



Village of Homewood

Transit-Oriented Development Plan

March 18, 2024

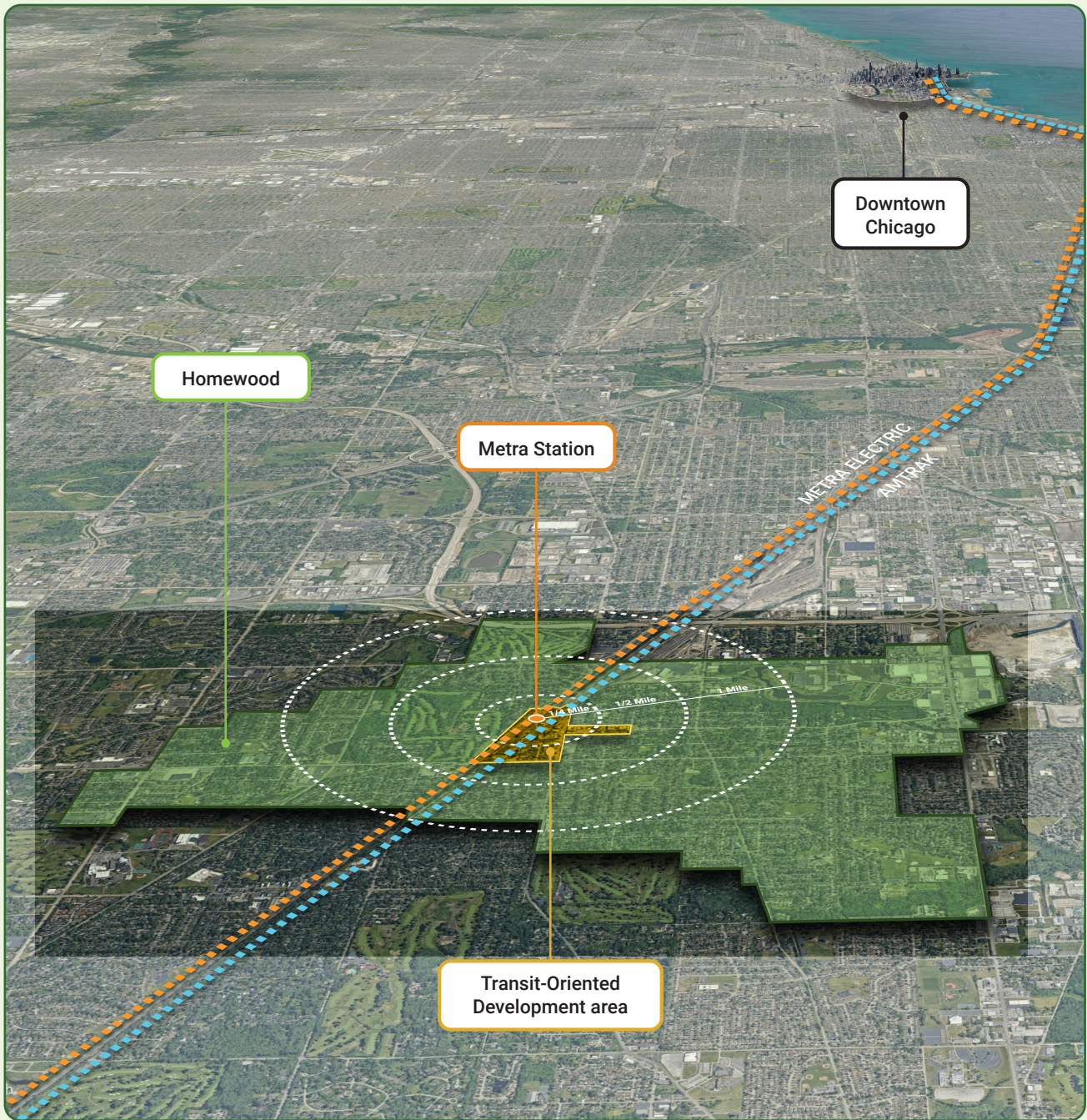


Figure 0: Homewood in Context

Hello Homewood,



In Spring 2023 the Village, in partnership with the Regional Transportation Authority (RTA), launched the Village of Homewood Downtown Transit-Oriented development Plan. The Plan focuses on a vision of downtown Homewood for the next 20 years and beyond. We have now completed that planning process. This document is the result of that work.

The Plan is designed to continue our efforts to develop downtown Homewood with a focus on “Transit-Oriented Development” (TOD) while maintaining the character and heritage that makes Homewood “Home Sweet Homewood.” The TOD Plan is designed to create safer spaces for walking and bicycling and make connections to transit easier. The Plan supports the growth of local businesses, open spaces, and amenities for Village residents.

Throughout this process, we invited residents and businesses to contribute to this Plan and guide the future of Homewood for you, your families, and the next generation by sharing your ideas, experiences, and suggestions on improving the quality of our community life.

Thank you to all of you who offered ideas and feedback by filling out surveys, participating in focus groups, taking part in community conversations, visiting the website, attending public meetings and events, sharing information with your neighbors, and more.

Thank you to our Steering Committee of community volunteers who oversaw the planning process.

On behalf of the Village Board of Trustees, I want to express our gratitude and reaffirm our support as we continue to move Homewood forward with this vision of a vibrant downtown.

Sincerely,

A handwritten signature in black ink, appearing to read "Richard Hofeld". The signature is stylized and cursive.

Richard A. Hofeld
Village President



Acknowledgements

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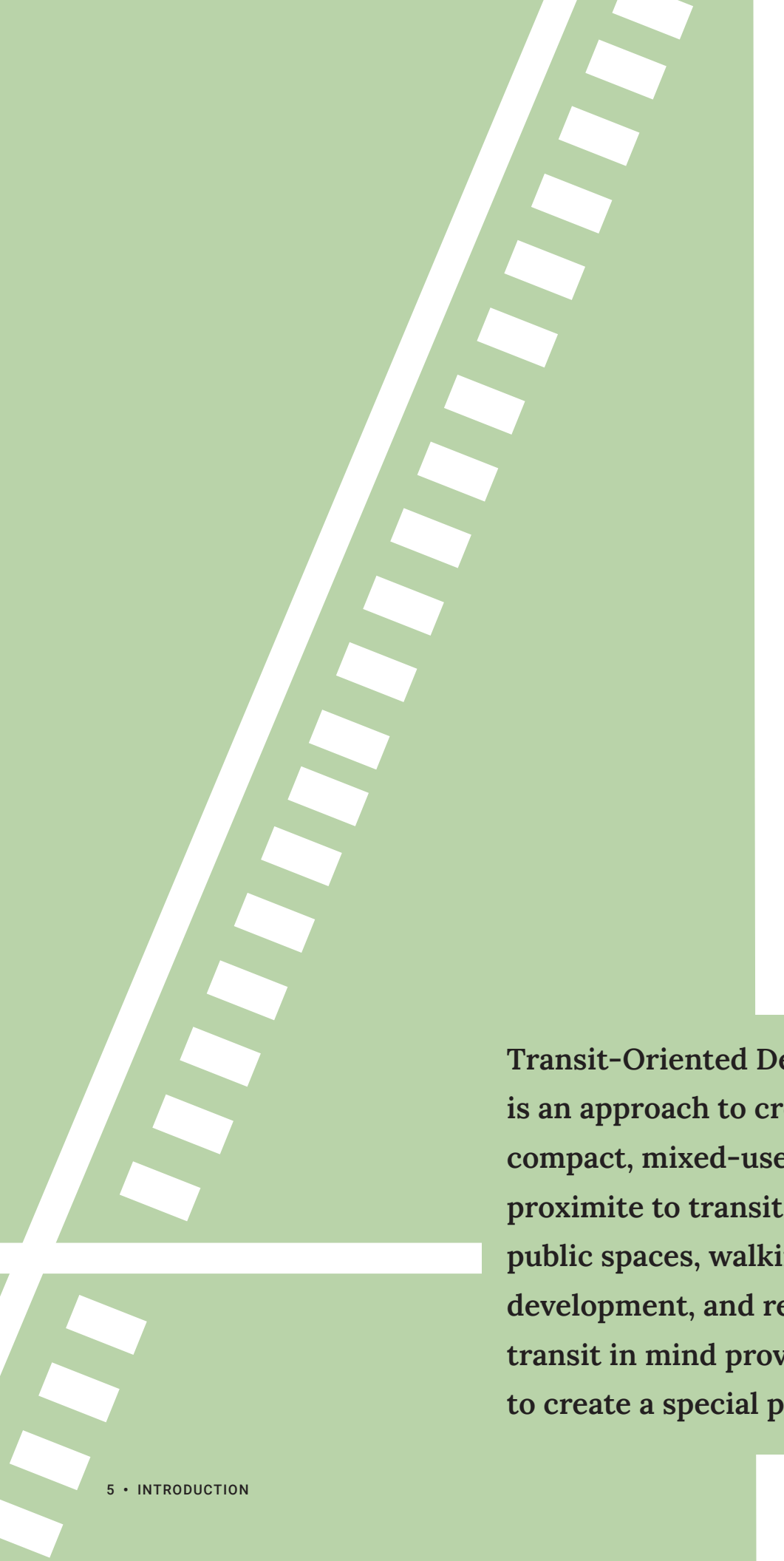
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Transit-Oriented Development (TOD) is an approach to creating walkable, compact, mixed-use communities proximate to transit. Addressing zoning, public spaces, walking, biking, parking, development, and redevelopment with transit in mind provides an opportunity to create a special place.

Transit-Oriented Development in Homewood

Homewood Station is at the heart of downtown Homewood. This station serves the Metra Electric commuter line, Amtrak's City of New Orleans and Illini/Saluki lines, and connects to Pace bus lines 356 and 359. Transit use declined nationally during the height of the COVID-19 pandemic, but ridership is on the rise— especially on the Metra Electric line. As of November 2023, Metra Electric had the highest midday ridership recovery of all lines. While weekday ridership has not reached its pre-pandemic levels, ridership on weekends is 128% of what it was prior to the pandemic, suggesting more people are using Metra for leisure trips.

Homewood Station is a natural anchor for TOD. In Homewood, TOD can look like more people commuting via the Homewood Station due to its ease of access; a creative reuse of existing parking lots; and a celebration of Homewood's support for public art being used on streets to increase walkability. It can look like a place where people can walk, bike, visit, shop, eat, live, and thrive. Most of all, it can be a place where people will want to do those things.

In Partnership with the Regional Transportation Authority

This plan is a partnership between the Village of Homewood and the Regional Transportation Authority (RTA). RTA is the unit of local government servicing Northeast Illinois, created to oversee finances, secure funding, and conduct transit planning for the Chicago Transit Authority (CTA), Metra, and Pace. RTA provides support and funding to municipalities to develop and implement transit-focused plans through its Community Planning program. The Village of Homewood applied for, and was awarded, a [Community Planning](#) program grant to support the development of this TOD plan.

Metra Electric ridership on weekends is **128%** of what it was prior to the pandemic, suggesting more people are using Metra for non-work trips. A well-connected Downtown Homewood can welcome and benefit from weekend Metra riders.



Illinois Central Railroad Engine passing through Homewood

On Track for Growth

The coming renovation to Homewood Station sets the stage for development. Homewood’s rich history and neighborhood charm is attracting private and public investment, some already underway. The Hartford Building, a mixed-use development in the heart of downtown, opened in the fall of 2023 and all since opening, all units and retail space have been occupied; Homewood Brewing Company, an 18,000-square foot brewpub, is under construction and slated to open mid-2024, and the renovated Homewood Station serving Metra and Amtrak riders is expected to reopen in May of 2025.

The coordinated Metra/Amtrak station renovations provide new opportunities for downtown Homewood and improve connectivity. The station project includes a renovated pedestrian tunnel with upgraded lighting, drainage, and ventilation systems. Updated headhouses at both the east and west ends of the tunnel connect new accessible paths to platforms from the tunnel. The new Pace bus station, serving as a terminal for two current routes, upgrades and strengthens train and bus connections.

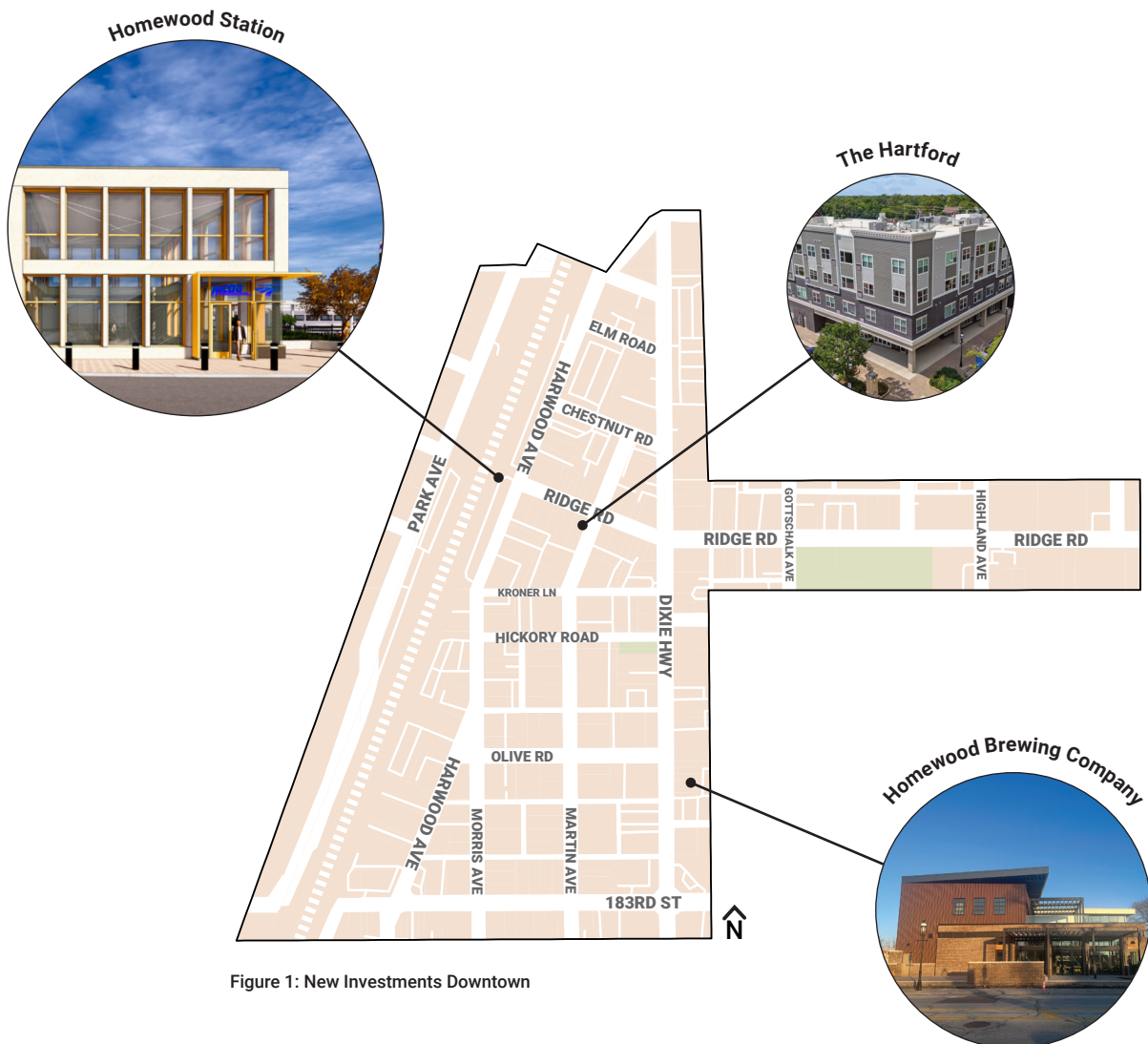
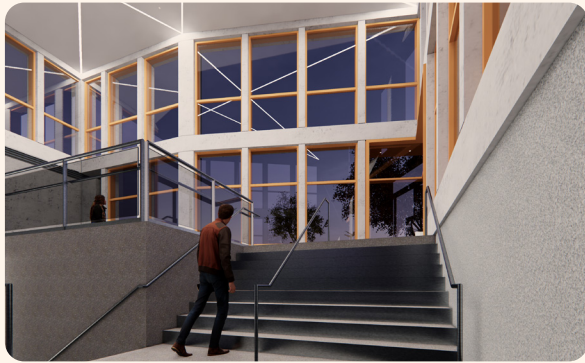


Figure 1: New Investments Downtown



Figure 2
**Homewood Station:
An Anchor for Development**

Rendering of Homewood Station exterior at Harwood Avenue and Ridge Road



Rendering of headhouse interior



Rendering of Homewood Station interior



Rendering of Homewood Station exterior

Building on Existing Plans

With streamlined and modernized zoning, Homewood is ready to welcome emerging commercial trends. The recent 2023 Zoning Code update consolidated five districts into two that encapsulate downtown— B-1 and B-2. **B-1: Downtown Core** encourages a concentrated vibrant downtown by limiting many ground-floor uses to provide space for retail and restaurants. **B-2: Downtown Transition** includes a mix of offices, services, shops, and restaurants. B-2 is also home to the new Artisan Manufacturing and Assembly District, which allows for adaptive reuse of old buildings to include a small live/work residential unit. These zoning changes set the stage for a renewed energy in downtown.

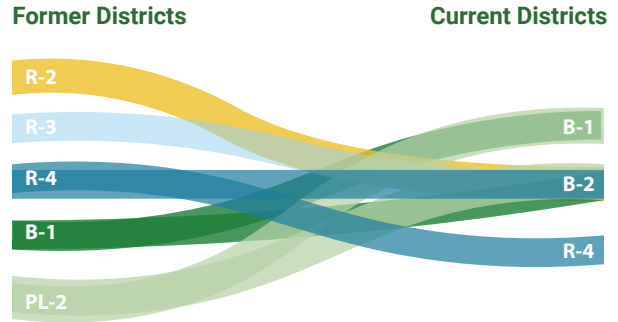
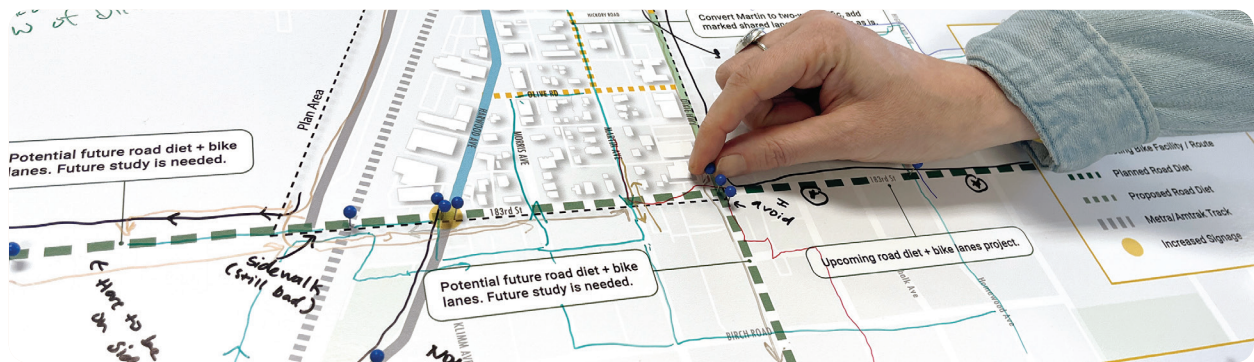


Figure 3: Downtown Zoning District Consolidation in 2023 Zoning Code



Interactive mapping at pop-up event at GoodSpeed Cycles

SETTING THE STAGE

EARLY 2023

TOD Plan Recommended in 2020 Strategic Plan

RTA + Village of Homewood Agree to Co-create Plan

LISTENING TO LOCALS

APRIL 2023–FEBRUARY 2024

Community Steering Committee formed

Public Engagement Began

Figure 4: Planning Process

Planning Process

The Homewood TOD Plan was developed in four phases over the course of 12 months:

SETTING THE STAGE

The Village of Homewood and Regional Transportation Authority (RTA) partnered to build on the goals of the Village of Homewood’s 2020 Strategic Plan and RTA’s focus on the implementation of transit-oriented development throughout the region.

