

# MEETING AGENDA



## Planning and Zoning Commission

Village of Homewood

April 11, 2024

Meeting Start Time: 7:00 PM

Village Hall Board Room

2020 Chestnut Road, Homewood, IL

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

*Please see last page of agenda for virtual meeting information.*

1. Call to Order

2. Roll Call

3. Minutes:

Approve minutes from the March 14, 2024 hearing of the Planning and Zoning Commission.

Approve minutes from the March 28, 2024 hearing of the Planning and Zoning Commission.

4. Public Comments

5. Regular Business:

A. Public Hearing for Case 24-07: Resubdivision, Upham Subdivision, 3043-3055 183rd Street - Final Plat

B. Public Hearing for Case 24-04: Downtown Transit-Oriented Development (TOD) Master Plan

6. Old Business:

7. New Business:

8. Adjourn

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

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

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# VILLAGE OF HOMEWOOD



## MEETING MINUTES

DATE OF MEETING:

March 14, 2024

## PLANNING AND ZONING COMMISSION

7:00 pm

Village Hall Board Room  
2020 Chestnut Street  
Homewood, IL 60430

### CALL TO ORDER:

Chair Pro Tem called the meeting to order at 7:01 p.m.

### ROLL CALL:

In attendance were Members Bransky, Cap, O'Brien, and Johnson. Member Bransky served in the role of Chair Pro Tem. Present from the Village was Assistant Director of Economic & Community Development Noah Schumerth, who served as Staff Liaison for the hearing. There were three people in the audience. The public was able to watch and listen to the meeting via Zoom webinar. There were no attendees on the Zoom webinar recording.

### APPROVAL OF MEETING MINUTES:

Chair Pro Tem Bransky asked if there were any changes or corrections to the minutes of January 25, 2024. Member O'Brien requested that a sentence stating:

*"Member O'Brien expressed concerns about the future of the on-street parking supply on Dixie Highway."*

Be replaced with the following language as written:

*"Member O'Brien made reference to the brewery on Dixie Highway, expressing concerns about the future of on-street parking supply on Dixie Highway."*

Member O'Brien moved to approve the minutes as corrected; seconded by Member Cap.

AYES: Members Cap, O'Brien, and Johnson, Chair Pro Tem Bransky

NAYS: None

ABSTENTIONS: None

ABSENT: Members Alfonso, Castaneda, Chair Sierzega

### REGULAR BUSINESS:

#### CASE 24-01: Variance for Driveway Expansion at 2716 Debra Lane

Chair Pro Tem Bransky introduced the case and swore in the petitioners, Marc and Audrey Beaudruy, who are homeowners at the property in question at 2716 Debra Lane.

Meeting Minutes | March 14, 2024

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Last Revised: 04/05/2024

The applicant Marc Beaudruy described the purpose of the project. The applicant stated that the existing driveway at his home was dilapidated and created a negative appearance for his home. The applicant also explained that multiple family members are living at the home, which can increase the strain on parking in the driveway. The applicant noted that the construction of the driveway was previously completed in 2023.

Member Johnson asked if the driveway expansion would be used to park three vehicles on the driveway instead of the two that could fit on the existing driveway. The applicant denied that three cars would be parked in the driveway, and stated that only two would be able to fit with room to allow for handicap access in and out of vehicles, as is needed for the homeowners.

Member O'Brien requested clarification from Village staff about a sentence in the staff memo, stating that a sentence discussing the addition of driveway width (page 11 of the packet) did not make sense. Assistant Director Schumerth noted that the change of the word "addition" to "additional" in the sentence in question created a sentence that was difficult to understand. Assistant Director Schumerth noted the change.

Member Cap asked for clarification regarding the statute that was being considered with the variance. Assistant Director Schumerth stated that though the driveway was within the 24' maximum width for any residential driveway in the Village, no driveway may extend beyond 3' from the edges of the garage door face. Assistant Director Schumerth noted that the driveway as constructed extended 5' 3" from the east side of the garage door face, aligning with an existing path on the site and thus requiring a variance, which exceeds the 3 feet maximum.

