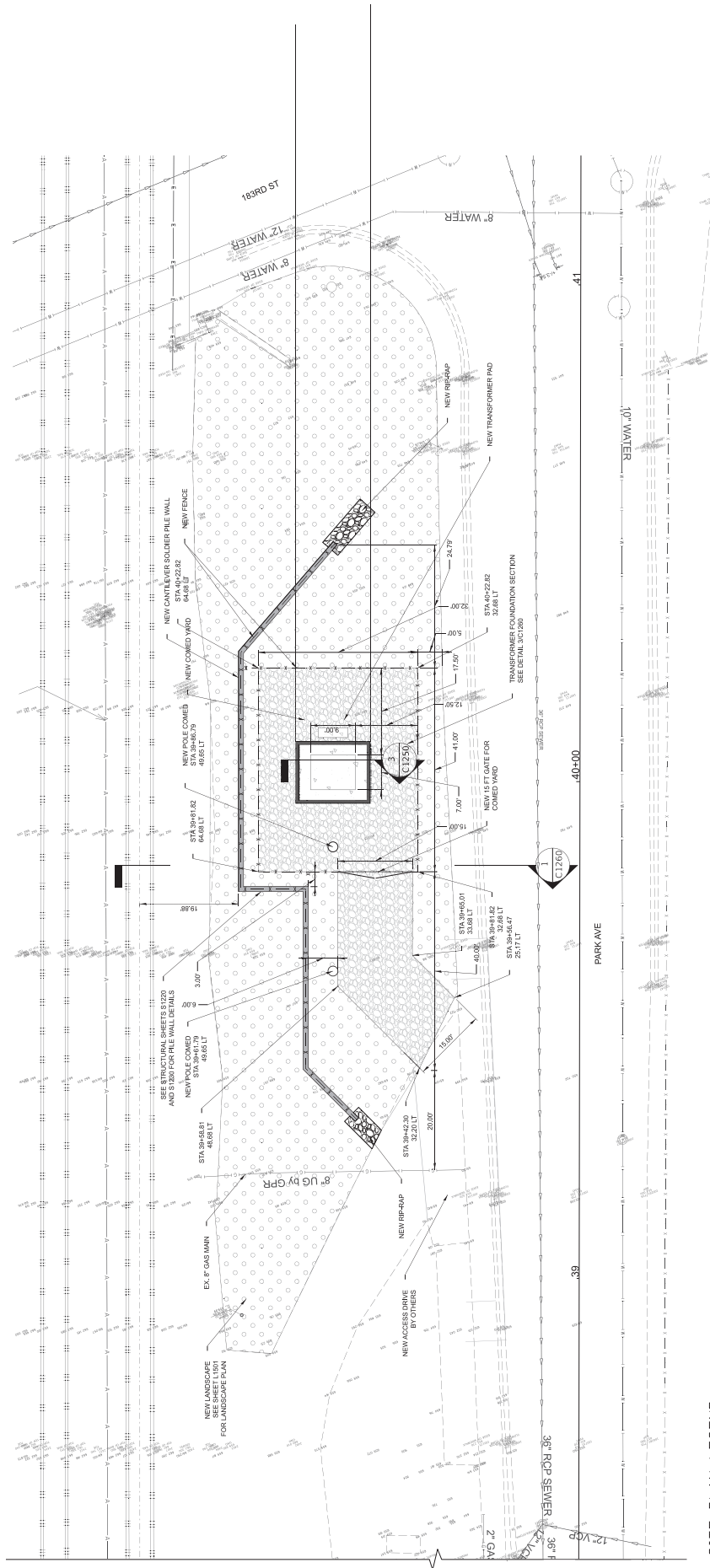
Item 5. B.

SITE PLAN



Item 5. B.

SITE PLAN I COMED



SITE PLAN LEGEND

- EX. TELEPHONE
- EX. FIBER OPTIC
- EX. UTILITY POLE
- EX. AERIAL LINES
- EX. ELECTRIC LINE
- EX. TRAFFIC SIGNAL STRUCTURE
- EX. STREET LIGHT
- EX. MANHOLE (SEWER, WATER, ELECTRIC)
- EX. COMBINED SEWER
- EX. CATCH BASIN
- EX. STORM SEWER
- EX. BUFFALO BOX
- EX. FIRE HYDRANT
- EX. WATER MAIN
- EX. GAS VALVE
- EX. GAS MAIN
- EX. FENCE LINE
- EX. GUARD RAIL
- EX. SIGN
- EX. VEGETATION/TREE
- EX. SIDEWALK
- EX. CURB AND GUTTER
- NEW GRAVEL
- NEW LANDSCAPE
SEE SHEET L1501 FOR LANDSCAPE PLAN
- NEW CONCRETE PAD
- NEW RETAINING WALL
- NEW FENCE



STANDARDS FOR:
SPECIAL USE

2020 Chestnut Road, Homewood, IL 60430

Street Address: 18277 Park Avenue _____ Homewood, IL 60430

Requested Use: Traction Power Substation _____ **Area:** 41204 sq. ft.

Business Name: METRA _____

Applicant Name: Puppala Phanindra _____ **Date:** 3/18/2026 _____

Provide responses to each question below using complete sentences and specific to the proposed business and selected location.

The Planning and Zoning Commission and Village Board shall consider the following responses to the Standards for a Special Use in evaluating the application. No one is controlling.

1. Is the special use deemed necessary for the public convenience at this location?

Describe why this location is best-suited for your business to serve the community.

The building use and classification type is - Utility as per 2024 IBC Section 302.1. Proposed project will be located off Park Ave, just north of 183rd street, Near the existing CN tower (Rail Road Control Tower). Currently the location is used as a parking lot named Homewood METRA station West Daily. The proposed ComEd yard will be south of CN tower and needs to be near the Substation, therefore North of CN tower is best-suited location for Substation on open land without any existing building.

2. Will the special use be detrimental to the economic welfare of the community?

Will the business have a negative impact on other businesses?

As currently the site is use for parking purpose only for METRA station and it does not have any existing building, this proposed Substation building and transformer wont have any major impact. There are no public business operations carried out at this facility. The ComEd yard is a low impact utility area with no public activity and will not affect nearby businesses or the economic welfare.

3. Will the special use be consistent with the goals and policies of the Comprehensive Plan and other adopted plans of the Village?

Describe how your business fits with the goals and policies summarized on the attached sheet.

As such the proposed occupancy does not create any negative impacts to the surrounding occupancy. The special use can be considered as consistent with goals and policies mentioned on the attached sheet because it supports the commuter railroad service in Homewood. The ComEd yard supports essential rail infrastructure and aligns with Village goals for maintaining reliable public services.

4. Is the special use at the subject property so designed, located, and proposed to be operated, that the public health, safety, and welfare will be protected?

Describe any negative impacts, external to your business, that may result from it operating at this location.

The whole stretch of Park Ave, just north of 183rd street has land use of Station and parking lot for station. It does not have any commercial, industrial or residential occupancy near by which can affect business at proposed site. The private building and private yard are secured and fully fenced from public use and won't affect public health, safety, or welfare.

5. Is the special use a suitable use of the property, and, without the special use, could the property be substantially diminished in value?

Describe why your business is best-suited for your this property.

We are applying for special use, as portion of site parcel that Metra intends to acquire is B-2 but will be changed to inherit PL-2 of their existing parcel. We want to be consistent for the entire site and hence we have taken path of Special use permit for a facility and improvements in support of the adjacent railroad tracks.

6. Will the special use cause substantial injury to the value of other property in the neighborhood in which it is located?

Will your business decrease the value of other properties?

The location does not have any commercial, industrial or residential occupancy near by vicinity which can affect proposed site negatively. In fact, the substation and ComEd yard are low activity and essential support functions to the commuter rail traffic needs, which is an asset to the Village and the region.

7. Will the special use be consistent with the uses and community character of the neighborhood surrounding the subject property?

Describe how your business is compatible with its neighbors.

The only adjacent building to the proposed Substation is CN Tower (Rail Road Control Tower). The tower matches early-20th Century railroad-esque architecture with exposed Brick articulation. Hence Proposed Building aesthetic takes color/material cue's from the neighboring building. The only neighboring properties are an active railroad and a quiet golf club across the street.

8. Will the special use be injurious to the use or enjoyment of other property in the neighborhood for the purposes permitted in the zoning district?

Describe any negative impacts, external to your business, that may result from it operating at this location.

The substation is protected by fencing with locked gates which will avoid trespassing and moreover the proposed building use will not be occupied all time. It is a private building with utility purposes and no obscene visual or noise generating equipment. The ComEd equipment also produces minimal noise, traffic, visual impact, and will also be surrounded by a locked fence to deter trespassing.

9. Will the special use impede the normal and orderly development and improvement of surrounding properties for uses permitted in the zoning district?

Describe any negative impacts, external to your business, that may result from it operating at this location.

The proposed site is adjacent to unoccupied and non functional CN Tower which has no effects. North of the site has parking lot of METRA station which will be modified to accommodate and is a part of the same owner's development. The ComEd yard also fits into the existing rail-support corridor. There are no known plans for commercial or residential growth along this quiet narrow stretch of Park Ave.

10. Does the proposed special use at the subject property provide adequate measures of ingress and egress in a manner that minimizes traffic congestion in the public streets?

Describe how will customers get to and from your business.

The public street is only Park Ave which is west of proposed site. The private building use and classification type is - Utility and unoccupied and the ComEd yard is controlled access, therefore the minimal traffic won't cause any congestion. Please note the proposed substation has private dedicated 57' wide yard for parking/loading hence no street parking is required which can clutter streets.

11. Is the subject property adequately served by utilities, drainage, road access, public safety and other necessary facilities to support the special use?

A new business going into an existing development, may answer 'no.'

All the utilities, drainage, road access and public safety facilities will be developed between existing resources and Substation building by METRA. The ComEd yard is adequately supported by existing utilities, drainage, and access, and does not require additional public services.

12. Will the special use have a substantial adverse effect on one or more historical, archaeological, cultural, natural or scenic resources located on the parcel or surrounding properties?

A new business going into an existing development, may answer 'no.'

A NEPA review procured by the project concluded no-effects. The current building is designed respecting the CN Tower, so that it supports heritage value to the area. Regarding other aspects it does not affect much as it surrounded by parking lot in north, Park Ave Road on West and Rail Tracks in East.

1999 COMPREHENSIVE PLAN

Below is an excerpt of the 1999 Comprehensive Plan containing those goals and objectives related to land use and community economic development which may be informative in the evaluation of special use permits.

Goal 1 - Land Use and Community Economic Development

Promote development of all remaining undeveloped property within the Village of Homewood for sound and orderly residential, commercial, and industrial development consistent with the Comprehensive Plan and the Future Land Use Map.