LISTENING TO LOCALS

The process was guided by a Steering Committee comprised of residents who helped determine engagement events. The project team asked attendees at Chalk the Walk about downtown destinations, discussed development options at Fall Fest, and held two focus groups on navigating and spending time downtown. The project team also held pop-ups at a Homewood Business Association meeting and at GoodSpeed Cycles.

PEN TO PAPER

The project team synthesized feedback into a draft plan that was shared with the Steering Committee.

PLAN COMPLETION & IMPLEMENTATION

This begins now– with this document.



Pop-up event at GoodSpeed Cycles

PEN TO PAPER

NOVEMBER 2023–MARCH 2024

Draft
Recommendations
Developed

Final Plan
Proposed

PLAN COMPLETION AND IMPLEMENTATION

APRIL 2024 AND BEYOND

Final Plan
Approved

Plan
Implemented



Hosted
2
 focus groups with
28
 participants



At the Village of Homewood's

2023 Fall Fest

attendees stated they want to see diversified entertainment and dining:

Coffee Shops

Independent Book Store

Grocery Store

Pet Supply Store

Places For Take Out

Non-Alcoholic Performance Venues

Bike Racks

Clearly Defined Bike Lanes on Ridge

Movie Theater (Classics)

Restaurants, Cafes, Coffee Shops As Gathering Places

Arcade

A Plan by the People

The recommendations presented in this plan were guided and informed by local partners and residents of the Village of Homewood.



Collaborated with over

60

pedestrians and cyclists during a plan pop-up at GoodSpeed Cycles



Participants at
GoodSpeed Cycles

shared that

major gateways to downtown

=

major painpoints for pedestrians and cyclists



Met with **11**
 Steering Committee members

5

times

over the course of the plan



Joined a

Homewood Business Association

meeting to discuss future opportunities



Presented development options
to attendees of

Fall Fest

Talked wayfinding and
downtown destinations with
Gotts-Chalk the Walk
attendees



\$700

distributed in
stipends

to Steering Committee
members and focus
group participants

OCT 17 2023	THE <h1>HOMewood</h1> WE WANT TO SEE	FOCUS GROUP FEEDBACK
-------------------	--	----------------------------

At the second focus group for the development of the Homewood TOD Plan, participants were asked to envision the future of downtown and write an ideal headline for that future.

**People Are Flocking
To Homewood For
The Thriving Local
Arts Scene**

**New Homewood Resident
Opens New Business
Across From Train Station**

**Homewood Shows The
Nation How Creative
Placemaking Is Done!**

**Matrix
Building Art
Incubator
Welcomes
First Artist
Cohort!**

**Homewood
Voted The
Best Place
To Live
In Illinois**

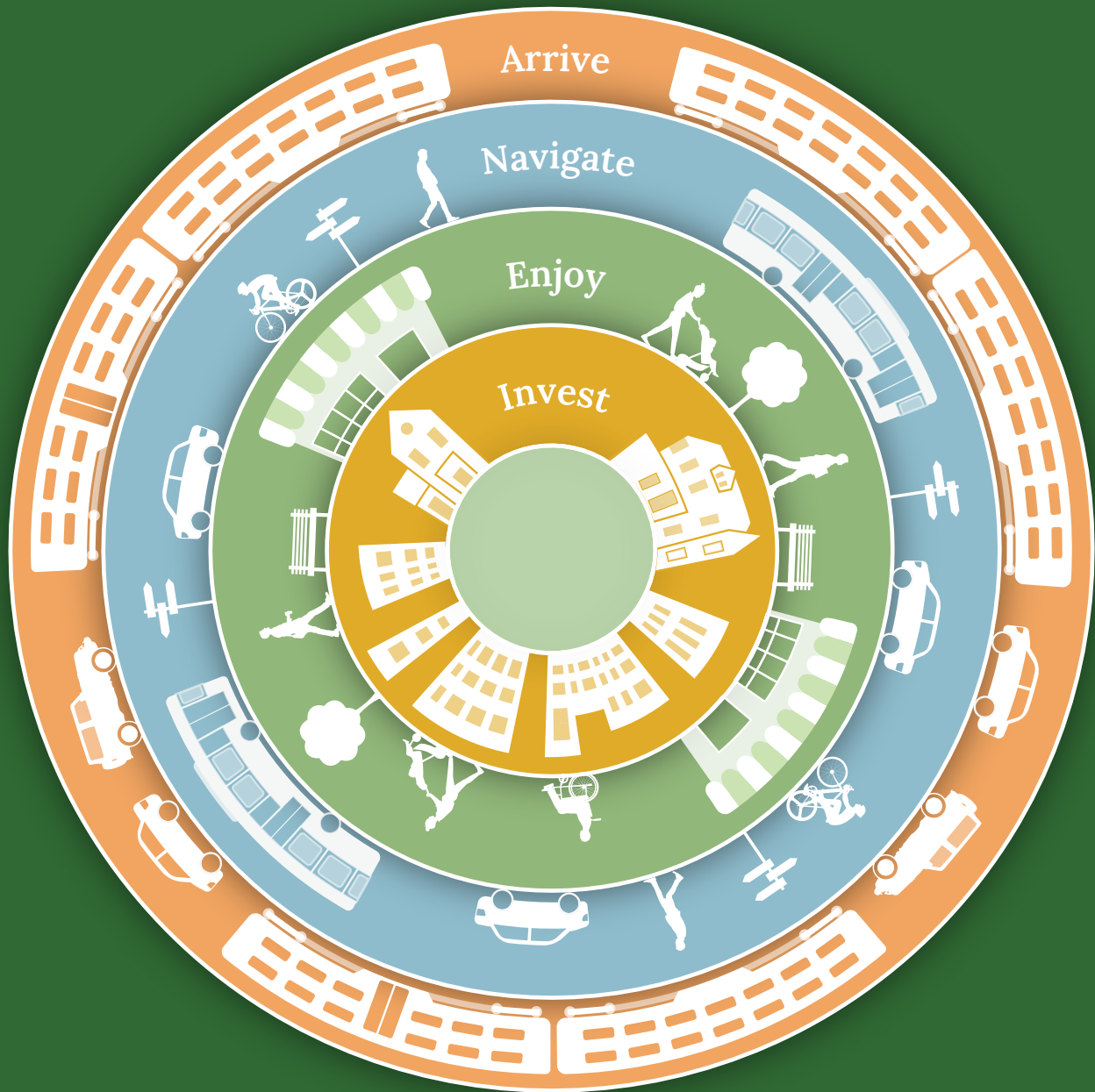
**Homewood
Leading All
Midwestern
Communities
With Vertical
Farming
Development**

**Homewood
Opens An Indoor
Play Facility For
Children 3 And Up**

**Food Truck Hall:
The Place To Be**

**Walking And Biking
Has Reinvigorated
Commerce In
Downtown Homewood**





Plan Structure

The following TOD recommendations are the result of sorting and prioritizing feedback from four steering committee meetings, two focus groups, and two Homewood public events. Recommendations are grouped into four topic areas. Starting at the largest scale and moving inward, these categories are: Arrive Downtown, Navigate Downtown, Enjoy Downtown, and Invest Downtown.

Arrive Downtown

Focuses on the main entry points into downtown Homewood. These recommendations include improving the viaducts for all mode users; creating a gateway for Metra, Amtrak, and Pace riders arriving in Downtown; and improvements to main throughfares.

Navigate Downtown

Focuses on local transportation. Two key elements of this section are a Pedestrian Network and Bike Network, both designed to connect five key sites in Downtown Homewood: the Metra & Amtrak Station, Irwin Park, Village Hall, the Library, and Martin Square. Navigate Downtown recommendations also include a wayfinding network which will inform the Village's new Appearance Plan.

Enjoy Downtown

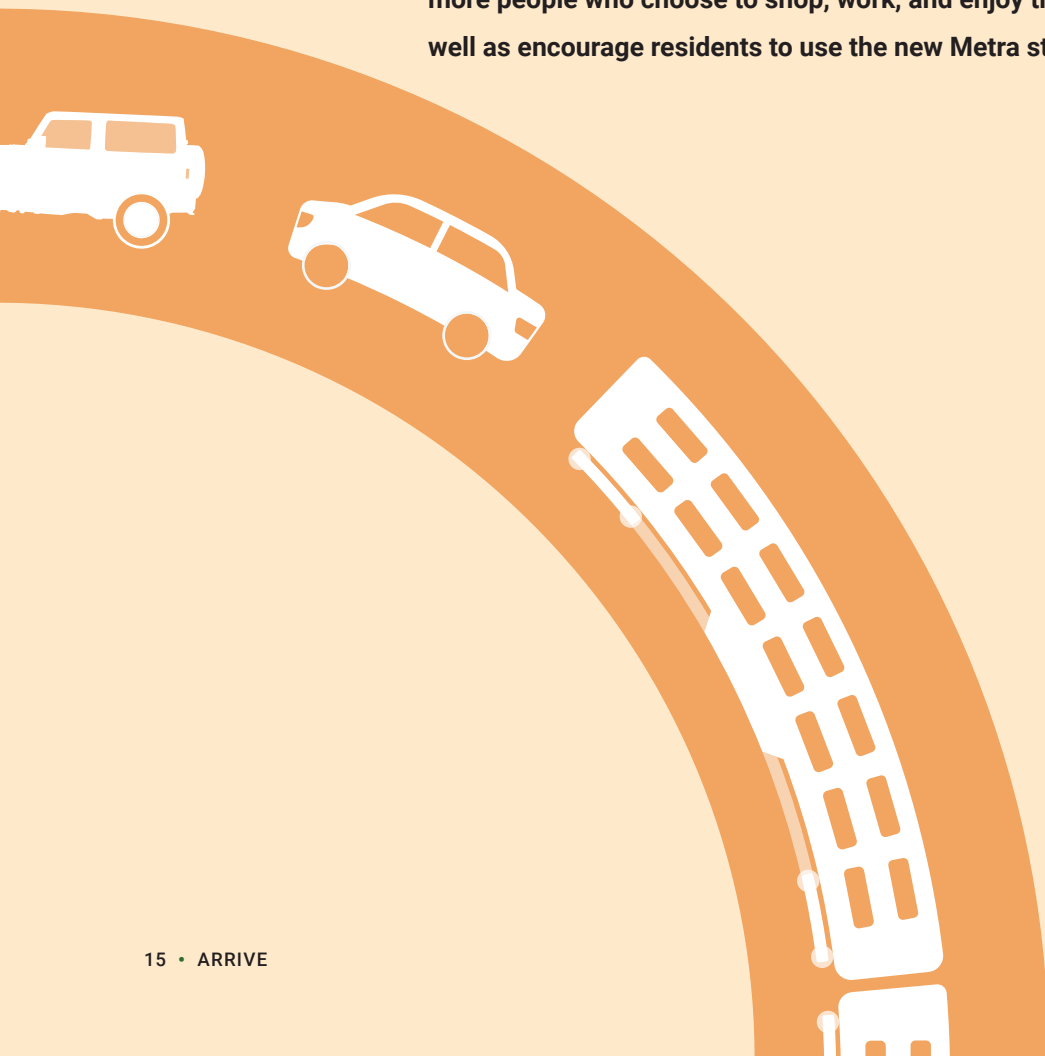
Focuses on enhancing Downtown Homewood to further build its reputation as a destination. Recommendations encompass business support tactics, implementing parking changes, and leveraging open space opportunities.

Invest Downtown

Focuses on site- and use-specific visioning that can highlight development and redevelopment opportunities within the TOD area. By illustrating desired visions through conceptual massing and programming, the Village of Homewood can pursue developers and partnerships to bring these ideas to fruition.

Arrive

Focusing on main entry points into downtown Homewood for residents or visitors arriving via train, bus, car, bike, or foot, the following recommendations seek to improve the safety, comfort, and identity of downtown upon arrival. By making the common entry points into Homewood's downtown safer and more accessible to all mode users, Homewood can welcome more people who choose to shop, work, and enjoy the area, as well as encourage residents to use the new Metra station.





Recommendations

- 1 Enhance Access to Downtown
- 2 Implement Uniform Signage
- 3 Upgrade Pedestrian and Cyclist Experience



THE VILLAGE OF
HOMWOOD

1893

You're in the Right Place 



Here and Now

Downtown Homewood, flanked by train tracks and main thoroughfares, can be difficult to access. In addition, viaducts at Dixie Highway and 183rd Street help to move cars but create conflicts for people walking and cycling.

The majority of Homewood’s residences are located south of 183rd Street, making 183rd Street a required street crossing for most Homewoodians entering downtown. In all outreach events for this plan, attendees noted the condition of 183rd Street from the perspective of pedestrians and cyclists as an issue. In addition, Homewood’s Pace routes serve as a vital connectors to surrounding areas and as an entry point to downtown Homewood– but often, people do not know where exactly these routes lead. Improving signage, wayfinding, and understanding of the routes can increase Pace usage to and from downtown Homewood. Beyond maximizing the viaducts, 183rd Street, and the existing Pace routes for safety and accessibility, these improvements create more welcoming inroads to Homewood, and offer residents and visitors a clear sense of arrival.



Dixie Highway Historical Sign

“It needs to be easier for pedestrians and casual cyclists to get in and out of downtown.”

FOCUS GROUP PARTICIPANT

“Use viaducts as positive gateway into downtown.”

FOCUS GROUP PARTICIPANT

“I ride my bike to Flossmoor station [vs Homewood Station] to avoid crossing 183rd & Harwood.”

FOCUS GROUP PARTICIPANT

“Mural, better lighting under viaduct to encourage pedestrian and bike traffic across the village dividing line”

STEERING COMMITTEE MEMBER

“There are limited ways to access downtown from the west: [only] the viaducts– key access points that are not easy to drive, bike, or walk through.”

FOCUS GROUP PARTICIPANT

“When walking to the station, crossing major streets poses a real challenge.”

FOCUS GROUP PARTICIPANT

“The sign on the viaduct at 183rd is beautiful. Do the same on the other viaduct?”

FOCUS GROUP PARTICIPANT

1

RECOMMENDATION

Enhance access to downtown via the viaducts on Dixie Highway and 183rd Street

The rail viaducts located in the plan area on 183rd Street and Dixie Highway are challenging areas for residents and visitors to navigate.

SHORT TERM

Treatments inside the viaducts can be improved to increase the safety and comfort of all users.

- Paint existing bike lanes with a high visibility anti-skid aggregate paint to increase visibility of cyclists
- Incorporate artwork (e.g., mural) on viaduct walls
- Increase the feeling of personal safety through enhanced lighting
- Conduct a traffic control needs study for the intersections of Dixie Highway and Harwood Avenue, and Dixie Highway and Park Avenue

LONG TERM

In order to increase the pedestrian and cyclist right-of-way, a study will need to take place to determine reconstruction options for the viaducts. Additional projects include:

- Improve ADA accessibility
- Evaluate the potential for removing the center columns underneath the bridge to create additional space when the bridge is reconstructed (pending structural evaluation)
- For Dixie Highway viaduct, consider increasing vertical clearance when the bridge is reconstructed which could be done through raising the tracks or lowering the street