Member Cap asked if there were any problems with the necessary expansion of the driveway apron within the Village-owned parkway, given restrictions on placement and width in the Village right-of-way. Assistant Director Schumerth noted that the driveway apron was compliant with Village ordinance and that the Village Engineer Max Massi had not previously noted any concerns with the driveway apron in providing a citation to the applicant.

Chair Pro Tem Bransky asked whether the approval of the variance will ensure all business with the Village is resolved regarding this driveway. Assistant Director Schumerth stated that the citation letter, which was sent to the applicant on November 15, would be voided. Schumerth stated that there were to be no further approvals needed beyond the Village Board's approval of the variance.

Member O'Brien requested correction of the legal notice date in the staff memo for the variance, noting that the posting date was February 29, 2023, when the date should be February 29, 2024. Assistant Director Schumerth noted the change and stated that corrections would be reflected in the minutes of the meeting and the final posted version of the meeting packet.

Member O'Brien requested correction of the submittal dates for attachments included in the staff memo for the variance case. O'Brien noted that the dates in the final packet did not seem consistent with their references in the description of the case and that the citation letter date was listed as being from 2022. Assistant Director Schumerth noted that the dates were incorrect and were from a previous template used by the Village. Schumerth noted the change and stated that corrections would be reflected in the minutes of the meeting and the final posted version of the meeting packet.

Chair Pro Tem Bransky suggested that a motion be made for approval of the proposed variance.

### Meeting Minutes | March 14, 2024

Member O'Brien noted the need to adjust the language of the motion recommended by staff, stating that the language:

*"...to permit the construction of the driveway..."*

Should be replaced with the language:

*"...permitting the construction of a driveway..."*

Member O'Brien noted that the change was needed to clarify that the driveway is already constructed and that the variance is permitting the driveway to remain with its current dimensions.

Chair Pro Tem suggested that a motion be made for approval of the proposed variance as amended. Motion was made by Member O'Brien. Seconded by Member Johnson.

AYES: Members Cap, O'Brien, Johnson, and Chair Pro Tem Bransky

NAYS: None

ABSTENTIONS: None

ABSENT: Members Alfonso, Castaneda, Chair Sierzega

#### **OLD BUSINESS:**

None

#### **NEW BUSINESS:**

Assistant Director Schumerth stated that the Downtown Transit-Oriented Development (TOD) Master Plan is being compiled into a final draft, and would be released to Village staff, members of the Planning and Zoning Commission, members of the Appearance Commission, and the public the following week. Planning and Zoning Commissioners could expect to receive a plan copy by Monday or Tuesday of the following week.

Member O'Brien stated that in reviewing a draft copy of the plan received by members of the steering committee (O'Brien is a participant), the proposed reduction of lanes on 183<sup>rd</sup> as part of a "road diet" project, included in the plan, required further assessment. Member O'Brien cited the location of a driveway immediately adjacent to a right turn lane near the intersection of Harwood Avenue and 183<sup>rd</sup> Street as an example of a need for further assessment of bicycle infrastructure recommendations, given that they seem to be creating unforeseen safety hazards. O'Brien also cited concrete walls and wrought iron fences along 183<sup>rd</sup> Street near the train viaduct as creating visibility challenges for cyclists, especially near the intersection of Park Avenue and 183<sup>rd</sup> Street.

Assistant Director Schumerth noted that the Village remains committed to finding solutions for bicycle infrastructure that travels west-east through the Village.

Member Cap noted that 183<sup>rd</sup> Street is a primary arterial running west-east through the Village, and asked if there could be clarification about the status of this project; though it is included, there is public knowledge that the project may not be moving forward.

Assistant Director Schumerth noted that the project is in question due to funding for the project.

Assistant Director Schumerth noted that the Village was still interested in continuing to pursue traffic

calming and bicycle infrastructure improvements along 183<sup>rd</sup> Street. Member O'Brien questioned the efficiency of traffic flow with the lane reduction proposed on 183<sup>rd</sup> Street and stated that more work was needed on this topic in the final Downtown TOD Plan.

Member O'Brien stated that the plan was a "great first step toward a plan." Chair Pro Tem Bransky noted that the Steering Committee had reviewed a near-final draft and that the plan was nearing completion.