Objectives

- 1.1 - Recruit additional appropriate retail and industrial development for designated vacant commercial and industrial areas shown on the Future Land Use Map [current zoning map].
- 1.2 - Prepare a streetscape right-of-way plan for 183rd Street from the intersection of Dixie Highway to Governor's Highway to establish commercial "entryways" into the downtown central business district.
- 1.3 - Complete a plan to assess the potential for the Downtown to serve as a regional entertainment and "upscale" shopping district, serving residents within a 10-mile radius.
- 1.4 - Establish a transition zone surrounding the current downtown where, depending on market timing, changes in zoning from residential to commercial or mixed-uses would be favorably considered depending on specifics of the proposal.
- 1.5 - Complete an assessment of the success of the recent parking improvement actions to provide additional parking in the downtown and, if warranted, study the need and location of additional parking- both surface and elevated.
- 1.6 - Establish guidelines for appropriate mixed-use downtown development, including parking requirements, acceptable uses, and Village financing assistance (if deemed appropriate).
- 1.7 - Implement municipal utility improvements, especially storm water improvements, sidewalk construction/ replacement, streetscape, street tree plantings, and signage improvements.

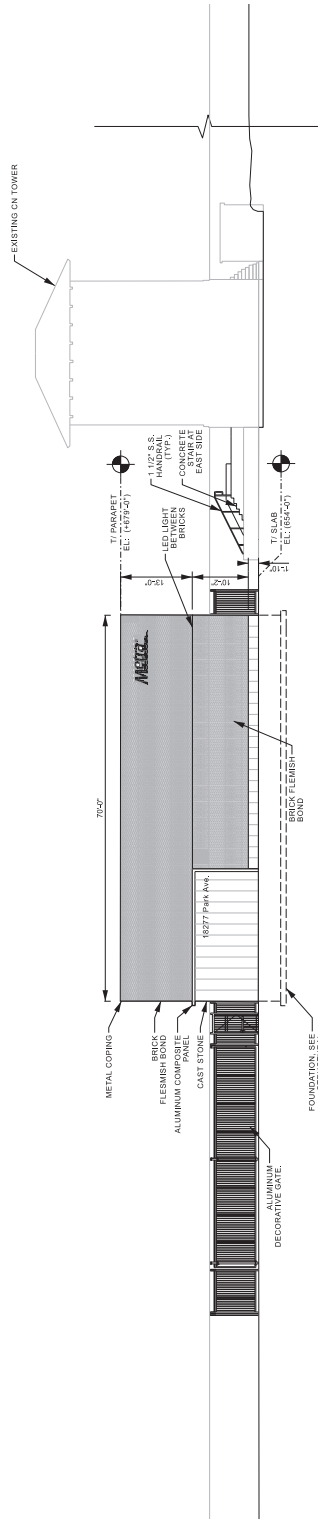
2009 DOWNTOWN MASTER PLAN

Below is an excerpt of the 2009 Downtown Master Plan containing the objectives of the Master Plan. The Downtown Master Plan generally encompasses those areas zoned B-1 and B-2.

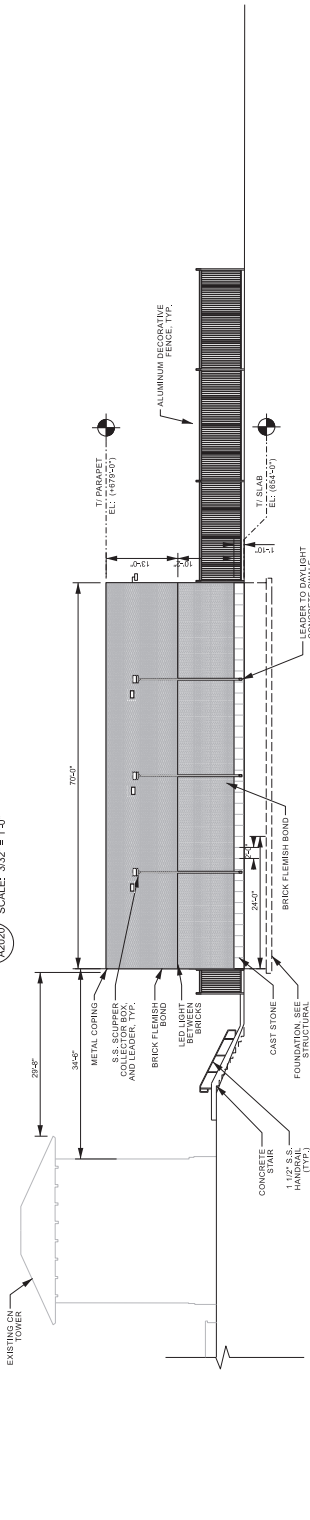
Master Plan Objectives

- » Sustain and enhance Downtown Homewood as a regional draw for the South Suburbs.
- » Encourage mixed-use development of key opportunity sites to create a more active "18-hour" downtown.
- » Increase commercial development to provide more goods and services for residents and visitors.
- » Increase commercial development to enhance the economic base of the Village.
- » Increase residential densities throughout Downtown to support transit use and new commercial activity.
- » Increase use of the Amtrak and Metra stations.
- » Encourage new residential development that provides a wider range of housing products in the Village, including apartments, condominiums, townhomes, and senior housing.
- » Enhance and increase open space within Downtown.
- » Significantly improve physical conditions by expanding streetscape improvements to all Downtown blocks, upgrading street furniture, and improving the pedestrian tunnel and viaducts under the tracks.
- » Improve pedestrian and vehicular access and circulation.

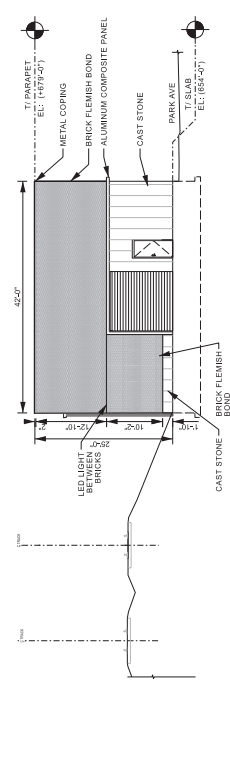
ELEVATIONS



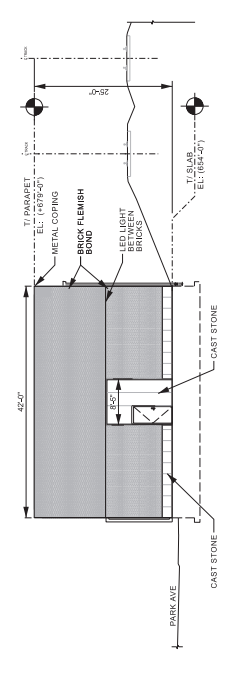
1 WEST ELEVATION
A2/20 SCALE: 3/32" = 1'-0"



2 EAST ELEVATION
A2/20 SCALE: 3/32" = 1'-0"



3 NORTH ELEVATION
A2/20 SCALE: 3/32" = 1'-0"



4 SOUTH ELEVATION
A2/20 SCALE: 3/32" = 1'-0"





MODERN MINIMALISM

- ACCENTUATED ENTRANCE THAT CREATES HUMAN-SCALE ELEMENTS ALONG THE STREET
- UNIFIED DESIGN LANGUAGE CONSISTENT WITH THE NORTH METRA STATION ON HARWOOD AVE.

VIEW FROM NORTHWEST



Item 5. B.

VIEW FROM SOUTHWEST



VIEW FROM NORTHEAST

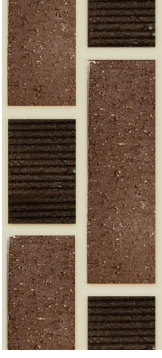


Item 5. B.

