



STANDARDS FOR:  
**SPECIAL USE**

2020 Chestnut Road, Homewood, IL 60430

<b>Street Address:</b> 18277 Park Avenue _____ Homewood, IL 60430	
<b>Requested Use:</b> Traction Power Substation _____	<b>Area:</b> _____ 41204 sq. ft.
<b>Business Name:</b> METRA _____	
<b>Applicant Name:</b> Puppala Phanindra _____	<b>Date:</b> 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.