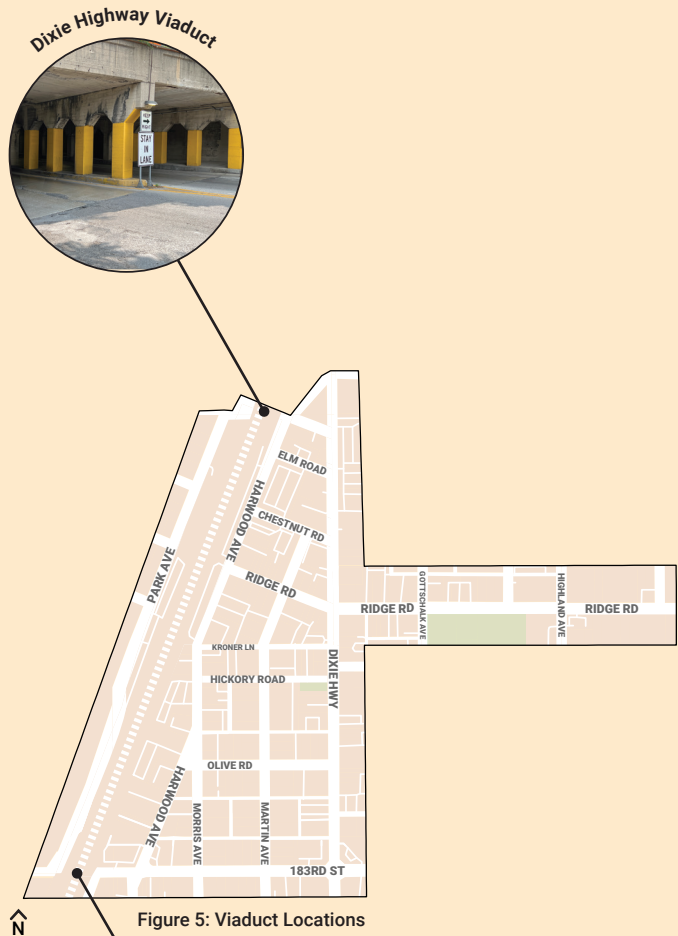
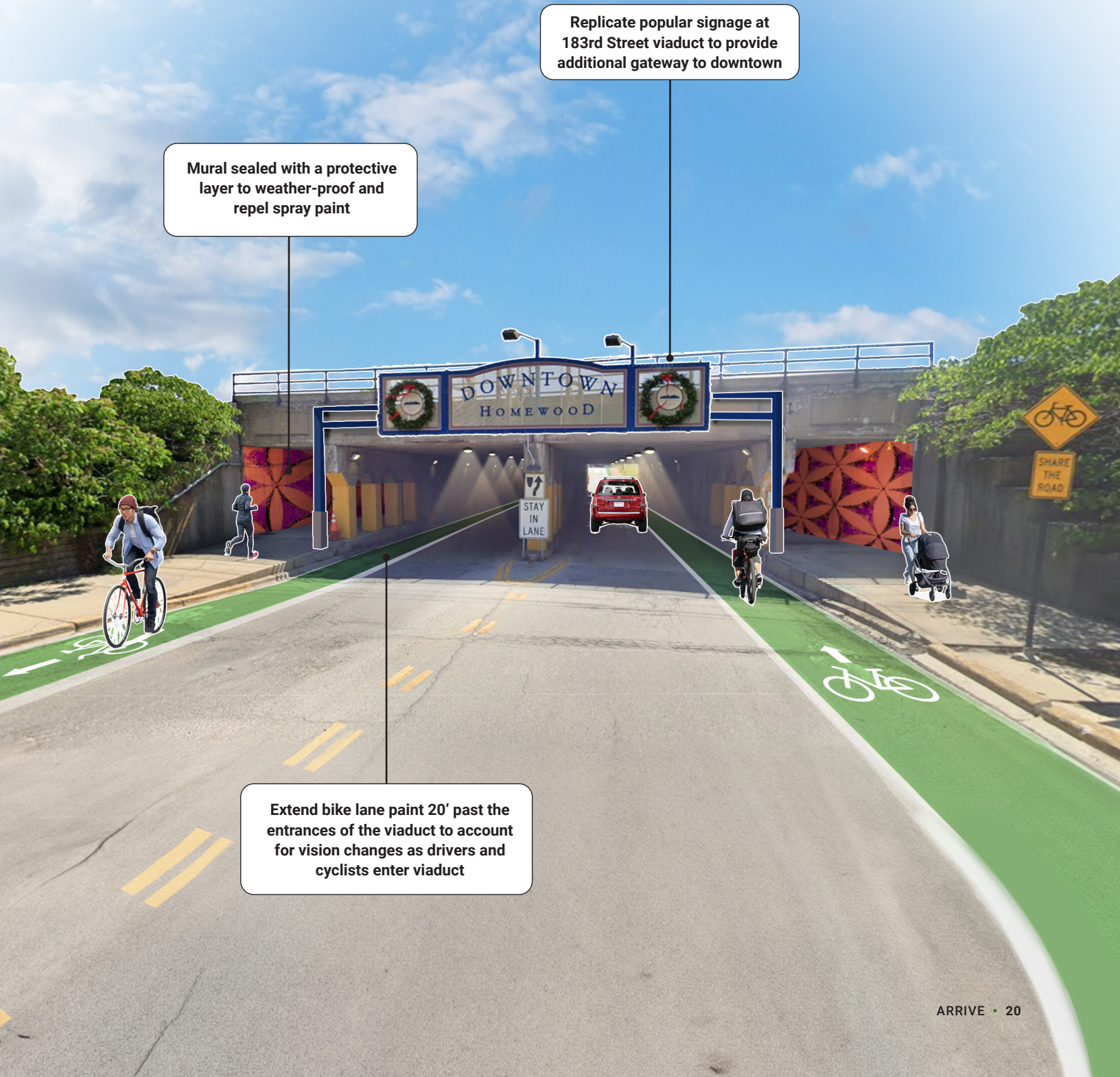


Figure 6

Dixie Highway viaduct short term recommendations



2

RECOMMENDATION

Implement uniform and easily identifiable signage at Pace bus stops and shelters

Pace ridership is relatively low in downtown Homewood, with an average of 10 riders per day using downtown stops. Focus group participants cited Homewood’s location at the end of the 359 line, lack of connections to useful destinations or limited knowledge of destination options, and infrequency of scheduled buses as reasons for low ridership. In the short term, the Village can use RTA’s Interagency Transit Passenger Information Design Standards Manual to install Pace-specific wayfinding signage to promote the use of the Pace system. As a TOD area, downtown Homewood can leverage more than just the trains at Homewood Station– it is a destination and a starting point for riders on the Pace lines as well.

Informational signs, as rendered in Figure 8, can be installed at the Homewood Station and the intersection of Ridge Road and Dixie Highway (the most popular Pace boarding locations and areas with increased foot traffic) to provide riders and passersby with information on daily service times and popular destinations along the routes.

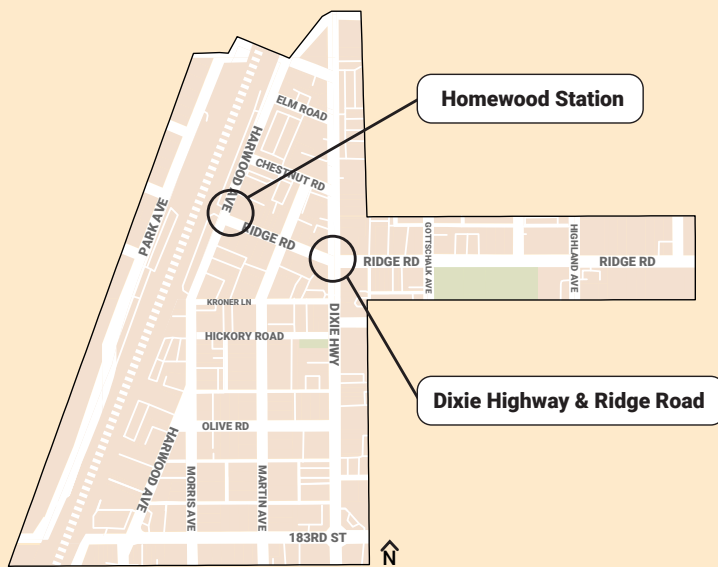


Figure 7: Recommended Pace Signage Locations

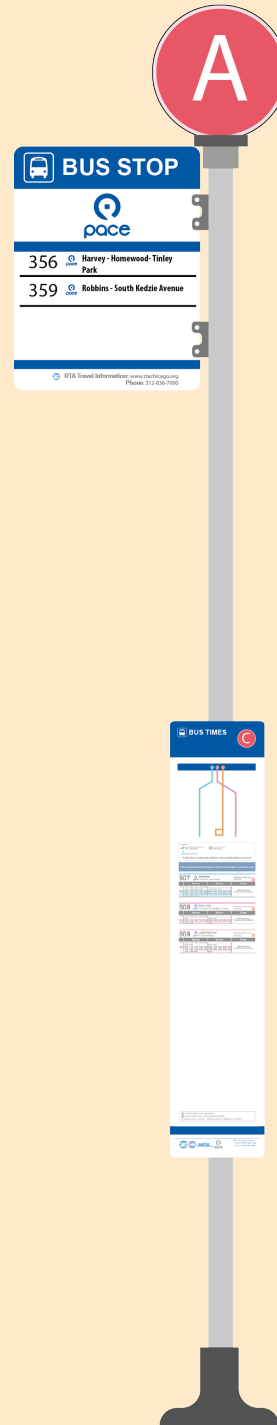


Figure 8: Pace Signage Example

3

RECOMMENDATION

Upgrade the pedestrian and cyclist experience entering downtown

The Village of Homewood has plans for a road diet on 183rd Street from Morgan Street east to Dixie Highway, ending just east of the plan area. The project, if implemented, will reduce the number of travel lanes from four to two, create a center dual-left turn lane, and add striped bike lanes on both sides of the street between Dixie Highway and Halsted Street.

183rd Street inside the plan area is a common pain point for residents and visitors entering downtown due to its high vehicle speed and lack of separation between cyclists and vehicles. The Village's public and political support for the proposed road diet just east of the study area shows their interest in installing traffic calming infrastructure. 183rd Street east of Dixie may be a good candidate for a road diet. Further study will be needed to determine the feasibility of a west-bound road diet and bike lane extension.

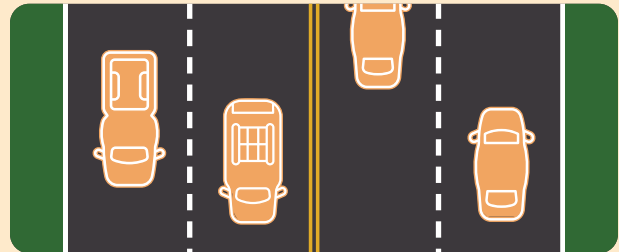


Figure 30: Example a Street without a Road Diet

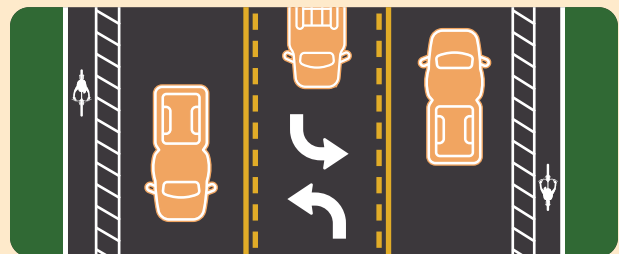


Figure 9: Example of a Road Diet

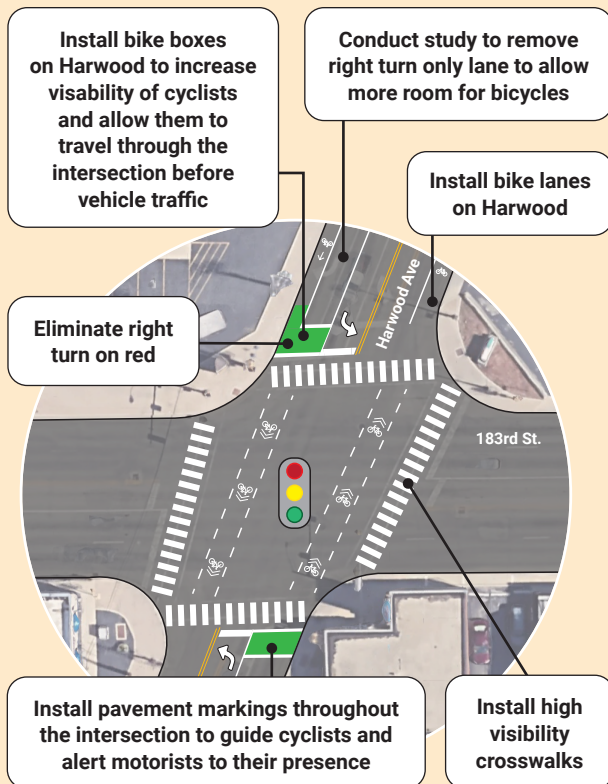


Figure 10: Road Diet on 183rd Street

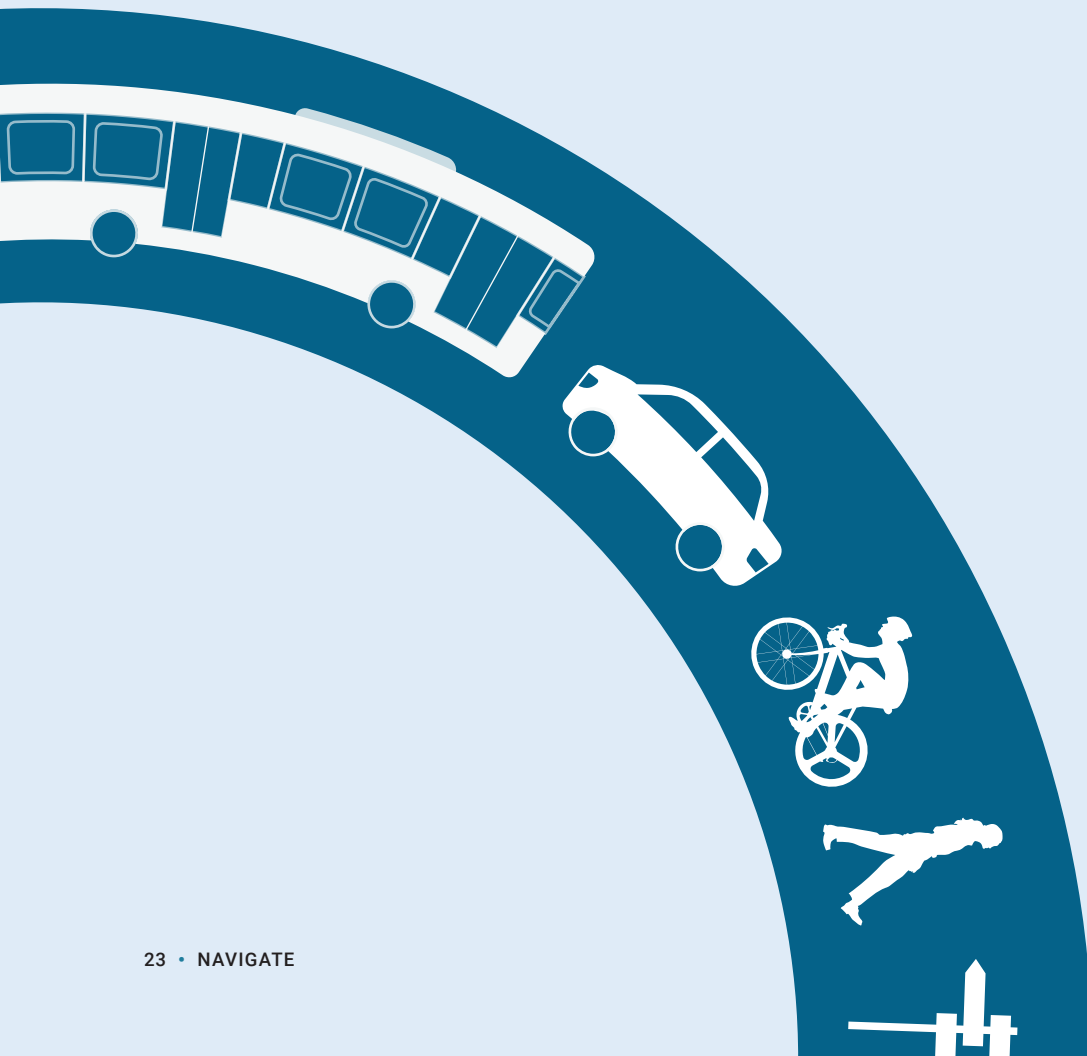
SHORT TERM

Strategic treatments can improve the safety and comfort of cyclists traveling through the intersection. These improvements include:

- Conduct a study to remove the south-bound right turn lane on Harwood Avenue to provide more room for bicycles
- Eliminate right turn on red except for bicycles
- Install bike boxes on Harwood Avenue to increase visibility of cyclists and allow them to travel through the intersection before vehicle traffic
- Install pavement markings throughout the intersection to guide cyclists and alert motorists to their presence
- Install bike lanes on Harwood Avenue, discussed more on page 31
- Install high visibility crosswalks, discussed more on page 29

Navigate

Once you've arrived, the second set of recommendations focuses on how to get around downtown. They include considerations for streets and sidewalks to improve access to and through downtown. Five key locations have been identified as important anchors: Homewood Station, Martin Square, the Library, Village Hall, and Irwin Park.





Recommendations

- 4 Bolster the Pedestrian Network
- 5 Extend the Bike Network
- 6 Encourage Decorative Crosswalks
- 7 Update Downtown Wayfinding System

LIBRARY
MARTIN
SQUARE
SCIENCE
CENTER



HOME SWEET
HOMWOOD



Here and Now

Homewood has long valued bicycle and pedestrian infrastructure— it was the first suburb in the Southland area to commission and implement an extensive bicycle plan featuring bike lanes, bicycle route signage, and plentiful bike racks. Despite these efforts, the percentage of people commuting by bike in Homewood is generally low, with a higher rate downtown: 4.3% of people in downtown bike to work, compared to 0.5% of people in greater Homewood. Among residents, there is broad interest in increasing the bikeability of downtown Homewood and its connections to surrounding neighborhoods and suburbs.

Increasing bikeability also requires a commitment to improving safety for both cyclists and pedestrians. Most of the injury-producing pedestrian to motor vehicle or bicycle to motor vehicle crash hot spots occur at major intersections like 183rd and Park Avenue, Harwood Avenue, or Dixie Highway, and along Dixie Highway from Ridge Road to Hickory Road.

4.3% of downtown residents bike to work compared to 0.5% of residents in greater Homewood

Therefore, communicating that downtown Homewood is a place for cyclists and pedestrians is key: the Village of Homewood has existing downtown wayfinding signage that can be updated and expanded. The Village is also updating its Appearance Plan – the first update since it was adopted in 1998. It establishes a commission and provides a set of flexible yet effective guidelines, including an update to Village signage. By leveraging street-level infrastructure alongside Village-wide signage, residents and visitors alike can feel more comfortable navigating downtown Homewood.

“High-stress points throughout the study area make it difficult for all users to access destinations downtown”
FOCUS GROUP PARTICIPANT

“Explore creating visually interesting crosswalks in the TOD area. These could be thematic - rainbow colors, 3D bars, etc.”
STEERING COMMITTEE MEMBER

“There is a lot of truck traffic on Ridge Road that makes bicycling uncomfortable and issues with sight lines in terms of pedestrians crossing between parked cars.”
FOCUS GROUP PARTICIPANT

“The area needs additional wayfinding or clearer communication about parking.”
FOCUS GROUP PARTICIPANT

“[We need] more crosswalks and flashing lights where the crosswalks are [to] remind people that they need to stop for pedestrians.”
STEERING COMMITTEE MEMBER

“There is a need for more bike parking and infrastructure.”
FOCUS GROUP PARTICIPANT

“A link between downtown and Irwin Park is needed especially for youth.”
FOCUS GROUP PARTICIPANT

“[I would like to be able to] walk from one place to the next.”
FOCUS GROUP PARTICIPANT

4

RECOMMENDATION

Bolster the pedestrian network in the downtown core



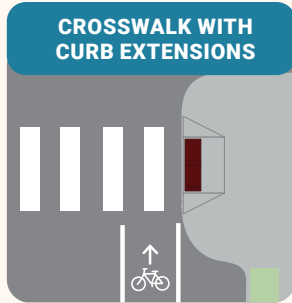
Figure 11: Proposed Pedestrian Network Improvements

LEGEND

- Crosswalk with curb extensions
- High visibility crosswalk
- ADA improvements
- Rectangular rapid flashing beacon
- Reduced corner radii
- Countdown Pedestrian Signal
- Sidewalk Improvements
- 🚶 Decorative Crosswalk
- 🚩 Key Location



Pedestrian-focused infrastructure that can increase safety and comfort downtown:



CROSSWALK WITH CURB EXTENSIONS

Curb extensions provide shorter crossing distances for pedestrians and improve sightlines for both drivers and pedestrians. They can slow the speed of turning traffic and are most appropriate for use on streets with on-street parking. They are accompanied by high visibility crosswalks.

This treatment is proposed to be used at Pine Road & Vincennes Court / Harwood Avenue, Dixie Highway & Elm Road, Dixie Highway & Chestnut Road, Ridge Road & Gottschalk Avenue, Ridge Road & Highland Avenue, Ridge Road & Highland Avenue, Dixie Highway & Kroner Lane, and Ridge Road & Olive Street.