MATERIALITY



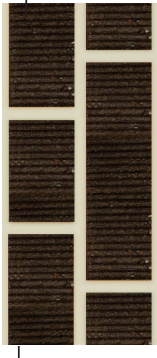
CEDAR RIDGE+ QUEENSTOWN VERTEX



FLEMISH BOND
ACCENTUATED WITH
QUEENSTOWN VERTEX

LED LIGHT BETWEEN BRICKS

QUEENSTOWN VERTEX



FLEMISH BOND COLOR
MATCHED WITH CN TOWER
BRICK

SUMMER YELLOW

ALUMINUM COMPOSITE PANEL
MATCHED WITH HARWOOD AVE.
STATION

CAST STONE

MATCHES WITH HARWOOD AVE.
STATION



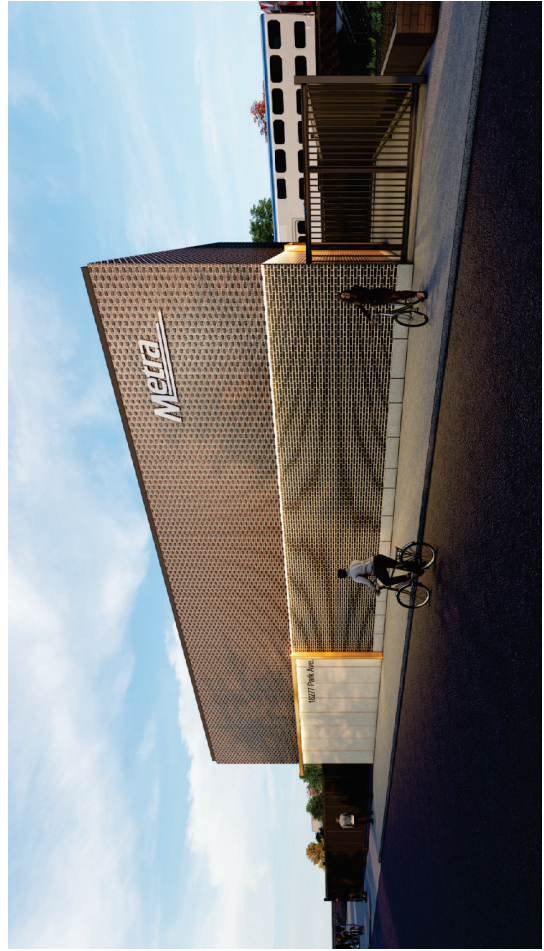
CN TOWER BRICK



YELLOW PANEL

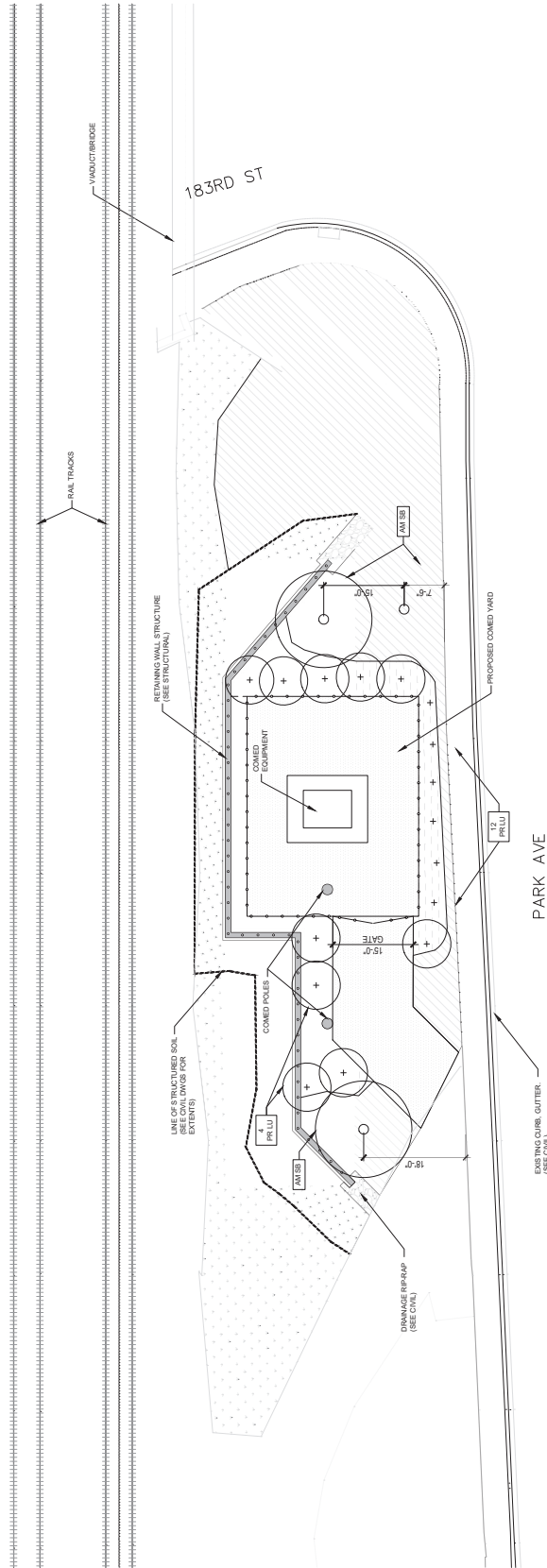
Item 5. B.

RENDERINGS



Item 5. B.

SITE PLAN I COMED LANDSCAPE PLAN



PLANTING NOTES:

1. PROVIDE PLANT SAMPLES OR PHOTOGRAPHS OF EACH PLANT SPECIFIED TO THE LANDSCAPE ARCHITECT FOR COMPLIANCE REVIEW PRIOR TO INSTALLATION.
2. PROTECT PLANT MATERIAL DURING DELIVERY TO PREVENT DAMAGE TO ROOT BALLS, TRUNKS, BRANCHES AND THE DISSECTION OF LEAVES. PROTECT PLANT MATERIAL DURING SHIPPING WITH SHADE CLOTH OR SHIP WITH ENCLOSED TRANSPORT. MAINTAIN PROTECTIONS AND HEALTH OF PLANT MATERIAL STORED ON SITE. HANDLE TREES WITH NYLON STRAPS, NO CHAINS OR CABLES WILL BE ALLOWED. REMOVE UNACCEPTABLE PLANT MATERIAL IMMEDIATELY FROM THE SITE.
3. VERIFY PLANTING PRODUCTS, PLANT MATERIAL, AND PLANT QUANTITIES DELIVERED TO THE SITE MATCH WHAT IS INDICATED ON THE PLANS AND SPECIFICATIONS.
4. STRIKE BED LINES AND TREE LOCATIONS FOR THE DESIGNATED REPRESENTATIVE REVIEW PRIOR TO PLANTING. THE DESIGNATED REPRESENTATIVE SHALL CORRECT ANY DEFICIENCIES FOUND AT NO ADDITIONAL COST TO THE OWNER.
5. REFER TO VILLAGE STANDARDS FOR SIMILAR PLANTING REQUIREMENTS, INCLUDING MINIMUM SIZE AND WIDTH OF PLANTING PITS AND BEDS, GUYING AND STAKING, MULCHING, AND OTHER PLANTING REQUIREMENTS.
6. ROOT BALLS SHALL CONFORM TO THE SIZE STANDARDS SET FORTH IN "AMERICAN STANDARDS FOR NURSERY STOCK"
7. PLANT MATERIAL DELIVERED TO THE SITE IS SUBJECT TO THE REVIEW OF THE DESIGNATED REPRESENTATIVE BEFORE, DURING AND AFTER INSTALLATION. PLANTING TO ASSURE PROPER SOIL PERCOLATION PITS WHICH DO NOT ADEQUATELY DRAIN SHALL BE FURTHER SPECIFIED ALONG OUTER EDGES AND SIDES OF PIT. DO NOT DISTURB AREA SUPPORTING TREE BALL. REPEAT TEST. ALLOWANCES WILL NOT BE MADE FOR PLANT MATERIAL LOSS DUE TO IMPROPER DRAINAGE.
8. REMOVE PLANTING AND LANDSCAPE DEBRIS FROM THE PROJECT SITE AND SWEEP AND WASH CLEAN PAVED AND FINISHED SURFACES AFFECTED BY THE LANDSCAPE INSTALLATION.
9. PLANTING AREAS SHALL BE WEED FREE PRIOR TO PLANTING INSTALLATION AND MAINTAINED WEED FREE THROUGH FINAL ACCEPTANCE.

PLAN LEGEND

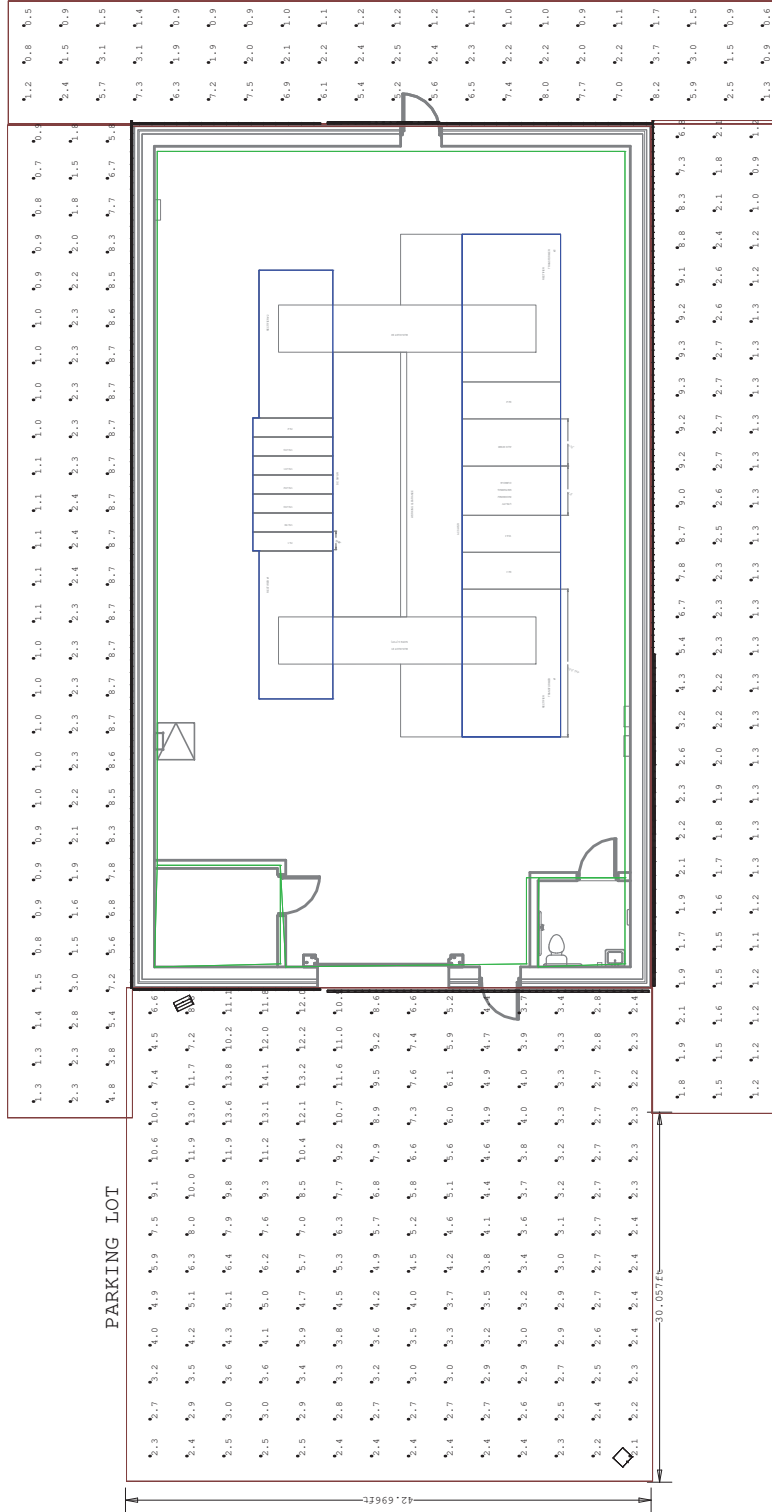
- GRASS (SOD) (SEE SCHEDULE THIS SHEET)
- GROUND COVER PLANTED IN MULCH BED (SEE SCHEDULE THIS SHEET)
- MULCH (SEE SCHEDULE THIS SHEET)
- GRAVEL, ACCESS ROAD & EQUIPMENT YARD (SEE CIVIL)
- RETAINING WALL (SEE STRUCTURAL)
- CHAIN LINK FENCE (SEE CIVIL)

KEY	COMMON NAME	SCIENTIFIC NAME	SIZE	QUANTITY	SPACING	NOTES
PRLU	SNP LAUREL	SPERMATOPHYTES	48" TALL	16	AS SHOWN	PLANTED IN MULCH BED
AMSB	SERVICEBERRY	AMELANCHIER	9" CALIPER	3	-	STAKED/SCREWER W/ WIRES SLOW-RELEASE WATER BAGS
JUHO	CREEPING JUNIPER	JUNIPERUS HORIZONTALIS	GROWING COVER (1 GAL POTS)	-	18" EACH WAY	PLANTED IN MULCH BED (BSED TOTAL SF)

MATERIAL SCHEDULE

ITEM	KEY	AREA	NOTES
GRASS (SOD)	SOD	2970 sq ft	PROVIDE DROUGHT-TOLERANT SPECIES SUCH AS TALL FESCUE, FESTUCA AROUNDANCEA. FINAL SELECTION TO BE APPROVED BY VILLAGE APPROVED BY VILLAGE. (INCLUDES GROUND COVERS)
MULCH	MU	3860 sq ft	

LIGHTING PLAN



Calculation Summary

Label	Qty	Label	Arrangement	Description	LLF	Luminaire Lumens	Total Luminaire Watts	Mounting Height (ft)
NORTH WALKWAY_Top		CalcType						
		Illuminance						
Parking Lot_Top		Fc						
		Illuminance						
SOUTH WALKWAY_Top		Fc						
		Illuminance						
WEST WALKWAY_Top		Fc						
		Illuminance						

Luminaire Schedule

Symbol	Qty	Label	Arrangement	Description	LLF	Luminaire Lumens	Total Luminaire Watts	Mounting Height (ft)
	1	DSX1 LED PL 40K 80CRI TFTM	Single	DSX1 LED PL 40K 80CRI TFTM	0.600	7120	50.9	18
	160	VERS-04-SW-1.5-30-WET-GZR-ST	Single	N.A.	0.600	169	1.68	268.8
	1	NHRS100UBZ740_50percent_24137	Single	NHRS100UBZ740-50-	0.600	24137	143.2	15
	55	L50-E-12-02-40-90-MULT-LOL	Single	L50-E-12-02-40-90-MULT-LOL	0.600	68	110	10

METRA HOMEWOOD EXTERIOR SUBSTATION LIGHTING LAYOUT







VILLAGE OF HOMEWOOD



MEMORANDUM

DATE OF MEETING: April 23, 2026

To: Planning and Zoning Commission

From: Noah Schumerth, Assistant Director of Economic and Community Development

Through: Angela Mesaros, Director of Economic and Community Development

Topic: Case 25-45: Text Amendment for Off-Street Parking Requirements

APPLICATION INFORMATION

APPLICANT	Village of Homewood
ACTION REQUESTED	Zoning Text Amendment
ADDRESS	N/A
PIN	N/A

LEGAL NOTICE Legal notice was published in *Daily Southtown* on April 8, 2026. No mailed notice is required for zoning text amendments initiated by the Village.