Member O'Brien noted that the plan was light on detail, citing a need to create a list of recommendations that are to be taken on with a budget. Assistant Director Schumerth noted that the plan document will include an implementation matrix which was not included in the version received by the steering committee., Consultants are working out the details of the table with staff and finalizing the design of that section of the plan. Chair Pro Tem Bransky noted that the plan is a higher-level document and that the Village handles budgeting on an annual basis based on planning recommendations.

Member O'Brien also noted a need for greater detail in other areas of the plan, such as the inclusion of locations for bicycle parking and statements on who may be responsible for constructing bicycle parking. Assistant Director Schumerth stated that the comment was received and that more comments will be available to Commission members. Comments because they are highly desired by Village staff as the plan is finalized.

Member O'Brien noted that there are visual learners and auditory learners, and this is an excellent document for visual learners.

Member Cap noted a need for further focus on safety for micromobility users and noted that the plan broadly does not cover this topic, even as these vehicles become more common. Assistant Director Schumerth noted that the conversation is an important one. While these modes of transportation are generally included in conversations about bicycle infrastructure, they have special constraints and considerations for parking and design related to streets without special bicycle infrastructure such as lanes or paths.

Member O'Brien asked whether the Village is updating electric vehicle parking recommendations and asked how the Village enforces proper installation of electric vehicle charging stations, citing the dangers of home installations or installations into systems that are not prepared for the supply of the additional power needed to charge an electric vehicle.

Assistant Director Schumerth noted that this is an area of code enforcement for individual properties and is difficult to monitor unless there is a complaint or a flagrant violation that is cited by Village staff. Schumerth stated that this is something that can be monitored by code enforcement and building inspection staff. Measures can be taken by Village staff to provide concise information on residential installation with individuals to install EV systems. Schumerth noted this is also something that is touched upon in the new Homewood Zoning Ordinance, but more can be done to provide standards and design guidance for new EV systems.

Assistant Director Schumerth noted that any comments or questions on the Downtown Transit-Oriented Development (TOD) Master Plan before the hearing date for the discussion of the plan could be forwarded to staff or entered into the comment form which will be available on the Village website.

## **ADJOURN:**

Member O'Brien moved to adjourn the meeting; seconded by Member Cap; all members voted in favor. The meeting adjourned at 7:47 p.m.

Respectfully submitted,

**Noah Schumerth**

Assistant Director of Economic and Community Development

# VILLAGE OF HOMEWOOD



## MEETING MINUTES

DATE OF MEETING:

March 28, 2024

## PLANNING AND ZONING COMMISSION

7:00 pm

Village Hall Board Room  
2020 Chestnut Street  
Homewood, IL 60430

### CALL TO ORDER:

Chair Sierzega called the meeting to order at 7:00 p.m.

### ROLL CALL:

In attendance were Members Alfonso, Bransky, Cap, and Castaneda, and Chair Sierzega. Present from the Village was Assistant Director of Economic & Community Development Noah Schumerth, who served as Staff Liaison for the hearing, and Village Manager Napoleon Haney. There were two people in the audience. The public was able to watch and listen to the meeting via Zoom webinar. There were no attendees on the Zoom webinar recording.

### APPROVAL OF MEETING MINUTES:

Chair Sierzega asked if there were any changes or corrections to the minutes of March 14, 2024. No edits were made by the Planning and Zoning Commission members present.

Staff Liaison Noah Schumerth noted that Member O'Brien had requested several edits and submitted this request prior to the hearing. Schumerth noted that Member O'Brien had made the following requests for corrections:

#### 1. Replace language:

*"O'Brien also cited concrete walls and wrought iron fences along 183<sup>rd</sup> Street near the train viaduct as creating visibility challenges for cyclists, especially near the intersection of Park Avenue and 183<sup>rd</sup>."*

With the following language:

*"O'Brien also cited concrete walls and wrought iron fences along 183<sup>rd</sup> Street near the train viaduct as creating visibility **and safety** challenges for cyclists, especially near the intersection of Park Avenue and 183<sup>rd</sup>."*

Staff Liaison Schumerth also noted several corrections for the staff memo provided for the case considered in the following meeting, Case 24-07: Upham Subdivision. Member Bransky made a motion to approve the minutes as amended; seconded by Member Cap.