RECTANGULAR RAPID FLASHING BEACON

Rectangular rapid flash beacons (RRFBs) are highly visible, flashing yellow LED lights that supplement standard pedestrian crossing warning signs at mid-block and other unsignalized crossing locations.

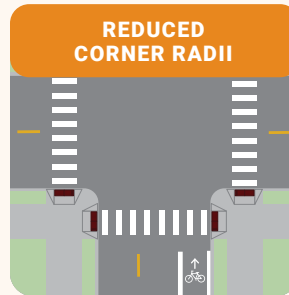
This treatment is proposed to be used at Ridge Road & Highland Avenue as pedestrians cross to Irwin Park.



HIGH VISIBILITY CROSSWALK

High visibility crosswalks increase awareness of pedestrian crossing paths and discourage drivers from encroaching into crosswalks. These are recommended for main throughfare intersections and as the standard for new crosswalks.

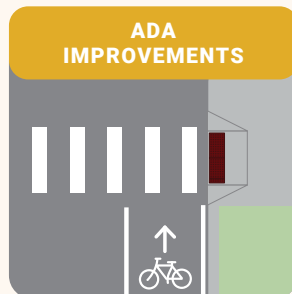
This treatment is proposed to be used at 183rd Street & Dixie Highway, 183rd & Harwood Avenue, and Ridge Road & Harwood Avenue.



REDUCED CORNER RADII

The size of the corner relates to the length of a crosswalk and the speed of turning traffic. Reducing curb radii creates a shorter crossing distance for pedestrians and encourages drivers to slow down when making right turns.

This treatment is proposed to be used at 183rd Street & Dixie Highway.



ADA IMPROVEMENTS

Accessible crossings contain features such as curb ramps with gentle slopes, level landing areas, and detectable warning tiles that improve access for people with low vision and limited mobility. Intersections are marked with this recommendation if existing infrastructure needs an update. All new crosswalks must be ADA compliant.

This treatment is proposed at 183rd Street & Dixie Highway, and new crosswalks at Harwood Avenue & Olive Road and Harwood Avenue & Hickory Road.



COUNTDOWN PEDESTRIAN SIGNALS

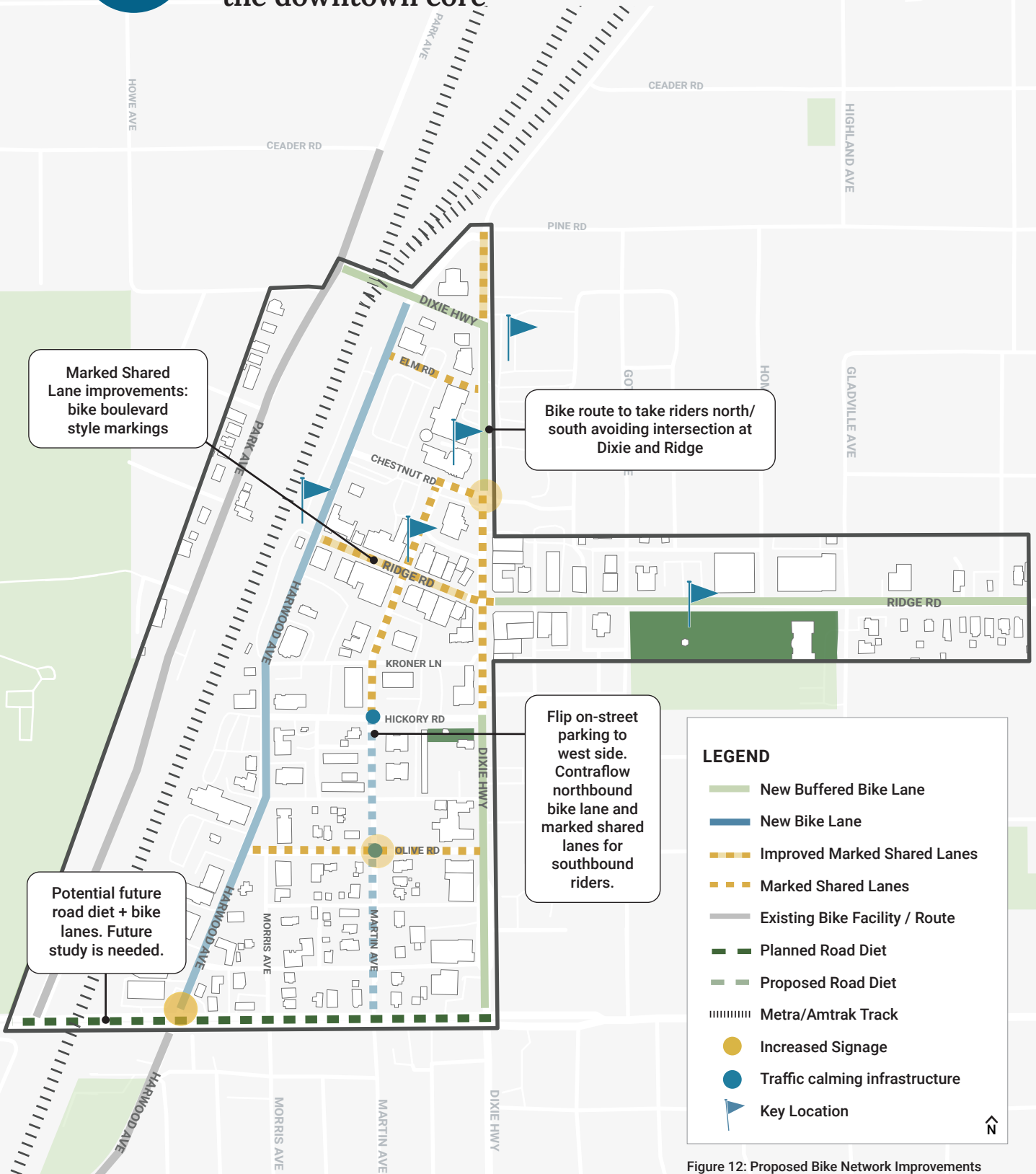
Countdown pedestrian signals show the remaining time before a traffic signal changes from "walk" to "don't walk" and provide audio cues to allow people with low vision to safely cross. They are designed to reduce the number of pedestrians who start crossing when there is not enough time to complete their crossing safely.

This treatment is proposed at 183rd Street & Dixie Highway.

5

RECOMMENDATION

Extend the bike network throughout the downtown core



Marked Shared Lane improvements: bike boulevard style markings

Bike route to take riders north/south avoiding intersection at Dixie and Ridge

Potential future road diet + bike lanes. Future study is needed.

Flip on-street parking to west side. Contraflow northbound bike lane and marked shared lanes for southbound riders.

LEGEND

- New Buffered Bike Lane
- New Bike Lane
- Improved Marked Shared Lanes
- Marked Shared Lanes
- Existing Bike Facility / Route
- Planned Road Diet
- Proposed Road Diet
- Metra/Amtrak Track
- Increased Signage
- Traffic calming infrastructure
- Key Location

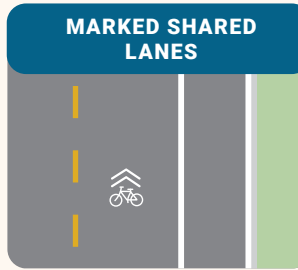
Figure 12: Proposed Bike Network Improvements

Currently, Homewood’s bike infrastructure is limited to main thoroughfares. Ridge Road, Dixie Highway, Park Avenue, and Harwood Avenue are roads with bike lanes or marked shared lanes. A bike network comprised of smaller, lower-stress roads that keep cyclists separated from high-volume vehicular traffic roads can increase bike travel throughout downtown. This network can be extended to safely connect greater Homewood to downtown by bike.



Cyclist crossing Ridge Road mid-block

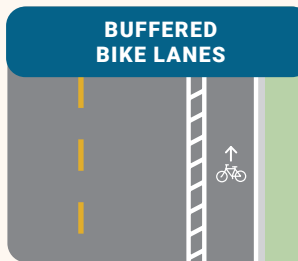
Lane Treatments



Marked shared lanes enable cyclists to ride in a shared lane with vehicles dedicated with a “sharrow” to reinforce the legitimacy of bicycle travel on-street. Marked shared lanes are typically used on lower volume, lower speed residential streets.



Conventional bike lanes designate an exclusive space for cyclists through pavement markings. Conventional bike lanes are used on streets too narrow to provide buffered bike lanes.



Buffered bike lanes are similar to conventional bike lanes but are paired with a designated buffer space separating the bicycle lane from the adjacent motor vehicle travel lane.

Key Elements

BIKE BOXES



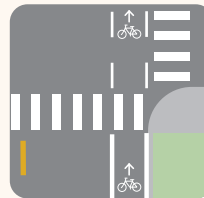
Bike boxes, a painted area at the head of a traffic lane at a signalized intersection, dedicates a safe and visible space for cyclists to move through an intersection with reduced interaction with vehicles.

BIKE INFRASTRUCTURE SIGNAGE



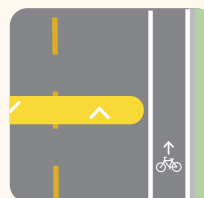
Bike infrastructure signage encompasses directional signage of safe and available bike routes, and signage educating drivers and cyclists on how to interact with new infrastructure. For example, slogans like “Get Behind It” promote correct use of bike boxes.

LANE MARKINGS THROUGH SIGNALIZED INTERSECTIONS



Bike lane markings guide cyclists and drivers through conflict zones– areas that may be harder to navigate with multiple modes moving at the same time– to improve visibility of cyclists and better separate them from vehicular traffic.

TRAFFIC CALMING MEASURES



Roundabouts and speed humps are used to reduce vehicle speeds and increase comfort of non-motorized road users by encouraging drivers to move with caution through conflict points. Placing these elements along Martin Avenue will further reinforce it as a bike route.

6

RECOMMENDATION

Encourage decorative crosswalks at key intersections to promote wayfinding

Downtown Homewood is home to the world’s largest collection of Richard Haas trompe l’oeil – “trick of the eye” – murals. The Village’s long-standing celebration of art can translate to the streets through a decorative crosswalk program. This program can bring character and community personality to the streets, and more importantly, increase the

safety of pedestrians. A 2022 Asphalt Art Safety Study found that the rate of crashes involving cyclists or pedestrians at intersections decreased by 50% when painted. Locations for these crosswalks are best suited for areas with high pedestrian- to-motor vehicle interactions or where crashes have occurred. See Figure 13 for recommended locations.



Figure 13: Proposed Decorative Crosswalk Locations

Paint the Pavement

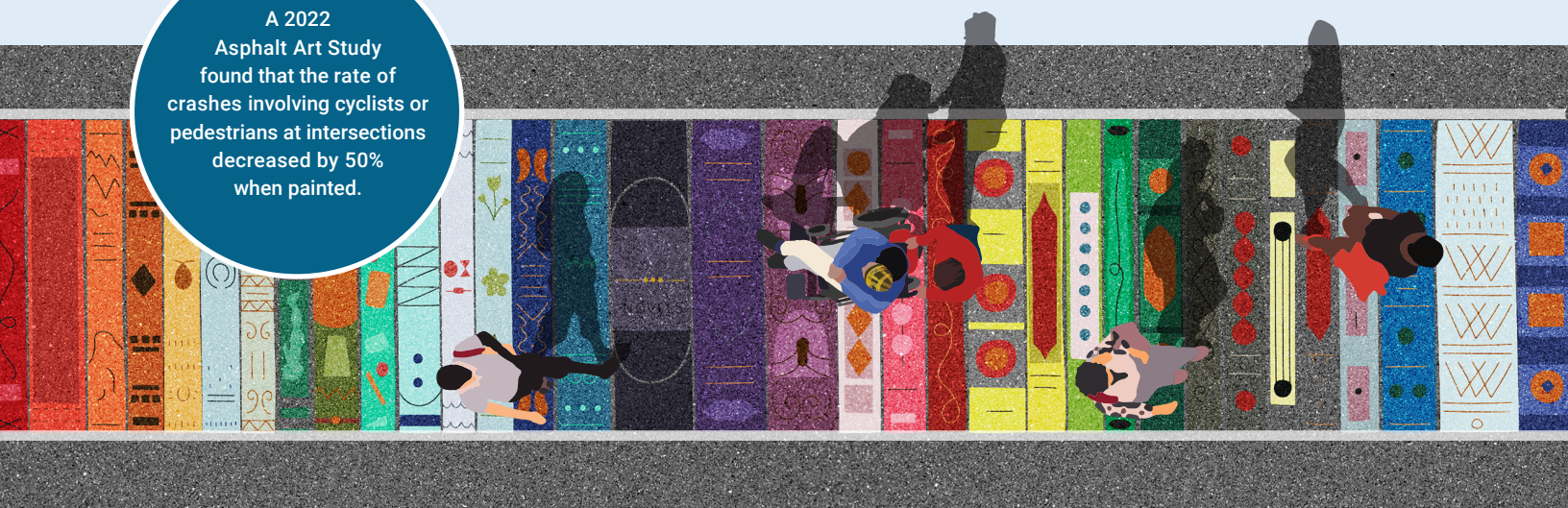
Milwaukee, WI

The City of Milwaukee’s Department of Public Works operates a program allowing residents to get involved in enhancing the public right-of-way through community-painted decorative designs in crosswalks, on sidewalks, or residential streets. The Paint the Pavement program, streamlining the process both internally for Public Works and externally for community members, officially launched in 2022. Paint the Pavement makes it easier for groups to apply for a successful permit and provides guidelines and potential funding sources for those interested in beautifying the public right-of-way.



RECOMMENDATION IN ACTION

A 2022 Asphalt Art Study found that the rate of crashes involving cyclists or pedestrians at intersections decreased by 50% when painted.



7

RECOMMENDATION

Update downtown Homewood’s wayfinding system to reinforce community brand

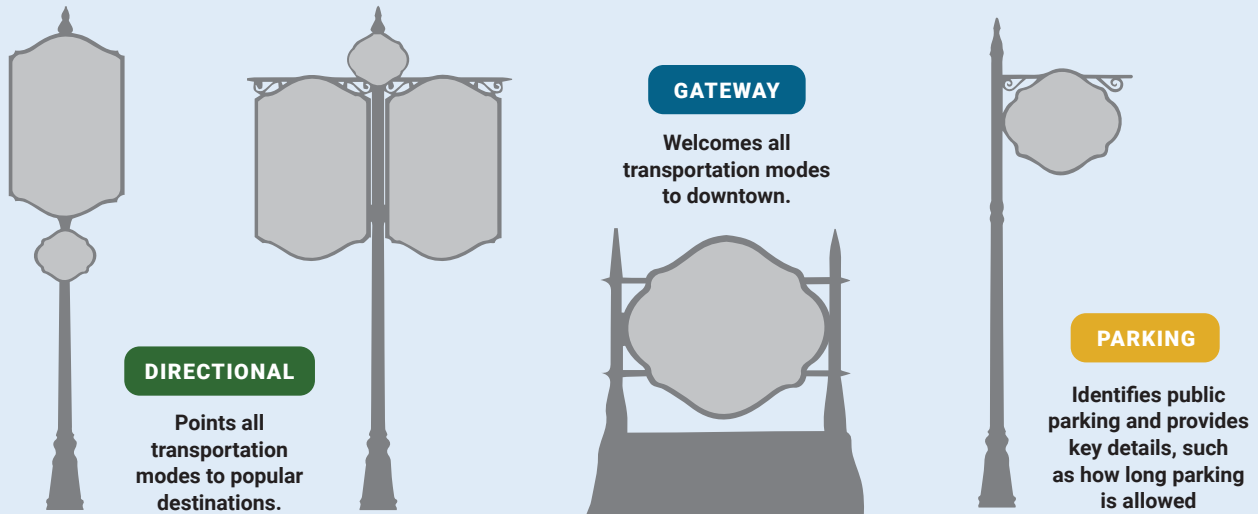


Figure 14: Proposed Wayfinding

While wayfinding signage is not as crucial today as it once was, thanks to GPS, it still serves an important purpose of reinforcing a community’s brand and creating a sense of place. Wayfinding offers visitors and residents a “first impression” and prompts them to explore beyond their first destination.

Especially with the proposed expansion of the pedestrian and bicycle network, an updated wayfinding strategy at the pedestrian and cyclist scale is needed. Figure 14 depicts different elements of such wayfinding signage that can be used downtown.



Figure 15: Proposed Wayfinding Locations

Branded “Open” Signs

Glen Ellyn, IL

Downtown Glen Ellyn, a village northwest of Homewood, uses branded “open” signs that hang on the doors of businesses. As shoppers are navigating main streets, they are greeted with a string of “open” signs, showing the possibilities for shopping and

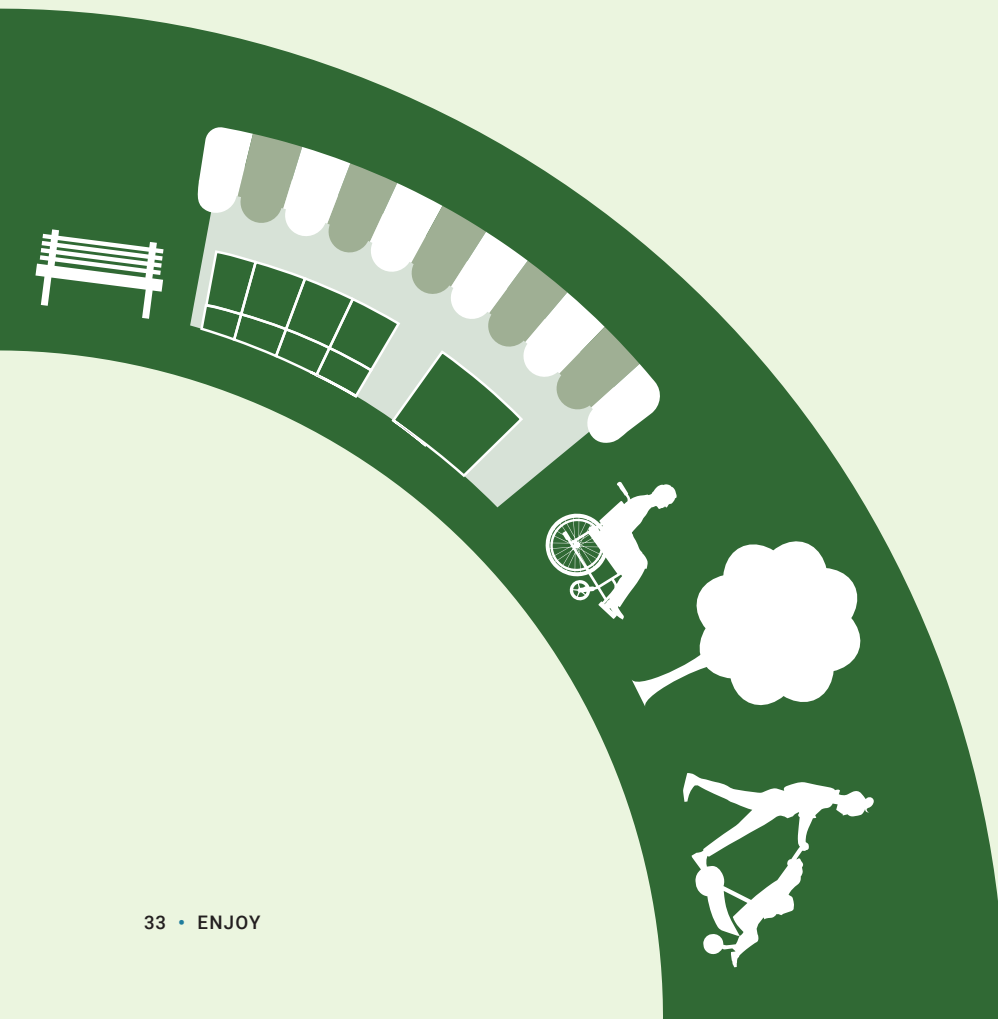


providing consistent character along the main roads. The string of “open” signs often keeps shoppers exploring beyond their first destination.