DOCUMENTS FOR REVIEW

Title	Pages	Prepared by	Date
Proposed Ordinance Text	13	Noah Schumerth, Asst. Dir. ECD	04/20/2026

BACKGROUND

In October 2025, the Illinois General Assembly adopted the People Over Parking Act (S.B. 2111; 50 ILCS 845, Art. 2). This bill changes the role of municipalities in regulating parking requirements for new uses and developments, barring municipalities from enforcing parking requirements within ½ mile of any designated “transit hub” and within 1/8 mile of any designated “transit corridor.”

The bill will have significant impacts on the Village of Homewood, given the Village’s proximity to various transit services (including Metra regional rail service and Pace Bus regional bus service). The proposed zoning text amendments perform two functions:

- **Compliance with State Statutes:** The proposed changes will bring the People Over Parking Act and other changes to municipal authority over parking regulations and requirements.
- **Code “Clean-Up” and Amendments:** Village staff have proposed other minor amendments to clarify language and allow for easier administration of parking requirements for projects.

This memo also provides details about the potential impacts of new state statutes on future development in the Village. The memo also provides information on other Village-led initiatives to manage and regulate vehicle parking in and around the Village.

LOCAL IMPACT OF THE PEOPLE OVER PARKING ACT

The “People over Parking Act” (S.B. 2111; 50 ILCS 845, Art. 2) is a new Illinois State Statute passed on October 31, 2025, which changes the role of local governments in regulating parking requirements. The primary goal of the bill is to eliminate parking requirements near major transit stops and routes to allow for an increase in development which is primarily accessible by transit. The bill goes into effect on July 1, 2026.

The “People over Parking Act” enforces the following requirements on *all* municipalities (including both non-home rule communities such as the Village of Homewood *and* home rule communities):

Ban on Parking Minimums Near Transit: The bill prohibits local governments from establishing any minimum parking requirement on developments near transit. **This includes all developments within ½ mile of a transit center or within 1/8 mile from a designated transit corridor.** Developers may still voluntarily provide on-site private parking, and can still commit to development agreements which require parking. Local governments may still enforce parking maximums and other requirements on parking design and layout.

Village Impact: *No development within ½ of a mile from the Village’s Downtown transit center can be required to provide on-site private parking, as is required by the current zoning ordinance. No development within 1/8 of a mile of Halsted Street will be required to provide on-site private parking. This includes ALL parcels within the B-1 and B-2 zoning districts, and large portions of the B-4 zoning district. Developments may still add parking voluntarily, and are likely to do so. The Village can still enforce standards for the design and location of parking when provided on-site.*

New Authority over Parking Near Transit: Should a developer voluntarily build parking near a transit stop, a local government may require that a certain number of spaces in the development be made available for the public, designated as paid public parking, or be made available for ride-share services. If public parking is required, the Village cannot require that such parking be made available without charge. The developer may build additional parking which is not available to the public.

Village Impact: *The Village can require new developments that do provide parking on-site to share a certain number of spaces for public use, or be made available for rideshare and other short-term parking uses. The Village cannot require that such parking be made available for free – this is up to the developer.*

Contractual Agreements: This bill does not apply to contractual agreements (such as redevelopment agreements signed by both the Village and the developer), or to site plans which were approved prior to the effective date of the Act (July 1, 2026).

Village Impact: *For development projects which the Village involved as a developer partner – including TIF-funded projects or development of Village-owned property – the Village may still require on-site parking. Any existing development may not remove parking without an approval of another site plan review or other approval permitting the removal of the parking.*

Bicycle Parking: The bill allows local governments to maintain minimum parking requirements for bicycles and electric bicycles.

Village Impact: *No changes are required to the Village’s requirements for bicycle parking.*

PROPOSED TEXT AMENDMENTS

Compliance with State Statutes

Amendments are proposed to off-street parking requirements found in Section 44-05-01 and Section 44-05-02 of the Village Zoning Ordinance:

1. Amend Section 44-05-01.(c) (Required Parking and Maximum Established)

Staff recommends breaking this existing section of the zoning ordinance into two sections:

- (c). Parking requirements established. *All uses shall provide at least the minimum number of off-street parking spaces as detailed in the Table 44-05-01(c), except the following exempt uses:*
 - **Uses located within the B-1 Downtown Core zoning district and B-2 Downtown Transition zoning district**
 - **Uses otherwise located within a “transit overlay area” designated by the municipality in compliance with state statute**
- (d). Parking maximums established. **No use, including those exempt from providing required off-street parking, shall not exceed the minimum parking requirements for the use as defined in Table 44-05-01(c) by more than 25% unless otherwise approved by the director of economic and community development.**

Explanation: *This change exempts all property within the B-1 and B-2 zoning districts from minimum parking requirements. This exemption is proposed because all properties located within the B-1 Downtown Core and B-2 Downtown Transition zoning districts are located within ½ mile of the Village’s downtown transit center, which meets the state standard to be considered as a “transit hub.” According to the 1999 Comprehensive Plan and 2024 Downtown TOD Master Plan, the Village does not have plans to extend the B-1 or B-2 zoning districts outside of this ½ mile radius.*

This language also creates a “transit overlay area” which will be included in the Village zoning ordinance, which includes all areas within ½ mile of the downtown transit center and 1/8 mile of Halsted Street, which is Homewood’s lone “transit corridor” as defined by state statute. The creation of this “transit overlay area” allows for amendments to be made seamlessly, should state requirements change at any time.

Other Amendments/Clarifications:

2. Amend Section 44-05-01(a) (General Provisions)

Staff recommends making the following changes:

- **(1) Applicability of requirements.** This article shall not be construed to require the addition of any parking or loading spaces for uses in building or structures existing

on the effective date of the ordinance from which this chapter is derived **unless one or more of the following apply:**

- (a) **New development or substantial alteration:** Any building or structure that is erected or substantially altered after the effective date of the ordinance from which this chapter is derived shall provide off-street parking and loading spaces in accordance with this section, **unless the building or structure is located within a zoning district or overlay area which is exempted from such requirements by the provisions of this section. This requirement shall only apply to buildings and structures erected prior to January 10, 2023 if the number of required spaces after alteration is greater than 50% of the existing spaces constructed on the site.**
- (b) **Change in land use.** *When the existing use of a building or structure is changed to a new type of use, parking and loading facilities shall be provided as required for the new use. This requirement shall only apply to uses located in buildings or structures erected prior to January 10, 2023 if the number of required spaces for the new use is greater than 50% of the existing spaces constructed on the site.*
- (c) **Change in intensity or expansion of use.** *When a building or structure shall undergo any increase in the number of dwelling units, gross floor area, or other unit of measurement, parking or loading facilities shall be provided for such density increase. This requirement shall only apply to uses located in building or structures erected prior to January 10, 2023 if the number of required spaces for the expanded use is greater than 50% of the existing spaces constructed on the site.*
- (2) **Reduction in required spaces.** *Any off-street parking or loading space required in connection with buildings or structures existing on January 10, 2023, shall not be removed except in conformance with the requirements of this section.*

Explanation: This section enforces when current parking requirements will be enforced for any current or proposed building or use. Current code language has been subject to multiple requests for zoning interpretations and has been difficult to understand for Village staff and members of the public. Current code language also does not reference the correct code sections, further complicating the enforcement of this section.

The proposed code language changes provide clarity for when a new development or use is required to add parking. New uses in buildings constructed prior to the adoption date of the zoning ordinance, or substantial alterations or expansions to such buildings, shall not be required to meet current zoning regulations unless the new requirement is greater than 50% of the spaces already located on-site. New development will be required to meet the current zoning requirements. This was the intent of the original ordinance.

3. Amend Table 44-05-01(c) (Minimum Parking Requirements)

Staff recommends the following changes to parking requirements for various uses:

- **Dwelling (Duplex, Multiple-Family, Multiple-Family above ground floor, Townhouse):** Reduce from 1.5 spaces/unit to 1 space/unit + 1 space per 5 units
- **Manufactured Home Park:** 1 space/unit + 1 space per 5 units
- **Multi-tenant Shopping Center:** Remove from ordinance as use classification
- **Retail:** Eliminate square footage categories, all retail subject to 1 space per 250 square feet
- **Medical Office:** Eliminate square footage categories, all medical office subject to 1 space per 250 square feet
- **Personal Service:** Eliminate square footage categories, all personal service subject to 1 space per 250 square feet
- **Professional Office:** Eliminate square footage categories, all professional office subject to 1 space per 250 square feet

Explanation: Village staff has proposed changes to minimum parking requirements to address zoning administration challenges and reflect findings from research of parking ordinances in other peer communities.

- **Dwelling (Duplex, Multiple-Family, Multiple-Family above ground floor, Townhouse):** The Village has interacted with numerous multi-family developers in recent months, and has performed research of parking requirements in other peer communities. Village staff has also assessed parking usage in recent multi-family projects in the Village, such as the Hartford Building completed in 2023. Staff has found that Homewood’s parking requirements for multi-family residential development are higher than average and common market targets for multi-family developers (~1.2 spaces per unit), and that current parking requirements are creating significant amounts of excess parking (for example, 13 off-site parking spaces for the Hartford Building are currently unused).

Village staff recommends a reduction in the parking requirement for multi-family buildings to 1 space per residential unit, with a requirement of an additional space per 5 residential unit to allow for additional resident spaces or on-site visitor parking for larger developments. This reduction will bring parking requirements in alignment with current development trends, reduce excess parking found with recent multi-family developments, and reduce future requests for variances or planned development modifications in other multi-family developments.

- **Multi-Tenant Commercial Centers:** Multi-tenant commercial centers, defined as commercial centers with three or more tenants in a single building, were added as a use category in the Village’s parking requirements table in 2023. Multi-tenant commercial centers have a lower parking requirement than most common commercial uses (1/300 vs. 1/200 or 1/250 for most commercial uses in the Village zoning ordinance). This lower parking requirement reflects the likelihood of shared parking between businesses in a multi-tenant commercial center, which lowers the overall demand for off-street parking spaces.