AYES: Members Bransky, Cap

NAYS: None

ABSTENTIONS: Members Alfonso, Castaneda, Chair Sierzega

ABSENT: Members O'Brien, Johnson

**Meeting Minutes** | March 14, 2024

**REGULAR BUSINESS:****CASE 24-07: Upham Subdivision, 3043-3055 Ridge Road**

Chair Sierzega introduced the case and called the applicant, George Arnold, forward to the podium. Staff Liaison noted that an open public comment period was necessary prior to the commencement of regular business. The applicant noted that the other member of the audience was in attendance with him and did not wish to provide any public comment. Chair Sierzega swore the applicant in.

The applicant stated that the old Brunswick property would be broken into four lots, with three commercial lots and a lot dedicated to the Village of Homewood for a pumphouse. Per the applicant's plans, two lots will be located along frontage on 183<sup>rd</sup> Street to provide space for additional commercial outlots, and a large parcel will include the existing buildings on the site. The fourth lot is very small and only provides space for needed public infrastructure.

The applicant asked for clarification from staff regarding questions from Member O'Brien left with staff prior to the hearing. Staff Liaison Schumerth noted that Member O'Brien requested clarification about the tax bill address included on the application form on page 15 of the meeting packet. The applicant clarified that the address belongs to the contracted party who will be developing the commercial properties on the site.

Member Castaneda noted that the memo is complete and provided a good understanding of local platting processes, and stated that she wished to hear the thoughts of other Commissioners about the proposed resubdivision.

Member Cap expressed concerns around stormwater retention on the site, and asked Staff Liaison Schumerth about whether there will be another opportunity for the Planning and Zoning Commission to review development plans on the site. Staff Liaison Schumerth noted that there is a multi-step process for reviewing development proposals for this site, and that this process is only to look at the initial plat drawings for the site and assessing the acceptability of the layout of the lots within the proposed resubdivision. Schumerth noted that the Planning and Zoning Commission will receive future development plans through the Site Plan Review process, which will provide much more detail into plans for stormwater management and other infrastructure on the site.

Member Cap stated that he generally sees plats and development plans proposed together, particularly when plats are reaching the final plat approval process. Member Cap noted that final plat drawings are usually closely related to development plans for a site. Member Cap reiterated his question about whether there will be additional opportunities to review the development plans, including the final plat drawings. Staff Liaison Schumerth noted that this is a common but not required practice, and that this proposal only provides the layout of the new property boundaries and easements proposed for the existing site.

Member Cap asked if approval of these drawings prior to receiving development plans in the Site Plan Review process will constrain the ability for the Planning and Zoning Commission to have a say in the design of other development features. Staff Liaison Schumerth stated that this is generally not the case, as staff have the opportunity to state that the applicant must revisit the plat should there be changes in the required infrastructure for the site, such as stormwater, which require adjustments to easements or



other recorded site features. These changes may be requested through the Site Plan Review process by Village staff, the Planning and Zoning Commission, or the Village Board of Trustees.

Member Cap stated that there is generally a set of certifications on the plat, which are not all included in this plat drawing. Cap expressed reservations about the protections that the Village has to ensure that stormwater and other site impacts are adequately addressed. Applicant George Arnold stated that the meeting is not reviewing a final plat with finalized engineering work, and that the certifications for the plat, including the final certification for surface water control, will be included with the final plat drawings. Schumerth stated that the Site Plan Review process will have close involvement with the Planning and Zoning Commission.

Member Alfonso asked if the second box on the map provided on page 8 of the packet was the lot dedicated for the municipal pump house. Applicant George Arnold identified on the plat map where the separate dedicated lot would be located. Staff Liaison Schumerth stated that the map Member Alfonso referred to was a map of the entire 183<sup>rd</sup> TIF district currently under review by Village staff and the Village Board of Trustees; the square asked about was another commercial property owned by the Village and slated for redevelopment.

Member Bransky asked for additional clarification of the map drawing of the new West 183<sup>rd</sup> Street TIF, and asked if any part of the municipal right-of-way is included in the development proposal for the Brunswick Zone site. Staff Liaison Schumerth stated that the map was showing the entire proposed TIF district, and that this plat and the subsequent development proposal only includes a portion of the proposed TIF district; there is a second Village owned site which is part of the same TIF but not subject to this resubdivision. Schumerth noted that his parcel will not be included in the development plan for the subject site.