RECOMMENDATION IN ACTION

Enjoy

Enjoy Downtown focuses on the elements that bring people to Homewood's downtown and encourage them to stay. Recommendations begin with strengthening the existing business association—the backbone of downtown programming and events—and include open space and streetscaping. All of these recommendations combine to attract visitors and residents, and keep them coming back for more of what downtown Homewood has to offer.





Recommendations

- 8 Build Capacity of the Homewood Business Association
- 9 Cultivate the Growth of Small Businesses
- 10 Foster Inviting Open Spaces
- 11 Improve Streetscaping
- 12 Promote and Expand Public Art
- 13 Refine Storefront Design Guidelines
- 14 Increase Efficiency of Existing Parking



Here and Now

“A core need is more outdoor seating, specifically places for people to hang out and eat, as many restaurants are small and don’t have outdoor seating areas.”
FOCUS GROUP PARTICIPANT

“Signage and communication about parking locations and availability is a bigger barrier to parking access than parking supply.”
STEERING COMMITTEE MEMBER

“Build on the eclectic style of Homewood through wayfinding and visual branding.”
FOCUS GROUP PARTICIPANT

“Upgrade and improve Independence Park. Add picnic tables gardens, etc. to make the park an enticing place for people to go.”
FOCUS GROUP PARTICIPANT

“General interest in creative signage for wayfinding, especially to orient people when they arrive off the train.”
FOCUS GROUP PARTICIPANT

“Bring more tree diversity. Most trees are honey locusts, and Bradford Pears on Martin and other spots downtown perpetuate this highly invasive species.”
FOCUS GROUP PARTICIPANT

The TOD public engagement process highlighted the demand for more unique outdoor gathering places and intergenerational recreational opportunities. Residents are enthusiastic about new concepts downtown, such as new public art and creating more special places to meet and linger. Given Homewood’s large collection of Richard Haas murals, residents voiced a strong desire to continue building off these unique assets.

Improvements to public spaces that bring visitors and residents downtown also provide an opportunity for new businesses. The Homewood Business Association is a membership-based organization serving businesses across five business districts in Homewood, one of which is downtown. The volunteer-run organization supports businesses through involvement, outreach, and promotion.

With the impending increase in foot-traffic to Homewood’s downtown, the Homewood Business Association is interested in expanding its operating capacity.

While there is significant land dedicated to parking, much of it is fragmented. The Village has eight public parking lots, over 200 on-street public parking spaces, and over 30 private parking lots within the plan area. By strategically allocating existing parking where visitors, shoppers, and residents will look to park, underused parking spaces can be repurposed for new development opportunities.

With friendly places for residents and visitors to relax, easy ways for small businesses to call downtown home, and streamlined parking, downtown Homewood can become a place for all to linger and enjoy.

8

RECOMMENDATION

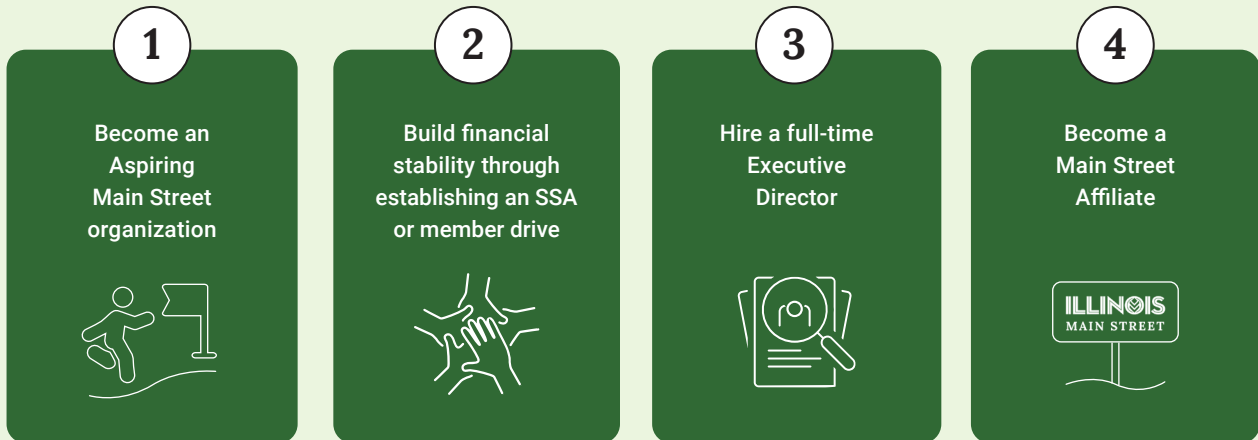
Build capacity for the Homewood Business Association through a partnership with Illinois Main Street

The Homewood Business Association (HBA) recognizes it can grow and is open to growth that is inclusive of all of Homewood’s business areas. Through Illinois Main Street, the Illinois chapter of Main Street America, the HBA can take the first steps to becoming an accredited Main Street organization. This pathway offers the HBA

organizational development support, marketing assistance, staff and board trainings, and additional assistance from commercial revitalization experts. By starting as an Aspiring Main Street organization, the HBA can use these tools to build the future of the Association.

Strengthening the Homewood Business Association

PHASED APPROACH



RECOMMENDATION IN ACTION

MainStreet Libertyville Libertyville, IL



Photo provided by MainStreet Libertyville

Libertyville’s historic downtown is supported by MainStreet Libertyville, an organization that boosts traffic at local businesses with over 50 days of events throughout the year that draw shoppers to the downtown core. MainStreet Libertyville began 35 years ago with the help of the Village of Libertyville. The Village provided a lump sum to the organization to kick-off their work. In exchange, MainStreet Libertyville took over the operations of many large community events, such as the Libertyville Farmer’s Market. The Village of Libertyville, a community similar in size to Homewood, continues to financially support MainStreet Libertyville, though 97% of their operations are covered by business memberships and community donations.

9

RECOMMENDATION

Cultivate the growth of small businesses through a pop-up business area



Figure 16: Example of a Pop-up Business Area in an Existing Vacant Storefront on Ridge Road and Harwood Avenue

With recent zoning changes and future developments, there will be more opportunities for retail downtown: providing an easily accessible way for new businesses to join the business network will give Homewood an edge in recruiting new entrepreneurs to the area. A small business pop-up space with temporary dedicated stores can lower the barrier to entry many entrepreneurs face when opening a physical store. It can allow merchants to test the market and the Village to be in on the ground-floor of new shops or businesses coming to the area.

The West Town Pop-up Project operated by the West Town Chamber of Commerce in Chicago, IL is one example of this method. They offer local businesses short-term leases to test retail concepts in a brick-and-mortar space adjacent to their chamber office. The three-month leases at the pop-up space include business support, technical assistance, and marketing benefits. Six of the 14 businesses that have used the space since it opened in 2021 have gone on to find permanent locations in the neighborhood and surrounding area.

Batavia Main Street Boardwalk Shops

Batavia, IL



Batavia Main Street, the business association for the City of Batavia's downtown, operates a Boardwalk Shop Incubator Program. The program utilizes a piece of land owned by the City of Batavia with ten stand-alone 12' x 12' shops providing retail space for new businesses. Each year, new businesses receive an affordable lease running from May to December. These shops provide the community with a unique shopping experience, the businesses with an affordable chance to test their products, and Batavia Main Street with an additional revenue stream.

RECOMMENDATION IN ACTION

10

RECOMMENDATION

Foster inviting open spaces within the downtown core

Successful downtown open spaces provide multiple activities for a range of different people. The Village can offer this by elevating the use of existing spaces.

On a large scale, the Village can expand Independence Park and use the adjacent site, the former Savoia’s restaurant, to provide a larger event space downtown. Hickory Road, the side street north of Independence Park, can be included in larger events, temporarily shut down when needed. The potential use of an expanded Independence Park is represented in Figure 18. On a smaller scale, the Village can use the streetscaping elements outlined on page 41 to create smaller open spaces.

The Project for Public Spaces, a non-profit that provides resources for designing and managing public spaces, believes that for cities to be successful, they need to have localized destinations. Broad destinations contain places, and successful places are ones that offer multiple (10+) things for visitors to do. Called “The Power of 10” by the Project for Public Spaces, this can include places to sit,

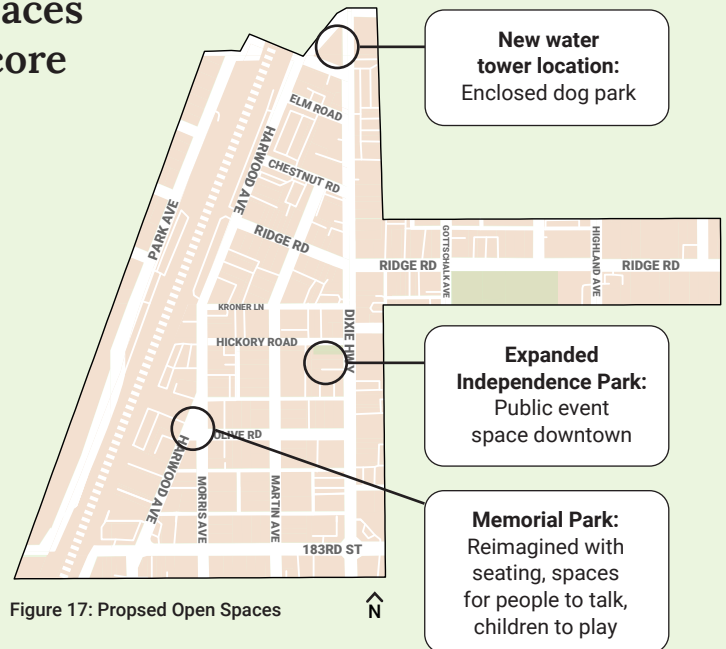


Figure 17: Proposed Open Spaces

places to play, art to touch, music to hear, food to eat, history to experience, and people to meet. Smaller spaces can use the Project for Public Space’s Great Space principles: be easily accessible, comfortable, attract people, and provide sociable environments. Figure 17 shows locations where the Village can implement such spaces.



Figure 18: Expanded Independence Park

Expanded Independence Park

Depicts the site of the former Savoia's restaurant. This lot, owned by the Village of Homewood, has a long-term use as a development on page 57. In the short term, this lot can be used as the event space depicted below and kept in this state should another entity purchase the land.



Performance space to revive events like Battle of the Bands

String lights indicate this is a special place

Space for food trucks taking advantage of existing driveway

11

RECOMMENDATION

Improve streetscaping at strategic locations

Streetscaping along Ridge Road and Harwood Avenue will strengthen the visual and physical connection between Homewood Station and downtown. Enhancements can reinforce downtown's identity, provide comfort and safety to people walking, and lead visitors to key destinations.



Provide seating

Seating is an all-ages amenity that provides a place to rest, people watch, or enjoy a treat. Pairing seating with shade from non-invasive trees allows for comfortable year-round use.



Maintain a street wall

A consistent street wall encourages visitors to keep walking and provides continuity. Zoning regulations address the street wall for new development and redevelopment. For parking lots, fences and screening help to do their part in maintaining consistency.



Incorporate multimodal infrastructure

Consistently providing bike racks can signal to current and potential riders that downtown is bike-friendly, and that bike parking is plentiful and accessible.



Guide shoppers

Wayfinding signage is important to help orient people to where they are going downtown. Downtown Homewood has three roads that contain commercial corridors. Highlighting where people can explore is key to retaining visitors and welcoming them back. Wayfinding options are discussed more on page 32.



Support environmental resilience

Homewood's historical charm is complemented by its natural foliage. Through an intentional focus on incorporating native and non-invasive trees into its streetscape, replacing invasive trees such as the Bradford Pear, and updating all tree grates, Homewood can support the foliage thriving downtown.

RECOMMENDATION IN ACTION

Virginia Beach's ViBe District

Virginia Beach, VA



Streetscape design can also cultivate community. The vision for Virginia Beach's creative ViBe District, an eclectic and arts-based core, was to create a walkable district along the city's 18th and 19th Streets. Both streets originally lacked continuous sidewalks, lighting, and ADA accessibility. Virginia Beach incorporated custom bike racks, benches, custom trash bins, murals, artistic canvases, signage, and markers into the streetscape to engage local artists and bring the area to life. These improvements have resulted in the creation of a vibrant cultural arts enclave, with notable economic growth for the district.

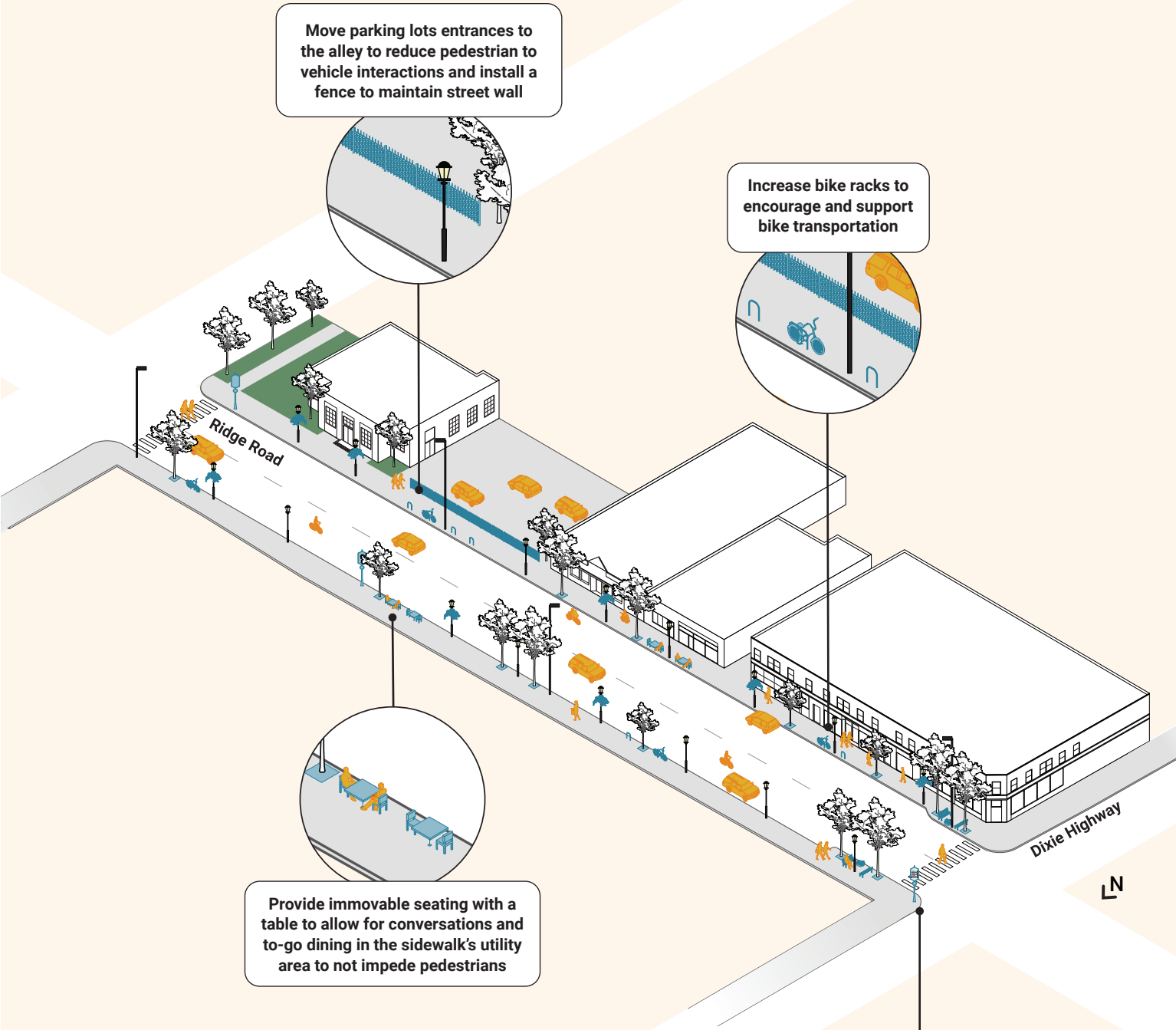
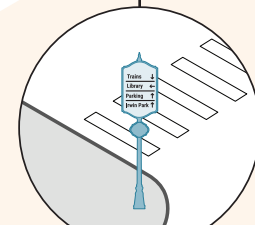


Figure 20

Streetscaping opportunities on Ridge Road

Depicts Ridge Road just west of Dixie Highway. Throughout downtown sidewalks are typically 8 feet wide. The Village can prioritize keeping 5 feet maintained for comfortable pedestrian travel, and consider providing amenities in the 3 feet of amenity or utility space.



Use creative wayfinding to inform passersby of other commercial areas downtown

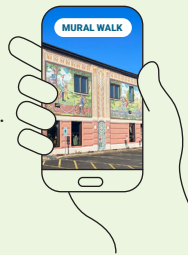
12

RECOMMENDATION

Promote and expand public art downtown

Mural Walk

The Chicago Sun-Times named Homewood the Mural Capital of the south suburbs for its staggering 15 Richard Haas trompe l'œil murals. Downtown Homewood is an art destination, and the Village can promote this by digitizing self-guided tours of the extensive stock of public art in the form of a Mural Walk. A map with descriptions of each piece can guide residents and visitors alike through one of Homewood's greatest treasures.



Identify Locations for Future Murals

Expanding Homewood's collection of murals to locations on buildings both new and old can further build Homewood's brand as a mural capital. In addition, Homewood can consider temporary installments that serve as major community events, as in the case of the ILLUMINUS festival in Boston, highlighted in the Recommendation in Action.