Village staff recommends removing this requirement and relying instead on shared parking allowances found in Section 44-05-02.(k), which allows for reductions in parking requirements for complementary uses located near one another. Such a change will allow for staff to evaluate shared parking on a site-by-site basis, based on the uses present within a given center. This change also makes zoning administration easier by clarifying how each individual use will change parking demand for a commercial center.

- **Retail/Medical Office/Professional Office/Personal Service:** Staff recommends eliminating use categories defined by square footage in the parking requirements table to provide easier zoning administration and provide a consistent standard between similar uses.

4. Amend Section 44-05-02.(j)

Staff recommends the following changes to requirements for the location of parking to clarify requirements for off-site parking agreements and where off-site parking can occur:

- (j) Location of **Required Spaces**
 - (1) Required off-street parking spaces may be provided in surface lots, below grade, beneath a building and, in those zoning districts where specifically allowed, in parking structures.
 - (2) Required off-street parking spaces may be located in the rear or interior side yards. No parking lot shall be provided in front or exterior side yards.
 - (3) Required off-street parking spaces shall be located on the same lot as the use served, **unless otherwise permitted by an off-site parking agreement subject to the provisions of this chapter.**
- (k) **Off-Site Parking**
 - (1) **Required parking spaces may be located on a lot other than the lot on which the use is located, in districts where off-site parking is permitted as a limited use, subject to the following requirements:**
 - (a) Such facilities shall be located within **500 feet unless otherwise approved by the director of economic and community development;**
 - (b) Such facilities shall be controlled by the same party who owns the lot on which the use to be served is located, whether by **ownership of the property upon which the facilities are located** or by long-term lease;
 - (c) **Such facilities shall be approved with a Limited Use Permit application including a long-term parking agreement, which shall meet the following minimum requirements:**
 - i. **The agreement shall include legal descriptions of the property upon which the use to be served is located and the property upon which the off-site parking facilities are to be located;**

- **ii. The agreement shall include map(s) indicating the location of the off-street parking facilities and pedestrian routes between the off-street parking facilities and the use to be served by the facilities;**
- **iii. The agreement shall require the owner or his heirs and assigns to maintain the parking facilities for the duration of the use served or the duration of the deed or lease with a minimum of 10 years, whichever shall terminate sooner, and to notify the Village if terms of the agreement change;**
- **iv. If the deed or lease terminates prior to the termination of the use served, the deed or lease shall not be released until the required off-street parking spaces are provided on the same lot as the use served or until another lot meeting all the requirements of this section is used to provide the required parking or until the Village Board grants a variance for the required number of parking spaces.**
- **v. The agreement shall be recorded with the Cook County Clerk’s Office by the Village at the developer’s expense upon approval of the Limited Use Permit permitting the off-street parking facilities.**

Explanation: The current zoning ordinance only allows off-site parking in the B-1 and B-2 zoning districts with the filing of an off-site parking agreement. Both of these districts will no longer have on-site parking requirements in alignment with new state statutes. The Village may also consider other instances in other zoning districts where off-site parking is appropriate to allow a property owner to meet parking requirements without causing undue financial burden, requiring major alterations to buildings and structures which were constructed before current zoning requirements were adopted, or necessitating variances for parking requirements.

Staff has recommended allowing off-site parking in any *non-residential zoning district as a limited use*. Limited uses are designated as uses which may “provide flexibility and help diversify uses within a district,” which off-site parking may achieve for some uses. The limited use permit application process establishes review criteria which are consistent with those which staff would use to review an off-site parking agreement under the current zoning ordinance. Designating off-site parking as a limited use establishes a formal procedure for reviewing off-site parking agreements, which is currently not formally defined in the zoning ordinance. The recommended code changes add more detailed requirements for off-site parking agreements.

The use table found in Table 44-03-04(a) would be updated to include off-site parking as a limited use.

5. Amend Section 44-05-02.(j)

Staff recommends the following changes to parking reductions allowed through shared parking, as currently permitted in the zoning ordinance:

- **(I) Shared parking**
 - (1) *Intent and purpose.* Shared parking allowed in this subsection is encouraged a means of conserving land resources, reducing stormwater runoff, reducing the heat island effect caused by large, paved areas, and improving community appearance.
 - (2) *Location.* **All shared off-street parking spaces shall be located on the same lot or share approved off-site parking facilities meeting the standards of this section.**
 - (3) *Standards.* Off-street parking and loading facilities may be reduced by 25 percent of the quantity required in Table 44-05-01(c) between a daytime uses and an evening or weekend use which have different peak hours of parking need. For the purposes of this section, daytime and evening or weekend uses shall be as determined in Table 44-05-02(j)(3). A petitioner **may also request a reduction of up to 25% of required parking spaces** for any two daytime or any two evening or weekend uses when the hours of peak parking do not overlap as determined by the director of economic and community development.

Explanation: The current code currently limits shared parking to parking lots within 500’ of each individual use to be served by the parking facilities. While it is implied by language in other code sections, current language does not clearly designate that the shared parking facilities for the uses on the same property (or in an off-site parking area which is approved for use for all uses sharing parking). The recommended changes adjust language to clarify where parking requirements may be reduced for shared parking. The recommended changes further clarify that any uses may request a reduction in required parking through shared parking if data is presented to the Village demonstrating that the uses do not have overlap in their peak parking demand.

6. Amend definition for “Electrical vehicle ready” in Section 44-09-02.

Staff recommends amending a definition in the Definitions section of the zoning ordinance to clarify current electric vehicle parking requirements:

Electric vehicle ready parking space: A parking space which a) is adjacent to raceway with conduit to terminate in a junction box or 240-volt charging outlet ready for the installation of charging equipment, and b) has connection to an electrical panel with sufficient capacity to support a future electrical vehicle charging station.

HOW TO PROVIDE PARKING EFFECTIVELY WITHOUT ZONING REQUIREMENTS

The proposed changes to municipal authority over parking requirements will create a significant impact on how the Village enforces parking requirements. Barring municipalities from requiring parking can come with significant benefits to land use efficiency, housing affordability, and maximizing land value; however, municipalities must be proactive in managing parking to avoid negative economic impacts or congestion.

Many municipalities, whether through voluntary changes or state pre-emptions, have successfully navigated the elimination of local parking requirements. Over 100 U.S. cities have eliminated parking requirements entirely, and over 5,500 U.S. cities have eliminated or severely reduced downtown parking requirements. These are cities of all sizes and locations, ranging from small towns (Ithaca, NY – pop.

33,700) to some of the nation's largest cities (Chicago – 2.6 million; San Jose - 990,000). Some of Homewood's neighboring communities, such as Oak Forest, have fully eliminated parking minimums before the People over Parking Act takes effect.

These communities have relied on a series of well-documented strategies for managing parking demand effectively. Other agencies, such as the Chicago Metropolitan Agency for Planning (CMAP) and the U.S. Department of Transportation (USDOT) have provided guidance for managing parking reforms such as those proposed at the state level in Illinois.

Some of these strategies include:

- **Public Parking Lots:** Planning for new parking lots (shared with or owned by the Village) can help meet parking demand. The Village can track parking demand and provide public parking to meet some or most of those needs. Public lots also encourage “park once” behavior, where people park once to access multiple businesses, reducing the total number of spaces needed.
- **Parking Inventory:** The Village has created a parking inventory with an inventory of all downtown parking spaces (public or private). The Village can use this to manage parking availability in different areas of the downtown.
- **Shared Parking Agreements:** The Village can encourage or incentivize shared parking agreements or combining lots to improve parking efficiency and availability. The Village's downtown parking is mostly found in private parking lots, which are regularly unused or underutilized during “peak business hours” for nearby restaurants, bars and stores.
- **Public Development Agreements:** The Village can establish clear standards for parking in developments on Village-owned property. This could include required parking for residential uses, shared parking for new commercial uses, or other requirements.
- **Curb Management:** Effectively managing on-street space – which is generally the highest-demand space in any downtown for parking, loading, and a variety of other uses – is crucial for success. Cities can create plans for managing parking on-street, including short-term spaces, loading spaces, valet services, etc. to maximize use of on-street parking.
- **Paid Parking:** Paid parking can increase turnover – the number of people rotating through a parking space – and provide a revenue stream for improving or building new parking facilities as needed. Often times, paid street parking incentivizes drivers to go to a parking lot rather than attempting to find street spaces in busier areas, reducing congestion and the sensation of parking being unavailable.
- **Employee Incentives:** The Village can encourage businesses to promote walking/biking or using transit to reach jobs by providing incentives.
- **Local Mobility Improvements:** Balancing local and regional mobility needs (especially for business traffic) can help provide parking solutions better tailored for a community.

Municipalities can successfully manage parking without parking minimums enforced through the zoning ordinance. However, successfully managing parking in such an environment requires shifting responsibility for managing parking from individual property owners to the municipality. In Homewood's case, parking may be best considered as a "utility" necessary for supporting the downtown area but not essential to be provided for every individual development.

HOMEWOOD PARKING STRATEGY

Homewood has proposed to complete several of these strategies as part of a "comprehensive parking strategy" requested by the Village Board of Trustees on March 10, 2026. This request coincided with the selection of the Holladay Properties proposal for development of two downtown properties.

1. Parking Inventory and Parking Zones

Beginning in 2025, the Village began an assessment of the total number of spaces available in each of the Village's 71 private lots and 10 public lots in the downtown area. This analysis found a total of 2,515 spaces in private lots. The Village also used the assessment from the 2019 Parking Study to assess the number of on-street parking spaces available across the Downtown area.

The Village will use these findings and divide the Downtown area into "parking zones." Available parking in each zone (as available at different times of day) will be calculated and monitored. These totals in each zone will be used for future planning and zoning decisions (special use permits, etc.), and to inform Village actions such as finding new parking agreements or constructing new lots. This is the system of parking management recommended by the Downtown TOD Master Plan.

Staff will present these parking zones at a future meeting date.

2. Curb Management Plan/Strategy

The Village will engage with a consultant to provide a "curb management plan," which will recommend opportunities to maximize street parking to suit the current needs of downtown businesses, and recommend how the Village can best balance on-street parking, loading, streetscaping, and other downtown needs in a way which responds to current demands.

Staff will present formal details about this plan at a future meeting date.

3. New Parking Capital Projects

The Village has identified numerous opportunities for adding parking around the downtown area on public right-of-way, including on-street parking restriping along Harwood Avenue, Chestnut Road and Elm Road. The Village has also identified other near-term improvements, such as improving lighting in public lots near the rail stations and adding new shared lots parking around the downtown, which can further increase parking availability. The Village has identified a total of 292 new spaces which could be added in the near future.

These additions will help support existing development and downtown activities and complete the recommendations of the 2019 Parking Study performed by KLOA. Staff will periodically present details about these projects at future meeting dates.