Chair Sierzega asked if the goal of the developer was to add new commercial buildings on the site in the two subdivided outlots. Applicant George Arnold said this was true. Chair Sierzega asked if tenants were already identified for these outlot buildings. Applicant Arnold stated that there were tenants identified for these buildings, and that these developments are not being pursued as a speculative development.

Member Alfonso asked if the large existing commercial building on the site will be razed. Applicant Arnold said that it would be razed. Member Alfonso asked for more clarification of the plans for the large existing structure on the site. Village Manager Napoleon Haney clarified that the building would not be razed and would be redeveloped. Applicant Arnold stated the question was misunderstood, and affirmed that the existing building would be reused for retail and commercial purposes.

Member Cap asked if the private sanitary sewer easement bisecting Lot 3 on the site will constrain development on the new commercial outlot. Applicant Arnold stated that this would not constrain development and asked for clarification from staff. Staff Liaison Schumerth stated that he was not fully familiar with the development specifics, as Director of Economic and Community Development Angela Mesaros had worked more closely with the design of this project. Schumerth stated that while easements are sometimes vacated and moved to more peripheral locations, there were no concerns identified with the current location of the easement.

Applicant Arnold stated that the location of the easement will be brought up with engineering staff preparing the final plat document for further review. Member Cap noted that there are concerns about reviewing the location of easements without a clear understanding of the development plan and how it

will serve future development. Staff Liaison Schumerth stated that it may be useful to provide comments on easement location at the time of the final plat review, as the preliminary plat meeting underway was to provide a general statement on the acceptability of the plan.

Member Cap said that there may be further review needed to understand if the pipe or conduit underneath the easement can be relocated and the easement can be vacated. Staff Liaison Schumerth stated that the comments would be forwarded onto the applicant team.

Member Bransky made a motion to recommend affirmation of acceptability Case 24-07 to grant resubdivision of the property at 3043-3055 183<sup>rd</sup> Street, with no disputes forwarded to the Village Board; seconded by Member Alfonso.

AYES: Members Alfonso, Bransky, Cap, Castaneda, Chair Sierzega.

NAYS: None

ABSTENTIONS: None

ABSENT: Members O’Brien, Johnson

**OLD BUSINESS:**

None

**NEW BUSINESS:**

Staff Liaison Schumerth reminded Commission members that copies of the Downtown Transit-Oriented Development (TOD) Master Plan had been provided to them for review. Schumerth stated that the Planning and Zoning Commission hearing to begin consideration the plan for approval would be held on April 11<sup>th</sup>, and that “one-on-one” meetings were encouraged between Planning and Zoning Commission members and staff. Schumerth noted that consulting partners would be present at the hearing on the 11<sup>th</sup> to answer questions and provide additional information about the plan.

Staff Liaison Schumerth provided further clarification about the final plat hearing, and stated that no formal development plans would be provided with the final plat submitted for Planning and Zoning Commission review.

Chair Sierzega asked for information on the progress of the train station reconstruction project. Schumerth noted that the much of the structural and HVAC work for the new eastern headhouse was completed in March. Schumerth noted the station closure through April and May 2024. Village Manager Haney noted that the opening date for the station will be in 2025.

Chair Sierzega asked if the historic structure on the west side of the station would be altered during the construction process. Schumerth stated that the structure would not be touched, but that the station would receive a new white paint color to restore the station to its original color as constructed in 1923, matching Ravisloe Country Club.

Member Bransky asked about renovation work at the downtown location of Starbucks Coffee. Schumerth provided updates about the internal and external improvements taking place at the coffee shop.

**ADJOURN:**

Member Alfonso moved to adjourn the meeting; seconded by Member Castaneda; all members voted in favor. The meeting adjourned at 7:42 p.m.