Free Little Art Gallery



Housed in a structure similar to the popular free book libraries, free little art galleries are standalone

publicly accessible sharing-boxes filled with both free art supplies and a miniature gallery area. A free little art gallery promotes the creation and sharing of art. Passersby can take home an item they love or create one to share. This self-sustaining rotation of community-made art can support the existing culture of creativity existing downtown.



Example of a Richard Haas Mural

Historic artwork from the old Homewood Station can be reinstalled at the new Homewood Station or throughout downtown



A free little art gallery can be installed at Independence Park



A mural can be introduced on the back of the garages near the Savoia's lot.



Figure 21: Proposed Public Art Locations

ILLUMINUS

Boston, MA



Not all public art has to be permanent. ILLUMINUS, a projection-based digital arts festival founded by Boston's creative community in 2014, showcases the work of local artists through temporary mural installations that transform ordinary city blocks into mesmerizing works of art. ILLUMINUS offers the additional benefit of taking place at night, creating active and immersive canvases of sight and sound on buildings and sidewalks one weekend a year. ILLUMINUS partners with a corporate sponsor, LuminArtz, and the Downtown Boston Business Improvement District (BID) to provide the festival free and open to the public.

RECOMMENDATION IN ACTION



13

RECOMMENDATION

Refine storefront design guidelines in upcoming Appearance Plan

The Village is developing a new Appearance Plan, which is a critical document for steering the design of the built environment in Homewood. Adopted in 1998, the original Appearance Plan establishes the Appearance Commission, and guides design outcomes for all multi-family buildings, mixed-use buildings, and non-residential buildings.

The new 2024 Appearance Plan will be the primary vehicle for design guidance on developments that take place within the TOD plan area. As such, the following considerations for retail design guidelines can inform the final 2024 Appearance Plan to offer a strategic means of building on Homewood's historic and small-town charm.

Materials, Finishes, & Lighting

- 1 Exterior and interior lighting**
Enhance exterior lighting along the sidewalk using recognizable design elements unique to Homewood.
- 2 Paint / Finish**
Encourage finishes that highlight Homewood's architectural features or preserve their historic identity. Vintage, unique brick facades define much of Homewood, and should be preserved or replicated in new retail as much as practical.
- 3 Color**
For historic and new buildings, use color palettes with neutral or natural tones, which are most reminiscent of the historic character of downtown Homewood.
- 4 Blank walls**
Support and prioritize these spaces as opportunities for increasing Homewood's collection of public art through permanent or temporary murals.

Signage

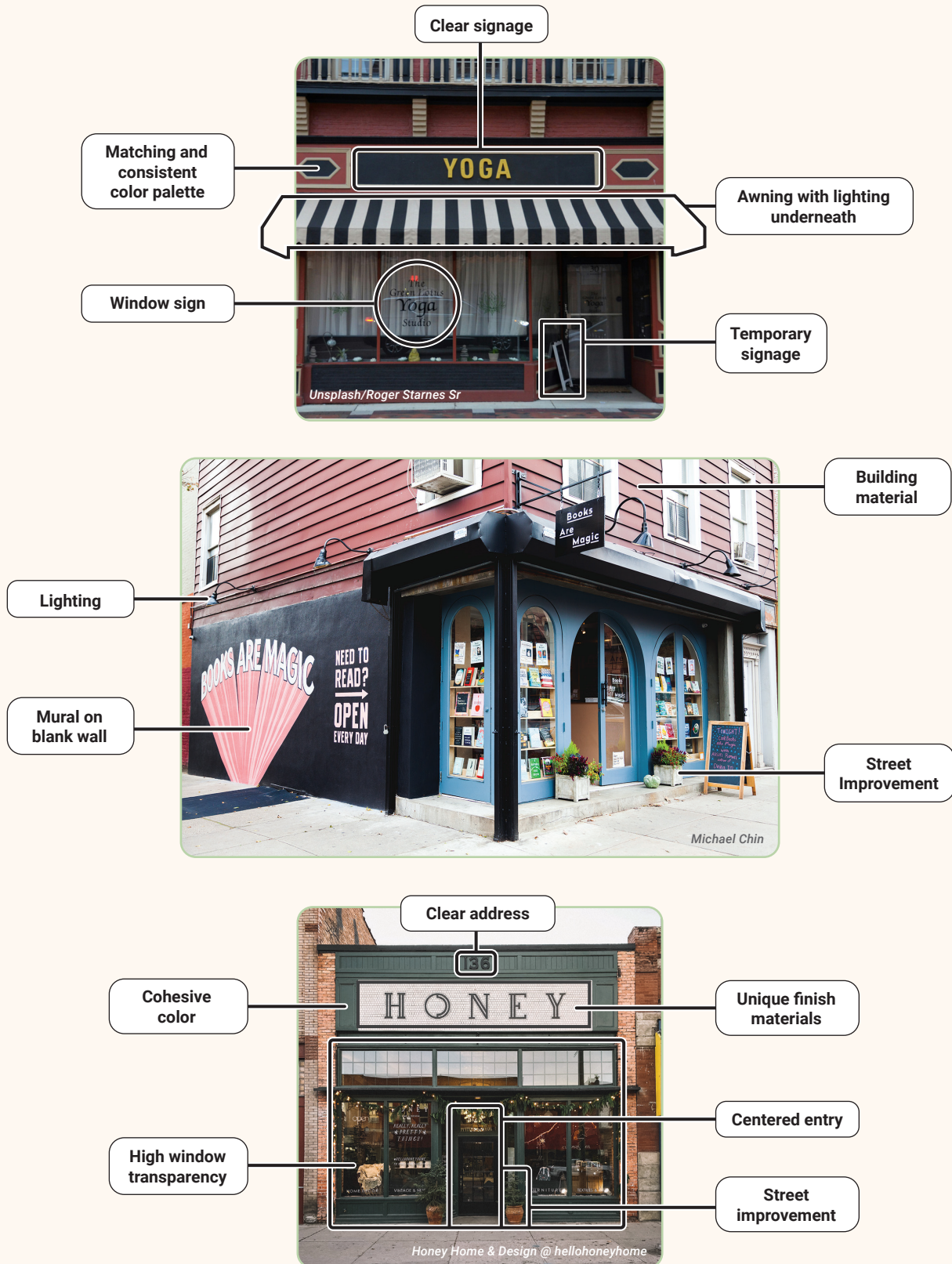
- 1 Permanent signs**
Encourage the installation of unique signage on the front facade of buildings to create localized brand identities in downtown Homewood. These can include blade signs, awnings, and/or illuminated signs.

Entries & Storefront

- 1 Windows**
When considering window sizes, 5' x 3' is a recommended standard to allow views into storefronts from the sidewalk, providing a pedestrian-friendly experience with added security benefits.
- 2 Doors**
Doors with a minimum 36" width are ideal for creating a more welcoming pedestrian environment. Roll-top glass or side by side doors that open onto the street and create more flexible boundaries between the business and sidewalk are also encouraged.
- 3 Awnings**
Encourage awnings above the door and window frame to provide shelter from inclement weather, while prioritizing visibility of historic features on Homewood buildings.
- 4 Service Entries**
Locate service entries away from primary street frontages downtown, ideally on the side or behind establishments to not disrupt the pedestrian experience or create traffic congestion.
- 5 Accessibility requirements**
Ensure business owners meet all ADA codes and requirements for a safe and inclusive downtown for all.
- 6 Additional amenities**
Encourage business owners to create welcoming impressions of storefronts within a three-foot distance from the building line using elements such as planters, sandwich boards, water bowls for dogs, or seasonal window displays.

Figure 22

Design guidelines overview



14

RECOMMENDATION

Increase parking efficiency

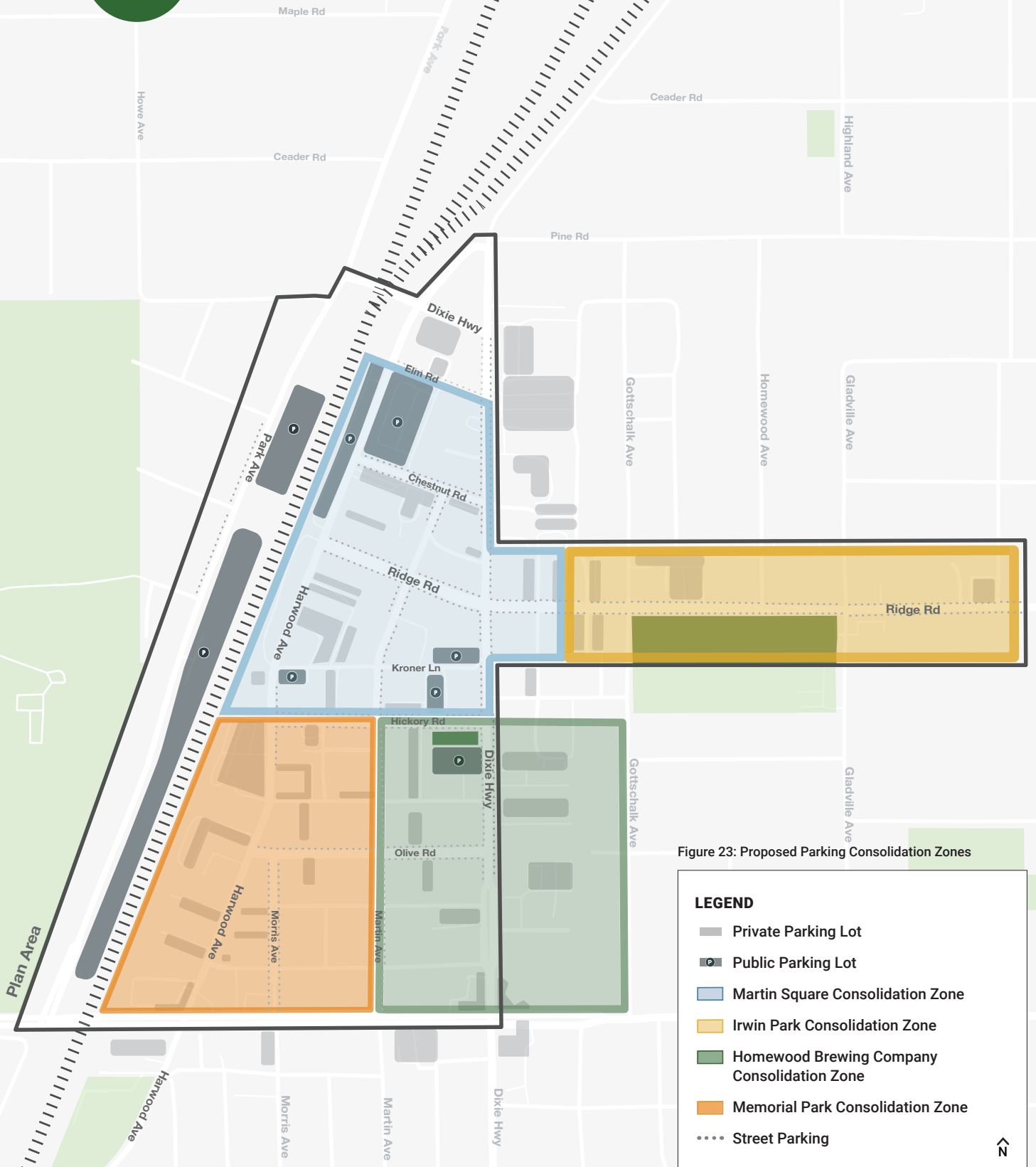


Figure 23: Proposed Parking Consolidation Zones

LEGEND

- Private Parking Lot
- Public Parking Lot
- Martin Square Consolidation Zone
- Irwin Park Consolidation Zone
- Homewood Brewing Company Consolidation Zone
- Memorial Park Consolidation Zone
- Street Parking

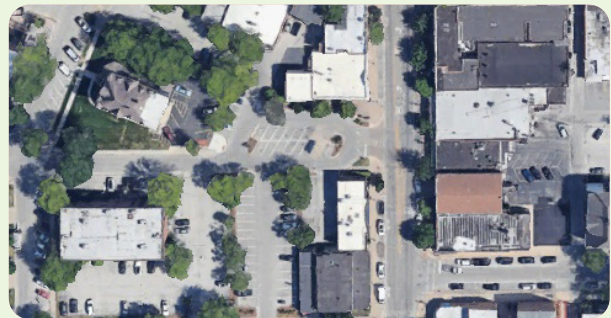
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While parking is coveted in downtown Homewood, the 2018 parking study showed there is more available than is often used.

A 2018 study found that on-street parking segments had 30% occupancy, while the general industry target for on-street occupancy is 85% to ensure that some spaces are available consistently. Existing parking can be used more efficiently by:

- **Meter parking on Ridge Road, Harwood Avenue and Dixie Highway** to encourage drivers staying for an extended amount of time to use public parking lots and allow for more car turnover on main retail corridors.
- **Decrease the parking minimum in the Village's zoning code for B-1 and B-2.** This can be done by:
 - *Maintaining residential parking requirements but reducing the requirement to one space per unit and eliminating parking mandates for other uses, or*
 - *Allowing a 50% parking reduction by right for all uses inside the TOD area and streamlining requests for larger reductions of up to 100% by requiring an administrative adjustment rather than a Special Use Permit.*

- **Increase opportunities for businesses to enter into Shared Parking Agreements.** Businesses can be encouraged to share private parking lots with neighboring businesses to cut down on visitors needing to re-park to visit a new destination. These shared parking areas, represented in Figure 23, are determined by a five-minute walking radius extending from sites dispersed throughout downtown: Martin Square, Homewood Brewing Company, Irwin Park, and Memorial Park. The updated zoning code allows for a 25% parking reduction when sharing parking lots. With the proposed parking minimum changes mentioned previously, it will be more feasible for businesses to enter into shared parking agreements.

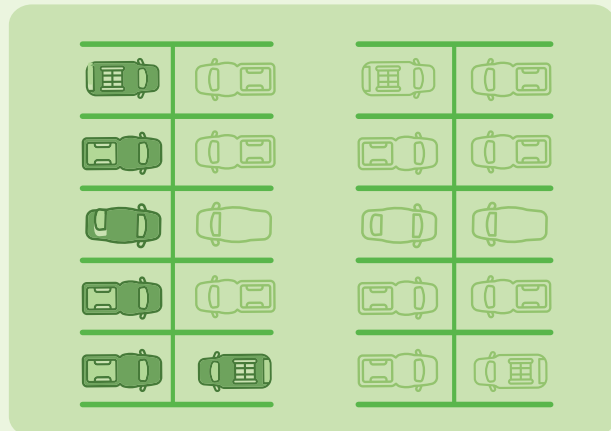


Aerial view of Public Parking off Dixie Highway

Homewood has an abundance of available on-street parking

32%

A study conducted during high-traffic events (Fall Fest and the Homewood Farmers Market) showed that **off-street parking capacity peaked at 32%.**



Invest

Invest Downtown focuses on the possibilities downtown Homewood provides for residents and future developers. This section is focused on the five Village-owned properties within a 10-minute walk of Homewood Station that are primed for mixed-use development. Investments in downtown can be seen through new developments as well as the preservation of existing buildings and landmarks.





Recommendations

- 15 Repurpose Village Hall Lot
- 16 Reimagine Savoia's
- 17 Create a Corner Market
- 18 Reimagine 183rd site through adaptive reuse
- 19 Pursue Opportunities at 1750 Ridge Road
- 20 Celebrate Historic Preservation



Gottschalk House illustration by Elaine Egdorf

Here and Now



With the introduction of the updated zoning code, Homewood has set clear expectations for the future of investment and downtown development. Developers and real estate professionals can contribute to downtown Homewood by taking advantage of the new development requirements outlined in the updated zoning code. For example, the B-1 and B-2 zoning districts have the lightest restrictions on building structures and the existing buildings targeted for adaptive reuse have looser minimum parking requirements than new developments. Coupled with new bicycle parking requirements, sidewalk and walkway standards, and Planned Development procedures, downtown Homewood is primed to promote an active, safe, and pedestrian-friendly center.

Downtown Homewood has a strong retail base of long-standing businesses such as Aurelio’s Pizza and Van Sipma Jewelers, and a growing portfolio of new businesses including Homewood Brewing and EmpanadUS. During the TOD planning process, participants identified a desire for new retail and dining options, including a variety of

restaurants, grab-and-go meals, and sit-down cafes. Residents and visitors in Homewood want to support local businesses and are eager for family-friendly and teen-oriented activities.

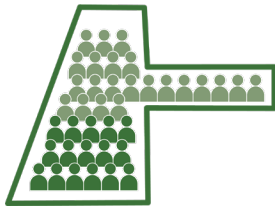
Population density is lower downtown than the village which suggests there are plenty of opportunities for infill and densification, particularly next to the train station. Residents in downtown Homewood have only a slightly higher median household income than Homewood Village residents, while downtown median home values are 18% higher than the Village as a whole. Coupled with a larger renter population and lower vacancy rates, this suggests a deficit of affordable housing and ownership opportunities downtown.

Despite Homewood’s post-war boom and historic growth, the housing market downtown has not added much new housing to support new or aging residents. Only 11% of the housing stock downtown was built post-2000, and until the Hartford building, no new housing stock was built after 2010.

Matching Needs...



Downtown Median Home Values are **18% Higher** than the Village as a Whole



Downtown Homewood has a **lower population density** than the Village of Homewood, indicating a need for more housing

Home ownership is 6% lower in Downtown Homewood



than in areas within a 15-minute drive of Downtown

Who can mixed-use development attract?

Downtown Homewood can support an additional 110-150 market rate units within mixed-use development. Mixed-use development can attract residential and commercial tenants.

RESIDENTIAL

>55 years old

Seek downsized, walkable living with convenient rail access to the wider region

First-time homebuyers

Seek lower-priced, walkable living with convenient rail access for employment

COMMERCIAL

Diversified food establishments

Opportunities to complement restaurants with groceries, specialty foods, etc.

Diversified commercial uses

Opportunities to pair dining with other services, entertainment, and recreation for both residents and visitors



Figure 24: Mixed-Use Development

With Opportunities

Homewood has the opportunity to provide for a core set of local and regional residential needs that also contribute to a thriving downtown. Downtown Homewood can address this demand by focusing on mixed-use developments that merge attractive residential and commercial options.