4. Parking Toolkit

The Village will develop a parking agreement template to allow the Village to quickly mobilize to expand available public parking through shared parking agreements. The Village is also establishing a policy for reviewing and negotiating new shared parking agreements, including how the Village may be responsible for maintenance and repairs in new shared parking lots. The Village is also creating new signage and resources (digital and paper) to ensure parking changes are easily communicated to the public.

Under the new People over Parking Act, the Village may have additional opportunities to share parking lots or acquire lots for public use, as parking no longer needs to be tied to a lot for the purpose of zoning approval. This “toolkit” of templates, policies and publications will make it easier for the Village to mobilize to take advantage of these new opportunities.

5. Parking Code Changes

The Village will also make parking language changes to clarify language around off-site parking and shared parking agreements. These changes are presented as recommended amendments in this memo. Such changes are designed to meet the state requirements while clarifying procedures for off-site parking, shared parking, and other procedures for evaluating parking for new uses. These amendments will also make it easier for existing private parking areas around the Village to be used more efficiently by opening them for use in off-site parking agreements and encouraging the use of shared parking.

6. Permit and Overnight Management

The Village has proposed its permit system for residents living in and around the Downtown area. This includes more strictly enforcing overnight parking bans on Ridge Road and Dixie Highway, and providing designated parking areas away from the core of the downtown to reduce the current impacts of overnight and long-term parking on Village streets in the downtown core. The Village has also adjusted ParkMobile zones and created a designated area for downtown overnight parking to ensure that the Village’s parking needs for Amtrak and guest overnight parking are met.

FINDINGS OF FACT

Staff has prepared the draft findings of fact in accordance with the standards set forth in the Homewood Zoning Ordinance. The findings of fact, as proposed and amended, may be entered into the record:

1. The current text of the Village Zoning Ordinance was most recently amended and adopted on August 26, 2025;
2. Section 44-05-01 of the Village Zoning Ordinance includes all off-street parking requirements of the Village of Homewood, and Section 44-05-02 of the Village Zoning Ordinance includes all requirements for location, placement and layout of off-street parking facilities;
3. The proposed amendment to Section 44-05-01 of the Village Zoning Ordinance exempts all properties located in the B-1 Downtown Core zoning district and in the B-2 Downtown Transition zoning district from the use-based parking requirements found in Section 44-05-01;

4. The proposed amendment to Table 44-05-01(c) amends required parking ratios for multiple-family dwellings (including buildings with up to 6 units, buildings with greater than 7 units, and buildings with units above the ground floor, as designated as use categories in the Village Zoning Ordinance), townhouse dwellings, and manufactured home parks;
5. The proposed amendment to Section 44-05-02 amends requirements for location and authorization of off-site parking requirements, and amends where reductions in required parking from shared parking may occur;
6. The proposed amendment to Table 44-03-04 creates off-site parking facilities as a unique use category and designates off-site parking as a limited use in all non-residential zoning districts, including manufacturing districts and special districts, and all off-site parking facilities would be required to meet the criteria of the limited use permit application review process;
7. The proposed amendments are in conformance with current, pending, or un-enacted state statutes, including S.B. 2111; 50 ILCS 845, Art. 2 adopted October 31, 2025 (also known as the “People over Parking Act”), and do not create new non-conformities with any state statute;
8. The Village of Homewood consulted peer communities, engineering standards, input from other practitioners and guidance on best practices to assess this amendment;

RECOMMENDED PLANNING & ZONING COMMISSION ACTION

The Planning and Zoning Commission may wish to consider the following motion:

Recommend approval of Case 25-45, Text Amendment for Off-Street Parking Requirements, to the Village Board of Trustees, including amendments to

- a) Section 44-05-01, including Table 44-05-01.(c);
- b) Section 44-05-02.(j), Section 44-05-02.(k), and Section 44-05-02.(m);
- c) Table 44-03-04; and
- d) Section 44-09-02.

AND

Incorporate the Findings of Fact into the record.

Sec. 44-05-01. General off-street parking requirements.

- (a) *General provisions.* Off-street parking is permitted as an accessory use in all zoning districts, provided that it complies with this section. Off-street parking as a principal use is permitted only when expressly authorized by the regulations of the applicable zoning district.
- ~~(1) *Reduction of required spaces.* Any off-street parking or loading space required in connection with buildings or structures existing on January 10, 2023, shall not be removed, except in conformance with the requirements of this chapter. Any building or structure that is erected or substantially altered after the effective date of the ordinance from which this chapter is derived shall provide off-street parking and loading spaces in accordance with this section, unless otherwise approved by the director of economic and community development as an administrative exception (section 44-07-06).~~
- ~~(2) *Change in land use.* When the existing use of a building or structure is changed to a new type of use, parking and loading facilities shall be provided as required for such new type of use, unless otherwise approved by the director of economic and community development as an administrative exception (section 44-07-06).~~
- ~~(3) *Change in intensity of use.* When a building or structure shall undergo any increase in the number of dwelling units, gross floor area, or other unit of measurement, parking and loading facilities shall be provided for such density increase, unless otherwise approved by the director of economic and community development as an administrative exception (section 44-07-06).~~
- ~~(4) *Buildings erected prior to January 10, 2023.*~~
- ~~a. This article shall not be construed to require the addition of any parking or loading spaces for uses in buildings or structures existing on the effective date of the ordinance from which this chapter is derived.~~
- ~~b. Notwithstanding subsection 44-05-01(a)(3) and subsection 44-05-01(a)(4), no building or structure existing on the effective date of the ordinance from which this chapter is derived shall be required to provide any additional parking spaces unless and until the aggregate increase in the required number of spaces shall be greater than 50 percent of the spaces existing on the effective date of the ordinance from which this chapter is derived.~~
- ~~c. Notwithstanding subsection 44-05-01(a)(3) and subsection 44-05-01(a)(4), no building or structure existing on the effective date of the ordinance from which this chapter is derived shall be required to provide any additional loading spaces unless and until the aggregate change shall equal the full square footage for which one additional loading space is required.~~
- (1) *Applicability of requirements.* This article shall not be construed to require the addition of any parking or loading spaces for uses in building or structures existing on the effective date of the ordinance from which this chapter is derived unless one or more of the following apply:
- a. *New development or substantial alteration:* Any building or structure that is erected or substantially altered after the effective date of the ordinance from which this chapter is derived shall provide off-street parking and loading spaces in accordance with this section, unless the building or structure is located within a zoning district or overlay area which is exempted from such requirements by the provisions of this section. *This requirement shall only apply to buildings and structures erected prior to January 10, 2023 if the number of required spaces after alteration is greater than 50% of the existing spaces constructed on the site.*

- b. Change in land use. When the existing use of a building or structure is changed to a new type of use, parking and loading facilities shall be provided as required for the new use. This requirement shall only apply to uses located in buildings or structures erected prior to January 10, 2023 if the number of required spaces for the new use is greater than 50% of the existing spaces constructed on the site.
- c. Change in intensity or expansion of use. When a building or structure shall undergo any increase in the number of dwelling units, gross floor area, or other unit of measurement, parking or loading facilities shall be provided for such density increase. This requirement shall only apply to uses located in building or structures erected prior to January 10, 2023 if the number of required spaces for the expanded use is greater than 50% of the existing spaces constructed on the site.
- (2) Reduction in required spaces. Any off-street parking or loading space required in connection with buildings or structures existing on January 10, 2023, shall not be removed except in conformance with the requirements of this section.
- (b) *Computation.*
- (1) *Basis for computation.*
- a. The total number of required parking and loading spaces shall be based upon the requirements for the use of the zoning lot.
- b. When more than one use occupies the same zoning lot, the number of required spaces shall be the sum of the separate requirements for each use unless otherwise approved by the director of economic and community development.
- c. When square feet are specified in Table 44-05-01(c) the area measured shall be the gross floor area of the structure(s) on the property within which the use operates.
- (2) *Fractional spaces.* When determination of the number of required off-street parking or loading spaces results in a requirement of a fractional space, any fraction of one-half or less may be dropped, while a fraction in excess of one-half shall be counted as one parking space.
- (c) Parking requirements established. All uses shall provide at least the minimum number of off-street parking spaces as detailed in the Table 44-05-01(c), except the following exempt uses:
- a. Uses located in the B-1 Downtown Core zoning district and B-2 Downtown Transition zoning district
- b. Uses otherwise located, in part or in entirety, within a “transit overlay area” designated by the municipality in compliance with state statute.
- (d) Parking maximums established. No use, including those exempt from providing off-street parking, shall not exceed the minimum parking requirements for the use as defined in Table 44-05-01(c) by more than 25% unless otherwise approved by the director of economic and community development.
- ~~(d) All uses shall provide at least the minimum number of off-street parking spaces as detailed in Table 44-05-01(c). No use shall exceed the minimum number of off-street parking spaces required by more than 25 percent unless otherwise approved by the director of economic and community development.~~

Table 44-05-01(c): Minimum Parking Requirements	
Use	Minimum Parking Requirement
Residential Uses	
Dwelling, Duplex	1.5/dwelling unit
Dwelling, Multiple-Family, all units	1/dwelling unit + 1 space per 5 units
Dwelling, Multiple-Family, above ground floor	
Dwelling, Townhouse	
Dwelling, Single-Family Detached	2/dwelling unit
Group Homes, any capacity	
Manufactured Home Park	1.5/dwelling unit 1/dwelling unit + 1 space per 5 units
Senior Housing, Dependent	0.5/dwelling unit
Senior Housing, Independent	1/dwelling unit
Indoor Commercial Place of Assembly	
Less than 5,000 sq. ft.	1/250 sq. ft. or 1/4 fixed seats, whichever is greater
5,000 sq. ft. or more	
Outdoor Commercial Place of Assembly	
Indoor Non-Commercial Place of Assembly	
Less than 5,000 sq. ft.	1/250 sq. ft. or 1/4 fixed seats, whichever is greater
5,000 sq. ft. or more	
Outdoor Non-Commercial Place of Assembly	
High Schools	1/employee and 1/4 students based on stated enrollment over 15 years
Junior High/Middle Schools	1/1 employee and 1/10 students based on stated enrollment over 15 years
Elementary Schools	1/1 employee and 1/10 students based on stated enrollment over 15 years
Retail and Mixed-Commercial Uses	
Firearms Retailer	1/250 sq ft
Multitenant Shopping Center	
— Less than 5,000 sq ft	1/250 sq ft
— 5,000 sq ft or more	1/300 sq ft
Retail	
— Less than 5,000 sq ft	1/250 sq. ft.
— 5,000 sq ft or more	1/200 sq ft
— 5,000 sq ft or more	1/250 sq ft
Service and Office Uses	
Adult Day Care	1/300 sq ft
Child Care Center	
Coworking Space	
Financial Institution	
Hospital	1/200 sq ft
Laundry, Self Service	1/300 sq ft