Respectfully submitted,

**Noah Schumerth**

Assistant Director of Economic and Community Development

# VILLAGE OF HOMEWOOD



**MEMORANDUM**

**DATE OF MEETING:** April 11, 2024

**To:** Planning and Zoning Commission

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

**Through:** Angela Mesaros, AICP, Director of Economic and Community Development

**Topic:** Case 24-07: Upham Subdivision (Brunswick Zone) – Final Plat

**APPLICATION INFORMATION**

|                  |   |
|------------------|---|
| APPLICANT        | DP Homewood, LLC c/o George Arnold, Attorney            |
| ACTION REQUESTED | Plat of Upham Subdivision                               |
| ADDRESS          | 3043-3055 183 <sup>rd</sup> Street, Homewood, IL, 60430 |
| PIN              | 31-01-100-012   |

**ZONING & LAND USE**

| SUBJECT PROPERTY | ZONING   | LAND USE                            |
|------------------|--|-------------------------------------|
| CURRENT          | B-3 General Business                                 | Vacant                              |
| PROPOSED         | B-3 General Business                                 | Commercial/Retail                   |
| SURROUNDING      | N: R-1 Single-Family Residential                     | Single-Family Residential           |
|                  | E: B-3 General Business/R-4 Multi-Family Residential | Commercial/Multi-Family Residential |
|                  | S: R-4 Multi-Family Residential                      | Multi-Family Residential            |
|                  | W: B-3 General Business                              | Commercial/Retail                   |

**LEGAL NOTICE**

Legal notice is not required for a resubdivision plat per Section 36, Article II of the Village Code of Ordinances.

**DOCUMENTS FOR REVIEW**

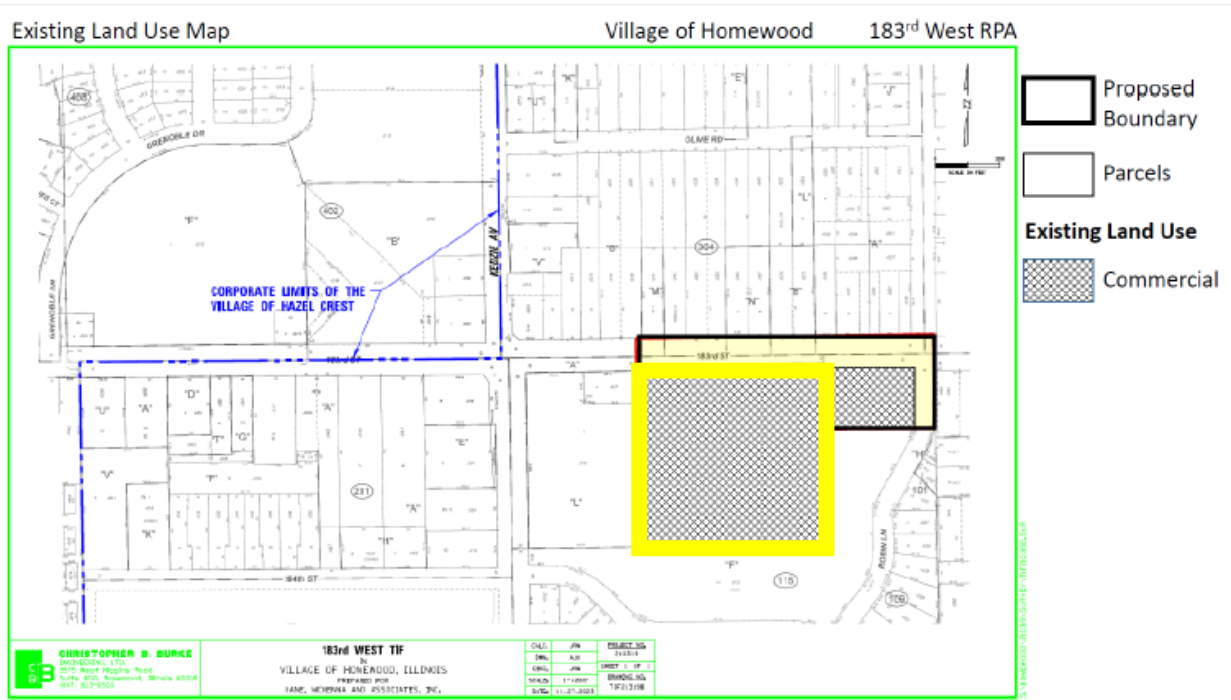
| Title                            | Pages | Prepared by                    | Date       |
|----------------------------------|-------|--------------------------------|------------|
| Staff Exhibits                   | 2     | Noah Schumerth, Asst. Dir. ECD | 03/22/2024 |
| Application for Resubdivision    | 1     | George Arnold, Attorney        | 03/13/2024 |
| Final Resubdivision Plat Drawing | 2     | Arc Design Resources Inc.      | 02/07/2024 |

**BACKGROUND**

The subject site is a 7.1-acre vacant commercial center located at 3043 W 183<sup>rd</sup> Street. The site currently has a single commercial building which previously housed a bowling alley (Brunswick Zone) and a retail store (Big Lots). The commercial building has suffered from excessive vacancies, and the overall condition of the site has deteriorated. The site is currently owned by the Village of Homewood and is slated for commercial redevelopment.