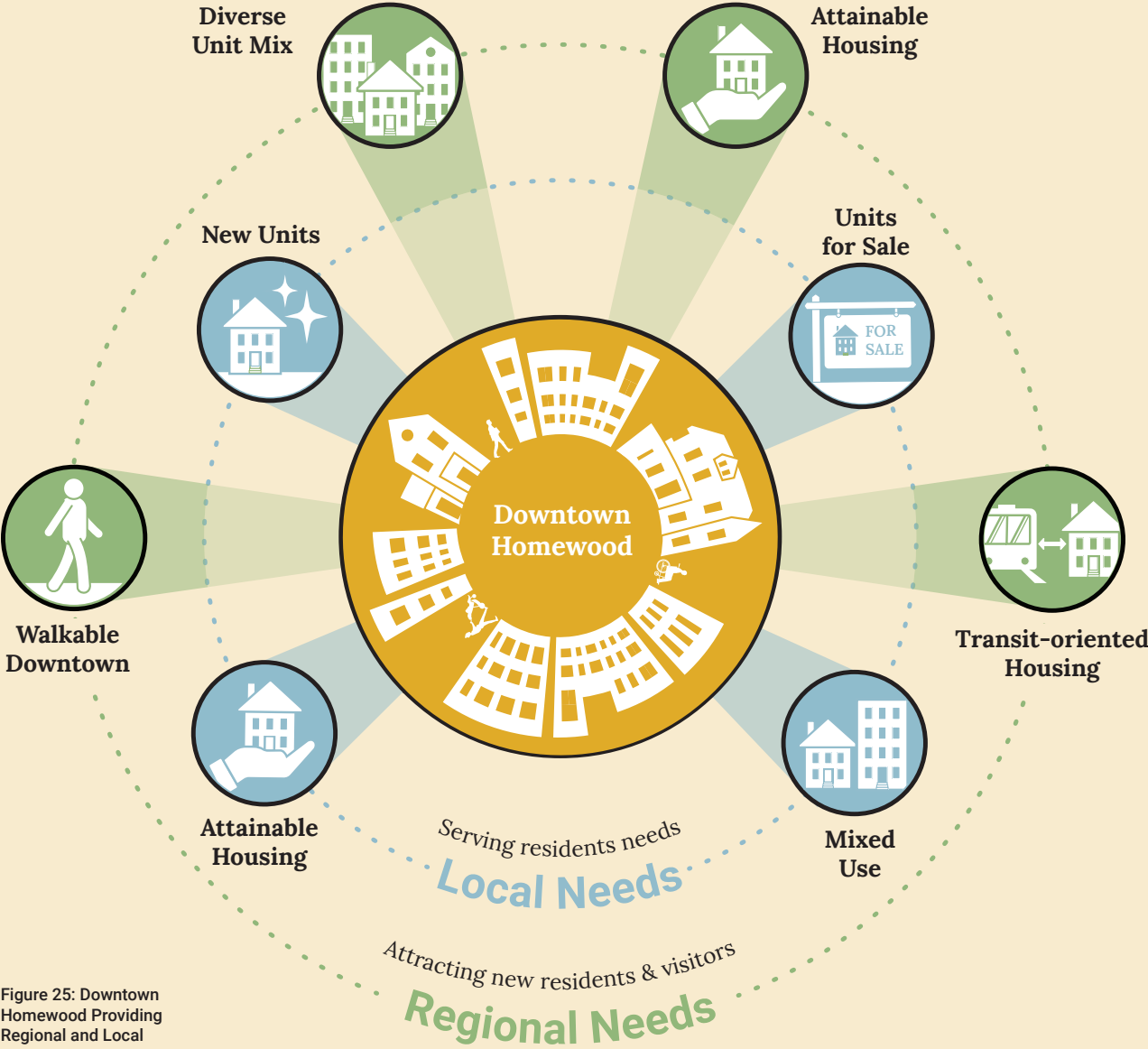


Figure 25: Downtown Homewood Providing Regional and Local Opportunities

15

RECOMMENDATION

Repurpose Village Hall lot for mixed-use

The Village Hall site transforms into a bustling hub, serving both residents and Village employees alike. The site's close proximity to downtown and Homewood Station makes it an ideal walkable location for housing employees of both local businesses and the Village. By adding ground floor retail with potential options like a cafe offering quick bites or a casual gathering spot, the Village Hall site serves tenants, nearby employees, and neighbors.

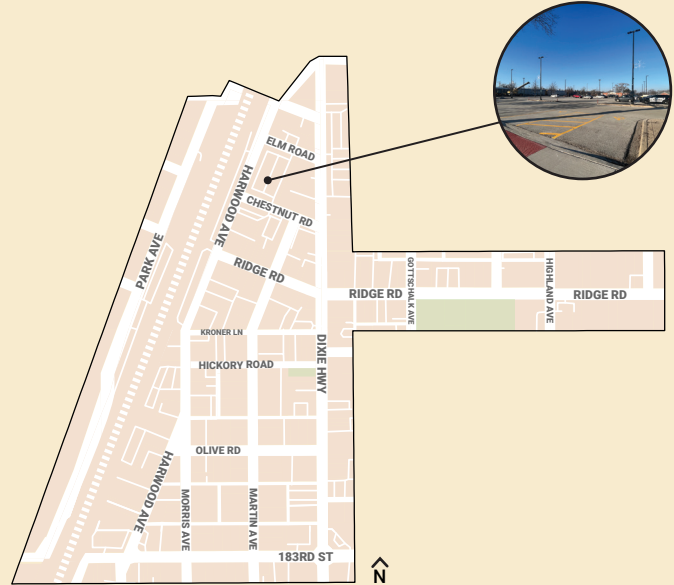


Figure 26: Village Hall Parking Lot

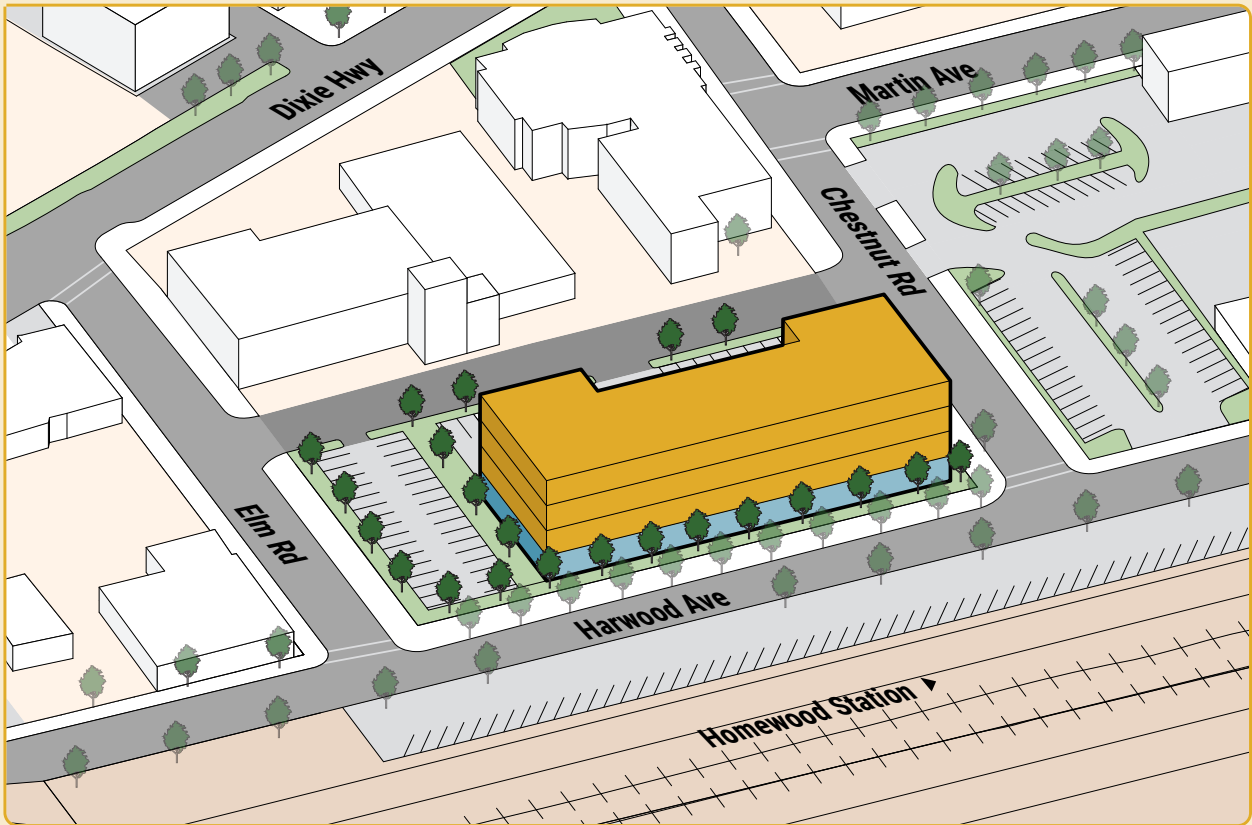


Figure 27: Sample Multifamily Mixed-Use Development

Existing Site Information

PIN	9-31-305-018
Site Area	44,300 SF
Current Zoning	B-2 Downtown Transition
Front Yard Setbacks (Sec. 44-03-01)	N/A Minimum
Side Yard Setbacks (Sec. 44-03-01)	N/A Minimum
Rear Yard Setbacks (Sec. 44-03-01)	N/A Minimum
Maximum Building Height (Sec. 44-03-01)	45 ft
Maximum Building Coverage (Sec. 44-03-01)	N/A Minimum
Impervious Surface Coverage (Sec. 44-03-01)	80% (35,440 SF) (Includes parking, hardscapes and building footprint)
Current Use	Parking

Potential Development Information

Allowable building Height	45 ft
Number of Stories	4 total stories
Ground Floor Retail Area	15,050 SF Total Ground Floor Area
Building Development Area	15,050 SF Total Ground Floor Area 60,200 SF Total Building Area
Hardscape Area	0 SF
Parking	16,075 SF 68 Provided / 68 Required Retail: 0 Required Residential: 50 Required Other: 18 Reserved for municipal employees Provided: 100%
Total Potential Development Area	31,831 SF Impervious Surface Coverage
Number of Units	50

16

RECOMMENDATION

Reimagine Savoia's for multifamily mixed-use

The Savoia's property envisions additional housing and greenspace in the heart of downtown, enabling residents to work, live, and play in a central location. Located at the corner of Hickory Road and Dixie Highway, the site is conveniently located near the Dixie Highway commercial corridor. From the redeveloped Savoia's site, residents can access neighborhood greenspace, visit local businesses, and enjoy restaurants all within walking distance from their front door.



Figure 28: Savoia's Lot



Figure 29: Sample Multifamily Mixed-Use Development

Existing Site Information

PIN	29-31-314-031, 018, 019
Site Area	24,800 SF
Current Zoning	B-2 Downtown Transition
Front Yard Setbacks (Sec. 44-03-01)	N/A Minimum
Side Yard Setbacks (Sec. 44-03-01)	N/A Minimum
Rear Yard Setbacks (Sec. 44-03-01)	N/A Minimum
Maximum Building Height (Sec. 44-03-01)	45 ft
Maximum Building Coverage (Sec. 44-03-01)	N/A
Impervious Surface Coverage (Sec. 44-03-01)	80% (19,840 SF)
Current Use	Independence Park, parking

Potential Development Information

Allowable Building Height	45 ft
Number of Stories	4 total stories
Ground Floor Retail Area	6,853 SF
Building Development Area	14,960 SF Total Ground Floor Area 59,840 SF Total Building Area
Hardscape Area	0 SF
Parking	8,108 SF Interior Ground Floor Parking 30 Provided / 30 Required Retail: 0 Required Residential: 24 Required Provided: 100%
Total Sample Development Area	14,960 SF Impervious Surface Coverage
Number of Units	24

17

RECOMMENDATION

Create a corner market

The redeveloped Matrix Building anchors downtown with a potential ground floor local grocery store and new housing above. Informed by resident feedback that there are limited places to buy groceries within downtown Homewood, the local grocery fills this gap, and would provide snacks and beverages to those getting on or off the train across the street. Main Street Market, as highlighted in the Recommendations in Action, is one successful model of a local grocery store with a distinctly home-grown feel. From the redeveloped Matrix site, residents and visitors can access healthy food with ease.

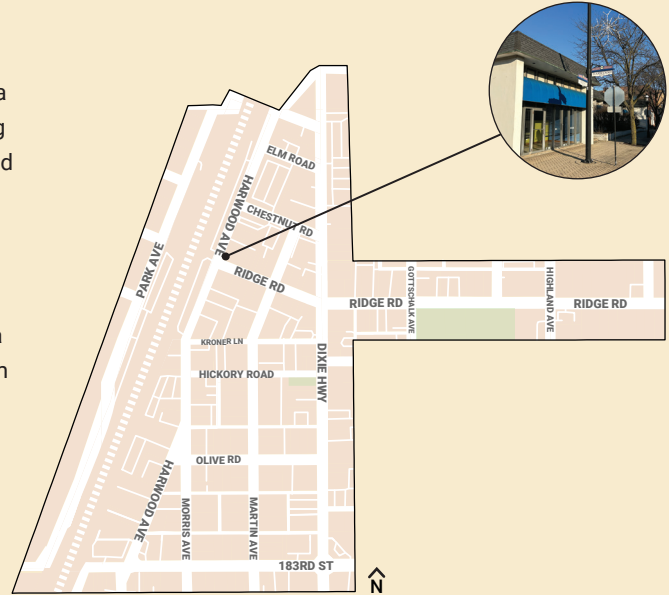


Figure 30: Matrix Building Redevelopment

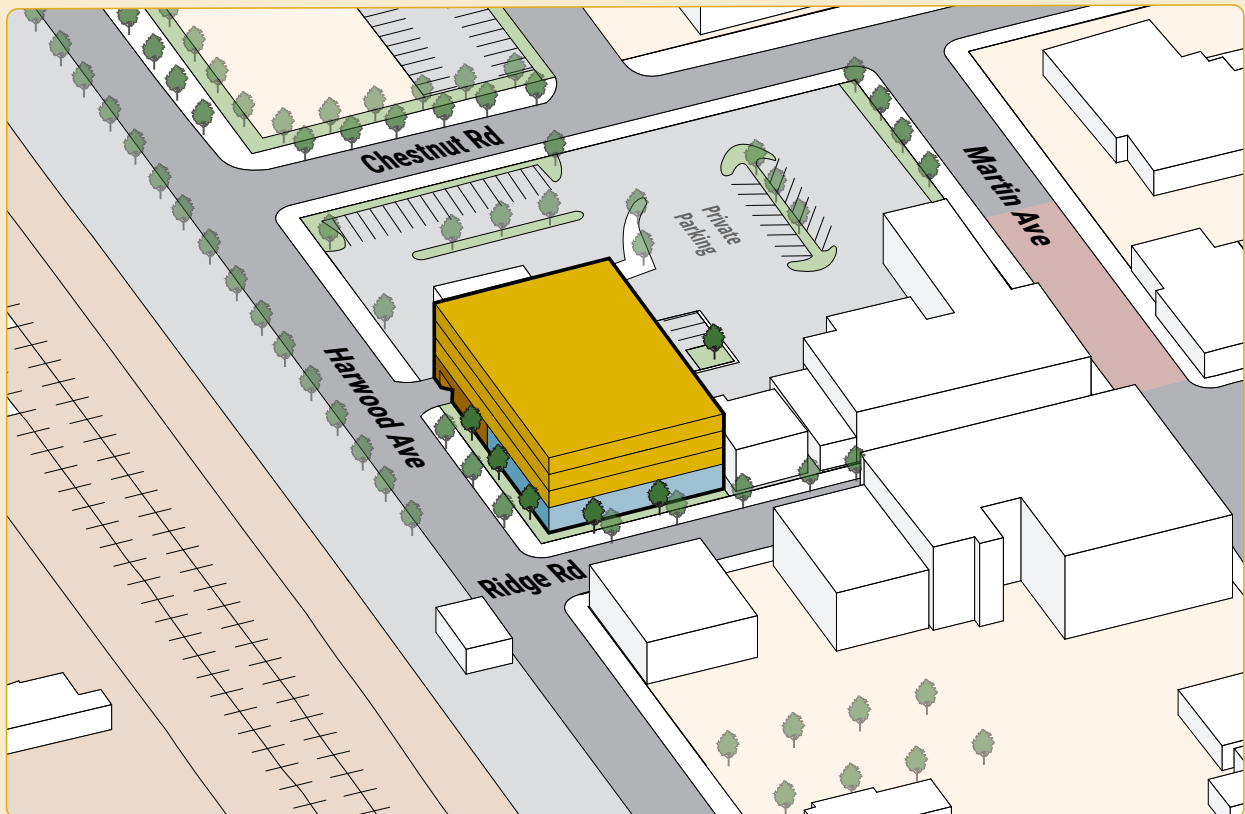


Figure 31: Sample Multifamily Mixed-Use Development

Existing Site Information

PIN	29-31-307-004, 005
Site Area	17,542 SF
Current Zoning	B-1 Downtown Core
Front Yard Setbacks (Sec. 44-03-01)	N/A Minimum N/A Maximum
Side Yard Setbacks (Sec. 44-03-01)	N/A Minimum
Rear Yard Setbacks (Sec. 44-03-01)	N/A Minimum
Maximum Building Height (Sec. 44-03-01)	55 ft
Maximum Building Coverage (Sec. 44-03-01)	N/A
Impervious Surface Coverage (Sec. 44-03-01)	0% (17,542 SF) (Includes parking, hardscapes and building footprint)
Current Use	Office, services, surface parking

Potential Development Information

Allowable Building Height	55 ft
Number of Stories	4 total stories
Ground Floor Retail Area	7,791 SF
Building Development Area	13,438 SF Total Ground Floor Area
	40,314 SF Total Building Area
Hardscape Area	1,028 SF
Parking	8,438 SF Interior Ground Floor Parking
	1,867 SF Outdoor Surface Parking 30 Provided / 45 Required
	Retail: 0 Required Residential: 30 Required Provided: 67%
Total Potential Development Area	15,487 SF Impervious Surface Coverage
Number of Units	30 total
Notes	Provide covered parking on ground floor and outdoor surface parking with access from Harwood Avenue

RECOMMENDATION IN ACTION

Main Street Market

Springfield, OR

A family-owned and -operated business, Main Street Market in Springfield, OR, occupies a historic main floor storefront on Main Street with rental apartments on the second floor. Specializing in local organic produce, bulk goods, beer, wine, and snacks, Main Street Market is a small, independent, and walkable grocery solution for downtown Springfield residents that has served as a development anchor for the corridor. One of the greatest challenges for Main Street Market was supply chain issues, prompting the owners to build a foundation of local vendors and sourcing most of its produce from local farmers and growers to reduce reliance on vendors hundreds of miles away.



18

RECOMMENDATION

Reimagine 183rd site through adaptive reuse

The former gas station on the corner of 183rd Street adapts to become a quick-service restaurant, breathing new life into this corner and part of the corridor. While existing environmental contamination limits its redevelopment potential for housing, this site can become a popular gathering space with outdoor seating and creative lighting, doubling as a performance space for local musicians and artists. Adaptive reuse of the former gas station reclaims the site for community gathering while also providing a place to eat with friends and neighbors.