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Massage Therapy	1/250 sq ft
Medical Office	1/250 sq ft
— Less than 2,500 sq ft	1/200 sq ft
— 2,500 sq ft or more	1/250 sq ft
Above ground floor	
Personal Service	1/250 sq ft
— Less than 2,500 sq ft	1/200 sq ft
— 2,500 sq ft or more	1/250 sq ft
— Above ground floor	1/200 sq ft
Professional Office	1/250 sq ft
— Less than 2,500 sq ft	1/250 sq ft
— 2,500 sq ft or more	1/300 sq ft
— Above ground floor	1/250 sq ft
Salon and Spa Establishments	1/200 sq ft
Tattoo Studio/Body Piercing Facility	1/250 sq ft
Veterinary Clinic	1/300 sq ft
Eating and Drinking Uses	
Carry-Out Facility	1/200 sq ft
Craft Brewery	
Restaurant/Bar	
Lodging Uses	
Bed and Breakfast	1.5/guest room
Hotel	
Motel	
Vehicle Related Uses	
Autobody Repair	1/stall
Car Wash	
Fuel Sales	
Motor Vehicle Sales	1/300 sq ft
Motor Vehicle Service	1/stall
Motor Vehicle Rental	1/300 sq ft
Industrial Uses	
Artisan Manufacturing, Assembly, Fabrication	1/500 sq ft of office or sales area + 1/1,000 sq ft of other floor area
Building Material, Machinery, and Equipment Sales or Storage	
Contractor Shop	
Commercial Kitchen	
Crematorium	
Dry Cleaner, Processing On Site	
Greenhouse, Wholesale	
Laundry, Commercial	
Light Manufacturing, Assembly, Fabrication	
Materials Salvage Yard / Recycling Operations	
Mining and Aggregate Extraction	
Printing and Publishing	
Research and Development	
Self Storage	
Warehouse, Distribution	

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Utility Uses	
Cannabis and Adult Related Uses	
Adult Uses	1/250 sq ft
Cannabis Dispensing Organization	
Cannabis Infuser Organization	1/1,000 sq ft
Medical Cannabis Cultivation Center	
Transportation Uses	
Transportation Station/Terminal	1/300 sq ft
Accessory Uses	
Accessory Dwelling, Detached/Attached	1/dwelling unit
Accessory Dwelling, Internal	
Accessory Retail/Restaurant	1/250 sq ft

(d) *Limitations on parking spaces.*

- (1) *General provisions.* All off-street parking facilities shall be solely for the parking of passenger automobiles of patrons, occupants, or employees of such use. No vehicle shall be used for living, sleeping, or housekeeping purposes. No vehicle shall be parked or stored that creates a dangerous or unsafe condition.
- (2) *Prohibited uses.*
 - a. No motor vehicle repair work of any kind shall be permitted in any parking space, parking lot, or loading space. The repair, maintenance, detailing or storage of motor vehicles conducted as a business or commercial activity is prohibited in all residential districts.
 - b. Required off-street parking spaces shall not be used for the storage of materials, goods, or vehicles. Temporary uses may be permitted in compliance with this chapter.
- (3) *Trucks and limousines.* No trucks, limousines, or commercial vehicles may be parked or store in any residential zoning district, except a class B vehicle as defined by the state motor vehicle code, in compliance with the following:
 1. Vehicles shall display current state license plates and current village vehicle stickers.
 2. Vehicles shall be temporarily parked in residential zoning districts for loading and unloading purposes not to exceed one hour.
 3. Vehicles shall be parked or stored on an approved hard surface within the rear yard or within a space that is enclosed on all sides and not open to the sky.
 4. Vehicles shall be maintained in a mobile condition and no repair shall be performed in any residential zoning district.
- (4) *Recreational vehicles.*
 - a. *General provisions.* In a residential zoning district, no more than two recreational vehicles (as defined in subsection 44-09-18(a)) may be parked or stored on any lot, and no recreational vehicle shall be parked or stored unless that vehicle complies with the following requirements:
 1. The vehicle shall be owned by a village resident.
 2. The vehicle shall display a current state license plate or current village vehicle sticker, if required by state law or local ordinance.
 3. The vehicle shall not exceed 40 feet in length.

4. The vehicle shall be parked or stored at the residence of the vehicle owner on a driveway or parking pad as detailed in section 44-05-05.
 5. The vehicle shall be maintained in good and operable condition and shall not be used for living, sleeping, or general housekeeping.
 6. Notwithstanding the above, a recreational vehicle may be parked or stored within a space that is enclosed on all sides and not open to the sky.
- b. *Seasonal exceptions.*
1. From April 1 to October 31, residents shall be permitted to park recreational vehicles provided the requirements of subsection 44-05-01(d)(4)a. are met and parking in the front yard is otherwise in accordance with section 44-05-02 of this chapter.
 2. From November 1 to March 31 of the following year, recreational vehicles shall not be parked or stored in a front yard. The village manager may waive this prohibition on a case-by-case basis by issuance of a written waiver. Waivers shall be effective for a maximum five-month period and shall only be granted provided both of the following conditions are met:
 - i. The subject vehicle complies with subsection 44-05-01(d)(4)a.; and
 - ii. The lot in question has no vehicular access to the rear or side yard.
- c. *Nonresident exception.* Nonresidents whose vehicles otherwise meet the requirements of subsection 44-05-01(d)(4)a. and subsection 44-05-01(d)(4)b. may, with permission of the property owner, park a recreational vehicle on a residential lot for no more than 14 days per calendar year.

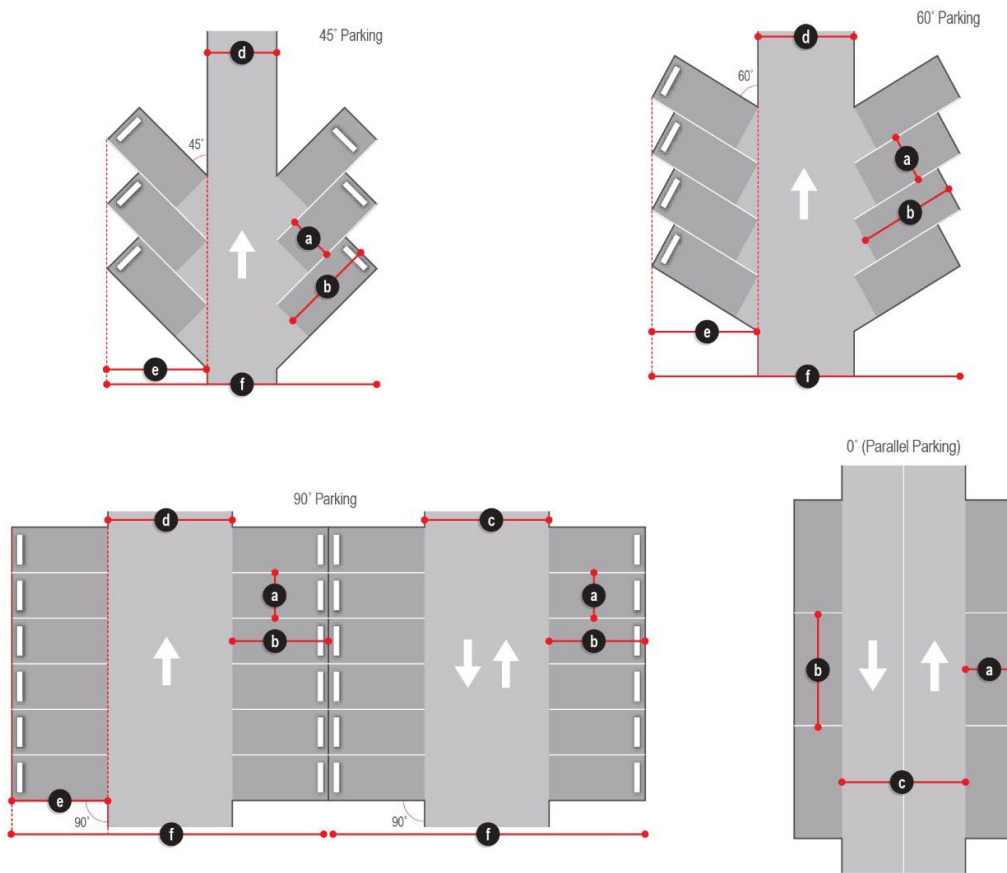
(Ord. No. MC-1068, § 2(Exh. B), 1-10-2023; Ord. No. MC-1082, § 2.B., 8-13-2024)

Sec. 44-05-02. Off-street parking standards.

- (a) *Applicability.* The regulations of this section shall apply to multi-family residential, mixed-use, and all nonresidential uses. Single-family residences, duplexes, and townhomes shall comply with the requirements for driveways [in] section 44-05-05.
- (b) *Dimensions.* Required off-street parking spaces shall have vertical clearance of at least seven feet. The dimensions of parking spaces and aisles shall be as shown in Table 44-05-02(b).

Table 44-05-02(b): Standard Parking Stall and Aisle Dimensional Requirements						
Parking Angle (Degrees)	(a) Space Width	(b) Space Length	(c) Aisle Width (2-Way)	(d) Aisle Width (1-Way)	(e) Space Length Perpendicular to Aisle	(f) Full Bay Width
0	9'	21'	20'	12'	N/A	N/A
45	9'	18'	N/A	14'	16'	46'
60	9'	18'	N/A	16'	17'	50'
90	9'	18'	24'	20'	18'	60'

Figure 5.1. Standard Parking Stall and Aisle Dimensional Requirements



- (c) *Curb cut width.* The width of the curb cut at the property line shall be a minimum ten feet and a maximum 25 feet, unless otherwise approved by the village engineer.
- (d) *Materials.* All off-street parking areas and driveways shall be improved with a hard surface pavement as specified in the current edition of the Illinois Department of Transportation Design Manual or alternate approved by the village engineer. Striping of the surface to define each parking space shall be provided and visible at all times.
- (e) *Parking access.*
- (1) A fire lane of not less than 20 feet in width shall be provided where required by the fire department.
 - (2) All required off-street parking facilities shall have vehicular access from a street, alley, or driveway, containing all weather, hard-surfaced pavement.
 - (3) All off-street parking facilities shall be provided with appropriate means of vehicular access in a manner that least interferes with traffic movements and allows the driver of the vehicle to proceed forward into traffic rather than back out.
 - (4) Whenever applicable, access to the off-street parking area shall be obtained from an alley or corner side street.
 - (5) No curb cut for entrance or exit to a property shall be allowed within 20 feet from an intersection, measured from and along the curb.
 - (6) No more than one access point for a property shall be allowed on each street where the property is at the corner or intersection of two streets.
 - (7) No lot can have multiple driveways for purposes of vehicular ingress and egress without a minimum of 150 feet of separation between such curb cuts along the same street frontage.
 - (8) Each required off-street parking space shall open directly upon an aisle or a driveway of such width and design as to provide safe and efficient means of vehicular access to the parking spaces.
 - (9) The location and route of access to such a parking area shall be identified and the route shall not transverse any other parking spaces.
- (f) *Drainage.* All parking and loading areas shall be graded and drained to dispose of surface water accumulation by means of an approved stormwater drainage system. Runoff from parking lots shall be detained on-site in accordance with the Watershed Management Ordinance of the Metropolitan Water Reclamation District of Greater Chicago and chapter 16 of this Code.
- (g) *Lighting.* Parking areas of more than ten spaces shall be illuminated. Illumination of off-street parking areas shall be in accordance with section 44-05-12.
- (h) *Slope.* Off-street parking and associated entrances and exits shall have a maximum eight percent slope. Access ramps and parking within parking decks shall comply with the regulations of the building code.
- (i) *Maintenance.* Except in the M-1 and M-2 districts, no cleaning or maintenance of parking lots utilizing motorized equipment may be performed between 11:30 p.m. and 6:00 a.m. each day, except for the removal of snow.
- ~~(j) *Location of spaces.*~~
- ~~(1) Off street parking spaces may be provided in surface lots, below grade, beneath a building and, in those zoning districts where specifically allowed, in parking structures.~~
 - ~~(2) Off street parking spaces may be located in the rear or interior side yard.~~