The subject site is within the Kedzie Gateway Tax Increment Financing (TIF) District and is included within the Redevelopment Project Area for the TIF. This property is under review for a new TIF, the 183<sup>rd</sup> West TIF, which is recommended for adoption in 2024. This proposed resubdivision is required for the redevelopment of the larger of the two parcels on the 183<sup>rd</sup> West TIF District (3043-3055 183<sup>rd</sup> Street), fulfilling the Redevelopment Plan for the proposed 183<sup>rd</sup> West TIF District.

The resubdivision plat proposes that the existing property (PIN: 31-01-100-012) be split into four parcels, to create two outlots abutting 183<sup>rd</sup> Street, and a separate lot for the Village’s pump station. This subdivision will support the creation of additional commercial buildings in the large parking field in front of the existing building. Appropriate easements for parcel cross-access, sewer, and stormwater drainage are proposed to support the scale of commercial development. Proposed easements and planned utilities are sufficient for the proposed development and are compliant with Section 36 of the Village of Homewood Code of Ordinances.



**Figure 1.** Proposed Resubdivision (outline in yellow), as located on land use map from West 183<sup>rd</sup> Street TIF Proposal (prepared by Christopher B. Burke Engineering LTD).

**DISCUSSION**

This resubdivision has been submitted in advance of redevelopment plans to revive the existing commercial center at 3043-3055 W 183<sup>rd</sup> Street. The plans include the renovation of the existing building on the site to accommodate multiple retail/commercial tenants and the construction of two outlots. The proposed site plan will come before the Planning & Zoning Commission at a future meeting for site plan review and approval.

The existing commercial area is a single 7.1-acre parcel (PIN: 31-01-100-012), which will be split into four parcels with the creation of two commercial outlots along 183<sup>rd</sup> Street and a dedicated parcel for a Village-owned pump facility.

The new lots will have the following measurements:

| Lot Number     | Lot Area                     | Approx. Lot Dimension                              |
|----------------|------------------------------|--|
| Lot 1          | 237,230 sq. ft. (5.44 acres) | 584' x 529' (with outlot areas removed)            |
| Lot 2 (Outlot) | 31,353 sq. ft. (0.72 acres)  | 218.5' x 143.5'                                    |
| Lot 3 (Outlot) | 40,304 sq. ft. (0.925 acres) | 218.5' x 184.5'                                    |
| Lot 4          | 1,289 sq. ft. (0.029 acres)  | 37.5' x 41.5' (with area removed as part of Lot 3) |

The plat has been reviewed by Village staff to determine compliance with standards set forth in the Village Code of Ordinances and the Homewood Zoning Ordinance. The Village Engineer has also reviewed the final plat. Additional information on this plat was provided at the initial review of the preliminary plan drawings for this resubdivision by the Planning and Zoning Commission on March 28, 2024.

**STAFF COMMENTS**

The resubdivision plat must be brought forward to the Planning and Zoning Commission to review whether it is suitable for approval as a final plat. The preliminary plat for this subdivision was reviewed by the Planning and Zoning Commission at its meeting on March 28, 2024. The Commission made a motion and voted to affirm the acceptability of the preliminary plat with no disputes forwarded for resolution by the Village Board of Trustees. The applicant has furnished a final plat document, and copies were provided to the Village Manager and Village Engineer as required by Section 36 of the Village Code of Ordinances.

The final plat must be reviewed by the Planning and Zoning Commission for completeness and suitability for the site. Any recommendation for approval will be reviewed by the Village Board of Trustees for formal approval. Upon approval, the final plat must complete the recording process with the Village of Homewood Public Works Department and the Cook County Recorder’s Office.