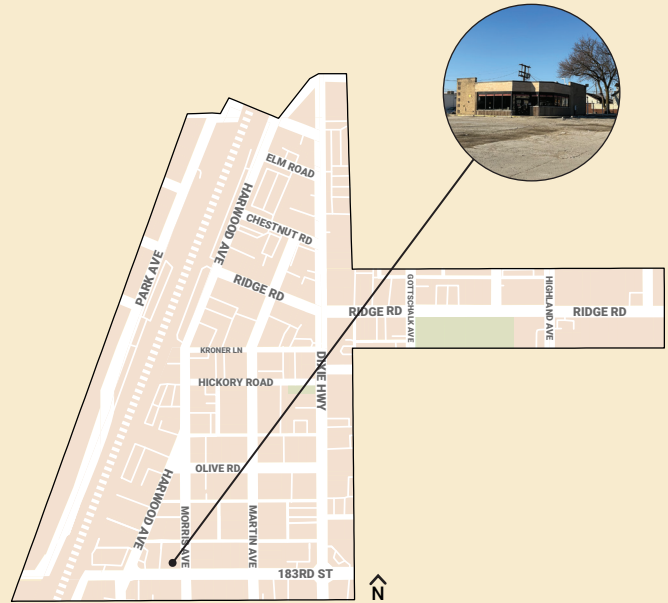


Figure 32: 183rd Street & Morris Avenue Adaptive Reuse



Figure 33: Conceptual Rendering of Proposed Redevelopment at 183rd St and Morris Ave

19

RECOMMENDATION

Pursue visioning and redevelopment opportunities at 1750 Ridge Road

At the time of the TOD plan's finalization, legal restrictions shifted at 1750 Ridge Road. Now available for potential redevelopment, this site sits along Irwin Park, and poses a high priority for redevelopment. The Village of Homewood can pursue a public visioning process for this site to determine its future: with Irwin Park nearby, this site offers exciting potential for additional housing or commercial use, with the benefit of easily accessible recreation opportunities.

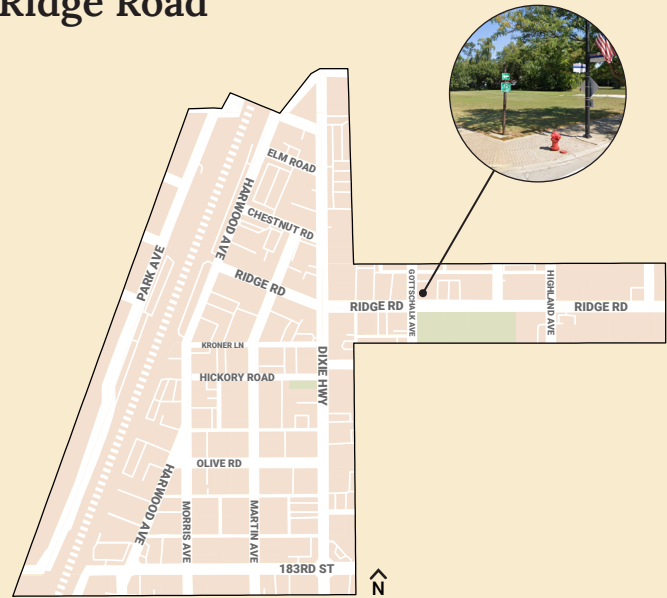


Figure 34: 1750 Ridge Road Redevelopment Site



Figure 35: 1750 Ridge Road in Context

20

RECOMMENDATION

Celebrate historic preservation

Downtown Homewood owes much of its charm to its mix of architectural character, with older 20th century buildings and newer 21st century development often existing on the same block as seen on stretches of Harwood Avenue and Ridge Road. This stylistic mix is representative of Homewood’s history.



Homewood Historical Society located in the Historic Dorband-Howe House

Homewood’s History

The first white settlers came to the Homewood area in the **1830s and 1840s**, and **Hartford**, today’s present-day Homewood downtown district, was platted in **1853**

Homewood was **incorporated** shortly thereafter in **1893**



The **Illinois Central Railroad** contributed additional attention and prosperity to Homewood, resulting in an influx of residents and development in the early **1900s**, resulting in buildings such as the **Gottschalk House** and **Dorband Howe House**

1800s

1900s



Mural by Dan Gunderson

The Homewood Historical Society is in possession of the artwork displayed at the former Homewood Station. These works could be reinstalled at the new Homewood Station or throughout downtown.

Preserving this ability to “travel back in time” in Homewood is key, and can be implemented through additional partnership with the Homewood Historical Society to notate buildings of significance through an expanded plaque program. The Historical Society also houses an extensive archive of historic photographs and artwork from the former Homewood Station, which may be incorporated into an art installation in the new train station.



Example of historic plaque

Given the presence of some of the original building stock from Homewood's **1920's** development boom, the downtown character has a notably **vintage and traditional** feel



Post-WWII development was also significant, resulting in the subsequent **three different eras** of building style and structure seen in Homewood today

Plan Implementation

The residents of Homewood are ready for the next chapter in Homewood's history— a reimagined focus on transit infrastructure building on existing communities assets to create a walkable, shoppable, livable downtown. This plan's implementation matrix offers a clear path for Village staff to see recommendations through.

The implementation matrix is organized according to sections of the plan: arrive, navigate, enjoy, and invest. Recommendations are broken down into three categories: capital improvements, policy/regulation, and programmatic. The Village can use the following matrix, starting on page 67, to guide their work in implementing the community's vision for downtown.



Capital Improvement



Policy/Regulation



Programmatic





Beyond the Plan

The impact the recommendations put forth for Downtown Homewood can ripple throughout the Village, and for some recommendations, expand beyond the plan area. Participants at the pop-up event hosted at GoodSpeeds Cycles in February 2024 shared their desire for recommendations, specifically, bike infrastructure, to continue throughout the Village, connecting to residential areas outside of downtown and even surrounding suburbs. The proposed recommendations for the growth of the Homewood Business Association can reach beyond the plan area, serving businesses throughout the Village tied together with a common mission. While the recommendations included in this plan are specific to downtown, the effect they will have will reach far beyond the plan area.

Table 1: Arrive Recommendations Implementation Matrix

CATEGORY	REC. NUMBER	RECOMMENDATION	TYPE	PROCESS	RESPONSIBILITY	PARTNERS	PRICE SCALE
Arrive	1	Enhance access to downtown via the viaducts on Dixie Highway and 183rd Street		Short Term: Coordinate with IDOT to install painted bike lanes on Dixie Highway; work with local artists to commission a mural on the viaduct walls; incorporate a gateway sign on the Dixie viaduct into upcoming Appearance Plan.	Village of Homewood Department of Public Works	IDOT, Metra	\$\$
				LONG TERM: Meet with Metra to determine when funding will be available to replace existing viaducts.			\$\$\$
	2	Implement uniform and easily identifiable signage at Pace bus stops and shelters		Coordinate with RTA to install a bus stop sign with boarding bus time signs at downtown Pace stops. Follow RTA's Interagency Transit Information Design Standards Manual using sign types BB, BS, and BA.	Village of Homewood, RTA		\$
	3	Upgrade the pedestrian and cyclist experience entering downtown		SHORT TERM: install improved high visibility crossings on 183rd St.; coordinate with IDOT to install high visibility crossings on Harwood Avenue; work with IDOT to transfer jurisdiction of Harwood Avenue from Dixie Highway to 183rd Street to the Village of Homewood; conduct a study to remove Harwood Avenue's southbound right turn lane at the intersection of 183rd Street and Harwood Avenue.	Village of Homewood Department of Public Works		\$\$
				LONG TERM: conduct a feasibility study to determine if a road diet is possible on 183rd Street from Dixie Highway to Park Avenue.			\$\$\$

Table 2: Navigate Recommendations Implementation Matrix












CATEGORY	REC. NUMBER	RECOMMENDATION	TYPE	PROCESS	RESPONSIBILITY	PARTNERS	PRICE SCALE
Navigate	4	Bolster the pedestrian network in the downtown core		Village of Homewood Roads: install improved crossings. Work with IDOT to transfer jurisdiction of Ridge Road from Harwood Avenue to Ashland Avenue. Reference pedestrian table for details at each intersection.	Village of Homewood Department of Public Works	IDOT	\$\$
				IDOT roads: coordinate with IDOT to improve crossings. Reference bike table for details at each intersection.			
	5	Extend the bike network throughout the downtown core		Village of Homewood Roads: install bike improvements. Reference table -- for details on each street.	Village of Homewood Department of Public Works	IDOT	\$\$
				IDOT Roads: install bike improvements. Reference table -- for details on each street.			
	6	Encourage decorative crosswalks at key intersections to promote wayfinding		Meet with Public Works to develop a permit application process for community painted crosswalks. Reference the City of Milwaukee's Paint the Pavement Guidelines Application to develop permit process and guidelines with Public Works.	Village of Homewood Department of Public Works		\$
	7	Update downtown Homewood's wayfinding system to reinforce community brand		Incorporate wayfinding signage types into upcoming Appearance Plan.	Village of Homewood Department of Economic Development		\$

Table 3: Enjoy Recommendations Implementation Matrix

CATEGORY	REC. NUMBER	RECOMMENDATION	TYPE	PROCESS	RESPONSIBILITY	PARTNERS	PRICE SCALE
Enjoy	8	Build capacity for the Homewood Business Association through a partnership with Illinois Main Street		Support the Homewood Business Association as they build financial stability and pursue becoming an accredited Main Street organization.	Homewood Business Association		\$
	9	Cultivate the growth of small businesses through a pop-up business area		Determine vacant properties suitable for a pop-up business area.	Village of Homewood Department of Economic Development	Homewood Business Association	\$\$
	10	Foster inviting open spaces within the downtown core	 	Expanded Independence Park: prepare Savoia's site for short-term use as public space. Develop permitting process for food vendors on-site and develop program of events. Independence Park: prepare Savoia's site for short-term use as public space. Develop permitting process for food vendors on-site and develop program of events.	Village of Homewood Department of Economic Development; Village of Homewood Department of Public Works		\$\$
				New water tower location: work with Public Works to create an enclosed dog park under the new water tower location as they develop plans for the water tower's relocation.			\$\$
				Memorial Park: Install new seating options and develop a new play space.			\$
	11	Improve streetscaping at strategic locations		Provide seating: incorporate a table-style outdoor seating option into the upcoming Appearance Plan.	Village of Homewood Department of Economic Development; Village of Homewood Department of Public Works	Homewood Business Association	\$
				Maintain a street wall: assess feasibility of installing fences along parking lots parallel to major pedestrian throughfares.			\$\$
				Guide shoppers: see recommendation 7.			\$
				Incorporate multimodal infrastructure: include bike racks in upcoming Appearance Plan and install them near parking lots and on commercial corridors.			\$
				Environmental Resiliency: work with Village arborist to improve non-invasive tree diversity, specifically avoiding and potentially replacing Bradford pear trees.			\$
	12	Promote and expand public art downtown	 	Mural walk: digitize the locations and information of existing murals and add to Village's website.	Village of Homewood Department of Economic Development; Village of Homewood Department of Public Works		\$
				Identify locations for future murals: work with local artists to commission new murals and/or develop arts-focused programs downtown.			\$
Free Little Art Gallery: Install a Free Little Art Gallery equipped with art supplies at Independence Park. Reference freelittleartgalleries.art .				\$			










CATEGORY	REC. NUMBER	RECOMMENDATION	TYPE	PROCESS	RESPONSIBILITY	PARTNERS	PRICE SCALE
Enjoy	13	Refine storefront design guidelines in upcoming Appearance Plan		Include design guidelines in upcoming Appearance Plan.	Village of Homewood Department of Economic Development		\$
	14	Increase parking efficiency	 	Implement metered parking using Park Mobile on Ridge Road, Harwood Avenue, and Dixie Highway.	Village of Homewood Department of Economic Development, Village of Homewood Department of Public Works		\$\$

Table 3: Invest Recommendations Implementation Matrix

CATEGORY	REC. NUMBER	RECOMMENDATION	TYPE	PROCESS	RESPONSIBILITY	PARTNERS	PRICE SCALE
Invest	15	Repurpose Village Hall lot for mixed-use		Market Village Hall Parking Lot to developers.	Village of Homewood Department of Economic Development		
	16	Reimagine Savioa's for Multifamily Mixed-Use		Market the site of the former Savioa's to developers.	Village of Homewood Department of Economic Development		
	17	Create a Corner Market		Market the site of the former Matrix building to developers. Recruit a corner market to lease the retail space on the first floor.	Village of Homewood Department of Economic Development		
	18	Reimagine 183rd site through adaptive reuse		Market the site at 183rd to be used as a quick service restaurant with activated outdoor space.	Village of Homewood Department of Economic Development		
	19	Pursue visioning and redevelopment opportunities at 1750 Ridge Road		Follow the shifting legal restrictions at 1750 Ridge Road and market it as a location for mixed-use development.	Village of Homewood Department of Economic Development		
	20	Celebrate historic preservation		Work with the Homewood Historical Society to expand a local historic plaque program and digitize historic archives.	Village of Homewood	Homewood Historical Society	\$

Appendix

A1: Pedestrian Infrastructure Recommendations Reference Table

STREET 1	STREET 2	POTENTIAL IMPROVEMENTS TO CONSIDER (NOT ALL ENCOMPASSING)
Pine Rd	Vincennes Ct / Harwood Ave	New south leg crosswalk with curb extensions.
Dixie Hwy	Elm Rd	New south leg crosswalk with west side curb extension. East side of the south leg cannot have a curb extension due to the north bound Pace stop.
Dixie Hwy	Chestnut Rd	New south leg crosswalk with curb extensions.
Ridge Rd	Harwood Ave	High visibility crosswalks.
Ridge Rd	Martin Ave	New east leg crosswalk.
Ridge Rd	Gottschalk Ave	Curb extensions, rectangular rapid flashing beacons. RRFBs can be justified due to proximity to park.
Ridge Rd	Highland Ave	Curb extensions, rectangular rapid flashing beacons. RRFBs can be justified due to proximity to park.
Ridge Rd	Gladville Ave	New east and west leg crosswalks with curb extensions.
Dixie Hwy	Kroner Ln	New south leg crosswalk with curb extensions.
Dixie Hwy	Hickory Rd	Install rectangular rapid flashing beacon at existing crosswalk.
Dixie Hwy	Olive Rd	New north and south leg crosswalks with curb extensions.
183rd St	Harwood Ave	ADA improvements, high vis crosswalks, countdown pedestrian signals.
183rd St	Martin Ave	If road diet is extended west from Dixie Highway, install crosswalk across 183rd with pedestrian refuge island.
183rd St	Dixie Hwy	ADA improvements, high vis crosswalks, reduce corner radii, countdown pedestrian signal
Harwood Ave	Olive St	Crosswalks on north and south legs (ensure ADA-compliant).
Harwood Ave	Hickory Rd	Crosswalks on north and south legs (ensure ADA-compliant); Possible curb extensions at the northeast and southeast corners.
Harwood Ave	Kroner Ln	Stripe unmarked sidewalks on the south leg of this intersection.

A2: Bike Infrastructure Recommendations Reference Table

ROAD	EXTENTS	DIRECTION	ROW	BIKE FACILITY RECOMMENDATION	NOTES
Ridge Road	Harwood to Dixie	E-W	38'	Improve Marked Shared Lanes	Bigger, bike boulevard style lane markings. It is not recommend to removing parking and add in bike lanes because parking is well utilized.
Ridge Road	Dixie to Highland	E-W	42'	Buferrred Bike Lanes	This is an IDOT route, so advisory bike lanes would be challenging to implement.
Ridge Road	Highland to Gladville	E-W	42'	Buferrred Bike Lanes	
Dixie Hwy	Park Ave to Vincennes Ct	E-W	30'	Marked Shared Lanes / Bike Lanes	Update bike lane pavement marking material to epoxy, update segment from viaduct to Vincennes to bike lanes (10' vehicle lanes, 5' bike lanes). Previous bike lanes in viaduct were thermoplastic, which faded on concrete.
Dixie Hwy	Vincennes Ct to Chestnut	N-S	48'	Buferrred Bike Lanes	Reduce 12' vehicle lanes to 10' and add parking buffer.
Dixie Hwy	Chestnut to Hickory	N-S	48'	Keep as is	Would have to remove the curb extensions to get in bike lanes.
Dixie Hwy	Hickory to 183rd	N-S	48'	Buferrred Bike Lanes	Reduce 12' vehicle lanes to 10' and add parking buffer. Add bike lanes to the Dixie/183rd approach. To provide dedicated bike lanes through the intersection: Conduct a traffic study to see if two through lanes are needed on each approach. Dixie to the south of 183rd could potentially be a road diet (10,400 AADT south of 183rd). Could potentially eliminate northbound and southbound through lanes, and add right turn lanes at each leg to add capacity at the signal.
Dixie Hwy	183rd to 187th (potentially further south to Flossmoor)	N-S	42'	Bike Lanes	Road diet: 1 vehicle lane each direction, center turn lane, bike lanes.
Harwood Ave	Elm to Kroner	N-S	30'	Bike Lanes	Reduce vehicle lane to 10' vehicle lanes + 5' bike lanes.
Harwood Ave	Kroner to 150' S of Hickory	N-S	36'	Bike Lanes	Remove parking and reduce vehicle lane to 10' vehicle lanes + 5' bike lanes. Consider relocating on-street public parking spaces to across the street in large Aurelio's parking lot (10 spots converted to public for hours that don't coincide with their high demand times).
Harwood Ave	150' S of Hickory to 183rd	N-S	30'	Bike Lanes	Reduce vehicle lane to 10' vehicle lanes + 5' bike lanes
Martin Ave	Hickory to 183rd	N-S	26'	NB contraflow lane, SB shared lane	Move on-street parking from east side of street to west side of street
Elm Rd	Harwood to Dixie	E-W	34'	Keep as is	
Chestnut Rd	Harwood to Dixie	E-W	36'	-	
Kroner Ln	Harwood to Dixie	E-W	20'	-	
Hickory Rd	Harwood to Dixie	E-W	40'	-	
Olive Rd	Harwood to Dixie	E-W	26'	Marked Shared Lanes	
183rd St	Park to Dixie	E-W	46'	Bike Lanes	Potential future road diet + bike lanes. If Village moves forward with a road diet east of Dixie, traffic volumes might drop in this stretch, so recommend reassessing feasibility of a road diet west of Dixie after construction. Threshold for road diet would be 18,000-20,000. For future, bike lanes and road diet would be good to match the cross section. Further study would be needed, currently it's 22,000 AADT.
Chestnut	Dixie to Martin	E-W		Marked Shared Lane	

Appendix

A3: Funding Opportunities Reference Table

FUNDING OPPORTUNITY	APPLICABLE RECOMMENDATIONS
CMAP/IDOT Surface Transportation Program (STP)	1, 4, 5
RTA Community Planning Program	3
RTA Access to Transit Program	1, 3, 5
FTA Safe Streets for All (SS4A)	3, 4, 5
Invest in Cook	3, 5
Bikes for People Community Grants	5, 11
Projects for Public Spaces Community Placemaking Grants	6, 10, 11, 12