~~(3) Parking spaces required per subsection 44-05-01(c) shall be located on the same lot as the use served except for uses in the B-1 district established after the effective date of the ordinance from which this chapter is derived, January 10, 2022, or unless otherwise approved by the director of economic and community development.~~

~~(4) Parking in the B-1 downtown core and B-2 downtown transition districts.~~

~~a. Within the B-1 downtown core and B-2 downtown transition districts, uses in existence on the effective date of the ordinance from which this chapter is derived, January 10, 2022, which are subsequently altered or enlarged, and all new uses may be served by parking facilities located on land other than the lot on which the use is located.~~

~~b. Such facilities shall be located within 300 feet and shall be approved by the director of economic and community development, who shall consider safety standards and sound traffic design in making their decision.~~

~~c. In cases where parking facilities are permitted on land other than the lot on which the use is located, such facilities shall be located on property controlled by the same party who owns the lot on which the use to be served is located. Such control may be by deed or by long-term lease.~~

~~1. Such deed or lease shall be filed with the director of economic and community development and recorded with the office of the recorder of deeds by the village at the developer's expense.~~

~~2. The deed or lease shall require the owner or his heirs and assigns to maintain the required number of parking facilities for the duration of the use served or of the deed or lease, whichever shall terminate sooner, and to notify the village if terms of the lease change.~~

~~3. If the deed or lease terminates prior to the use served, the deed or lease shall not be released until the required off-street parking spaces are provided on the same lot as the use served or until another lot meeting all the requirements of this section is used to provide the required parking or until the village board grants a variance.~~

(j) Location of Required Spaces

1) Required off-street parking spaces may be provided in surface lots, below grade, beneath a building and, in those zoning districts where specifically allowed, in parking structures.

2) Required off-street parking spaces may be located in the rear or interior side yards. No parking lot shall be provided in front or exterior side yards.

3) Required off-street parking spaces shall be located on the same lot as the use served, **unless otherwise permitted by an off-site parking agreement subject to the provisions of this chapter.**

(k) Location and Regulation of Off-Site Parking

1) Required parking spaces may be located on a lot other than the lot on which the use is located, in districts where off-site parking is permitted as a limited use, subject to the following requirements:

a. Such facilities shall be located within 500 feet unless otherwise approved by the director of economic and community development;

b. Such facilities shall be controlled by the same party who owns the lot on which the use to be served is located, whether by ownership of the property upon which the facilities are located or by long-term lease;

- c. Such facilities shall be approved with a Limited Use Permit application including a long-term parking agreement, which shall meet the following minimum requirements:
 - i. The agreement shall include legal descriptions of the property upon which the use to be served is located and the property upon which the off-site parking facilities are to be located;
 - ii. The agreement shall include map(s) indicating the location of the off-street parking facilities and pedestrian routes between the off-street parking facilities and the use to be served by the facilities;
 - iii. The agreement shall require the owner or his heirs and assigns to maintain the parking facilities for the duration of the use served or the duration of the deed or lease with a minimum of 10 years, whichever shall terminate sooner, and to notify the Village if terms of the agreement change;
 - iv. If the deed or lease terminates prior to the termination of the use served, the deed or lease shall not be released until the required off-street parking spaces are provided on the same lot as the use served or until another lot meeting all the requirements of this section is used to provide the required parking or until the Village Board grants a variance for the required number of parking spaces.
 - v. The agreement shall be recorded with the Cook County Clerk’s Office by the Village at the developer’s expense upon approval of the Limited Use Permit permitting the off-street parking facilities.

(l) *Shared parking.*

- ~~(1) *Intent and purpose.* Shared parking allowed in this subsection is encouraged a means of conserving land resources, reducing stormwater runoff, reducing the heat island effect caused by large, paved areas, and improving community appearance.~~
- ~~(2) *Location.* All shared off street parking allowed under this subsection shall be located within 500 feet of each individual use to be served unless otherwise approved by the director of economic and community development.~~
- ~~(3) *Standards.* Off street parking and loading facilities may be reduced by 25 percent of the quantity required in Table 44-05-01(c) between a daytime uses and an evening or weekend use which have different peak hours of parking need. For the purposes of this section, daytime and evening or weekend uses shall be as determined in Table 44-05-02(j)(3). A petitioner may also request a reduction for any two daytime or any two evening or weekend uses when the hours of peak parking do not overlap as determined by the director of economic and community development.~~

- 1) *Intent and purpose.* Shared parking allowed in this subsection is encouraged a means of conserving land resources, reducing stormwater runoff, reducing the heat island effect caused by large, paved areas, and improving community appearance.
- 2) *Location.* All shared off-street parking spaces shall be located on the same lot or share approved off-site parking facilities meeting the standards of this section.

3) Standards. Off-street parking and loading facilities may be reduced by 25 percent of the quantity required in Table 44-05-01(c) between a daytime uses and an evening or weekend use which have different peak hours of parking need. For the purposes of this section, daytime and evening or weekend uses shall be as determined in Table 44-05-02(j)(3). A petitioner may also request a reduction of up to 25% of required parking spaces for any two daytime or any two evening or weekend uses when the hours of peak parking do not overlap as determined by the director of economic and community development.

Table 44-05-02(k)(3): Shared Parking Uses	
Daytime Uses	Evening or Weekend Uses
Service or Office Uses	Commercial Place of Assembly Uses
Retail Uses	Eating and Drinking Uses
Non-Commercial Place of Assembly Uses	Lodging Uses
Industrial Uses	Other primarily evening or weekend uses, as demonstrated by petitioner and deemed appropriate by the director of economic and community development
Other primarily daytime uses, as demonstrated by petitioner and deemed appropriate by the director of economic and community development	—

(4) Requirements. The petitioner shall provide sufficient data to indicate that there is not a substantial conflict in the principal hours of operation of the uses.

(m) Accessible parking. In all off-street parking facilities accessible parking spaces shall be provided. The number of accessible parking spaces shall be counted toward the total number of required parking spaces. The quantity, location, design, and markings shall be in accordance with the requirements of the latest edition of the Illinois Accessibility Code and Americans With Disabilities Act as amended.

(n) Electric vehicle ready charging stations.

(1) Applicability. All new off-street parking lots containing 40 or more parking spaces and any existing off-street parking area where the expansion would result in 40 or more parking spaces shall provide electric-vehicle ready (EV-ready) parking spaces in accordance with the quantity required in subsection (2).

(2) Quantity required.

a. All off-street parking for non-residential uses shall provide five percent of off-street parking spaces as EV-ready parking spaces.

b. All off-street parking for multi-family residential and mixed use shall provide ten percent of off-street parking spaces as EV-ready parking spaces.

(3) Design requirements. All EV-ready parking spaces required by this section shall comply with applicable regulations of subsection 44-04-14(n).

(n) Off-street bicycle parking.

(1) Applicability. All uses requiring site plan review as specified in section 44-07-09 shall provide off-street bicycle parking in accordance with this section, except:

a. Vehicle-related uses as defined in this chapter.

- b. Uses in the B-1 district.
- (2) *Quantity.*
- a. Unless otherwise specified herein, the number of required bicycle parking spaces shall be one space for every 20 off-street parking spaces required, up to a maximum number of off-street bicycle parking spaces as deemed appropriate by the director of economic and community development.
- b. When the required quantity of bicycle parking is two spaces or less, the use shall provide a minimum of two spaces in a bicycle parking area.
- (3) *Location.*
- a. Required bicycle parking shall be provided on the same lot as the use for which it is intended to serve.
- b. Bicycle parking spaces shall be adequately lit and located such that they are highly visible from the street and/or building entrance(s) from where bicyclists approach.
- c. The location of bicycle parking shall not conflict with pedestrian and/or vehicle circulation.
- d. Bicycle parking shall be sited within 50 feet of a building's main entrance. If provided indoors, bicycle parking shall be located within a common area designated for secure bicycle storage.
- e. Bicycle parking adjacent to a pedestrian walkway shall be sited to ensure that a minimum five-foot walkway clearance is maintained.
- (4) *Design criteria.*
- a. Bicycle racks shall be securely anchored to the ground.
- b. Bicycle racks shall support the bicycle in at least two places, preventing it from tipping over, and shall provide multiple points of locking to secure both the frame and one or both wheels.
- c. Bicycle racks shall accommodate a variety of bicycle types and sizes. The inverted-U or post and ring styles are preferred.
- (5) *Dimensional standards.*
- a. All bicycle parking facilities shall be designed in accordance with standards established by the National Association of City Transportation Officials or the Association of Pedestrian and Bicycle Professionals.
- b. Each bicycle parking space shall be a minimum of six feet in length.
- c. Bicycle racks shall be located at least three feet in all directions from any obstruction, including, but not limited to, other bicycle racks, walls, doors, posts, columns, or landscaping.
- d. A minimum vertical clearance of seven feet shall be maintained above all bicycle parking facilities.

(Ord. No. MC-1068, § 2(Exh. B), 1-10-2023)

Sec. 44-09-07. "E" definitions.

Easement means the right to use a designated part of property owned by another party for a specified purpose.

Eave means the projecting lower edges of a roof extending beyond the vertical wall of a building.

Electric vehicle charging station means the equipment for charging electric-powered vehicles and the space on a site designated for its use.

~~*Electric vehicle ready* means the installation of electrical panel capacity and raceway with conduit to terminate in a junction box or 240-volt charging outlet ready for the installation of charging equipment.~~

Electric vehicle ready parking space: A parking space which a) is adjacent to raceway with conduit to terminate in a junction box or 240-volt charging outlet ready for the installation of charging equipment, and b) has connection to an electrical panel with sufficient capacity to support a future electrical vehicle charging station.

Exhibit hall means a facility designed and used for conventions, conferences and seminars, along with accessory functions such as preparation and serving of food and beverages.

(Ord. No. MC-1068, § 2(Exh. B), 1-10-2023)