**FINDINGS OF FACT**

Staff has prepared the following Findings of Fact by the standards outlined in Section 2 of the Village Code of Ordinances. These draft Findings of Fact were reviewed at the initial meeting to discuss the proposed resubdivision plat. The following Findings of Fact may be entered into the record:

1. The subject property is located at 3043-3055 183<sup>rd</sup> Street (west of the southwest corner of West 183<sup>rd</sup> Street and Robin Lane);
2. The subject property is under public ownership of the Village of Homewood with a letter of intent from a developer for future purchase and redevelopment;
3. The subject property is comprised of a single parcel;
4. The subject property is a total of 7.1 acres (approximately 310,000 square feet) and the underlying zoning district is B-3 General Business;
5. The Homewood Zoning Ordinance and the Village Code of Ordinances do not set minimum lot area requirements in the B-3 zoning district;
6. The petitioner is proposing the resubdivision of the subject property to increase suitability for commercial redevelopment of a vacant site;
7. Proposed Lot 1 would be 237,230 square feet, or approximately 5.44 acres;
8. Proposed Lot 2 would be 31,353 square feet, or approximately 0.72 acres;
9. Proposed Lot 3 would be 40,304 square feet, or approximately 0.925 acres;
10. Proposed Lot 4 would be 1,289 square feet, or approximately 0.029 acres;
11. Proposed Lot 4 is the location of a pump station and will be dedicated to the Village of Homewood; and
12. Proposed Lot 1, Lot 2, Lot 3, and Lot 4 are in compliance with the Homewood Zoning Ordinance and the subdivision ordinances set forth in the Village Code of Ordinances.

**RECOMMENDED PLANNING & ZONING COMMISSION ACTION**

Recommend approval of final plat for Upham Subdivision, located at 3043-3055 183<sup>rd</sup> Street, resubdividing the property into four lots with Lot 4 dedicated to the Village of Homewood; and  
  
Incorporate the Findings of Fact into the record.









VILLAGE OF  
HOMWOOD  
2020 Chestnut Road,  
Homewood, IL 60430  
(708) 206-3385

# APPLICATION FOR SUBDIVISION, RESUBDIVISION OR LOT CONSOLIDATION

SUBJECT PROPERTY ADDRESS: 3043-3055 183rd Street

### APPLICANT INFORMATION:

Name: DP Homewood, LLC c/o George Arnold, Attorney

Address

### PROPERTY OWNER INFORMATION (if different than applicant):

Name: Village of Homewood

Phone (daytime): (708) 206-3387

Address: 2020 Chestnut Road, Homewood, IL 60430

Fax:

### LESSEE INFORMATION (if different than applicant):

Name:

Phone (daytime):

Address:

Fax:

Date present owner acquired legal title to the subject property:

Requested Action:  Subdivision  Resubdivision  Consolidation

What is the present use of the property?

Vacant

What is the intended use of the subject property?

Commercial/related

Future tax bills should be sent to the following address:

Has the present owner requested a subdivision, resubdivision, lot consolidation, variation or special use permit for this property within the last 12 months:  Yes  No

### REQUIRED SUBMISSIONS:

- Completed application
- Final plat (see attached Chapter 98 of the Homewood Municipal Code for instructions)
- Legal description of the property
- Proof of ownership or interest in ownership

### Office Use Only

Zoning of Property:  R1  R2  R3  R4  B1  B2  B3  B4  DO  M  PL

Date Application Received:

Case No.:

Application Fee Paid:

1-25 lots

26-50 lots

51-100 lots

More than 100 lots

\$150.00

\$200.00

\$300.00

\$400.00

Owner Signature

Subscribed and sworn to before me this 13<sup>th</sup> day of March, 2024.

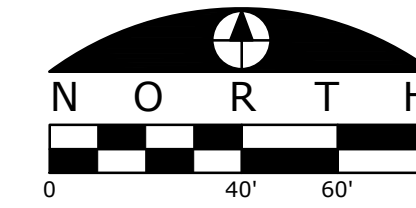


OWNER INFORMATION

Village of Homewood  
2020 Chestnut Road  
Homewood, IL 60430

# UPHAM SUBDIVISION PLAT 2

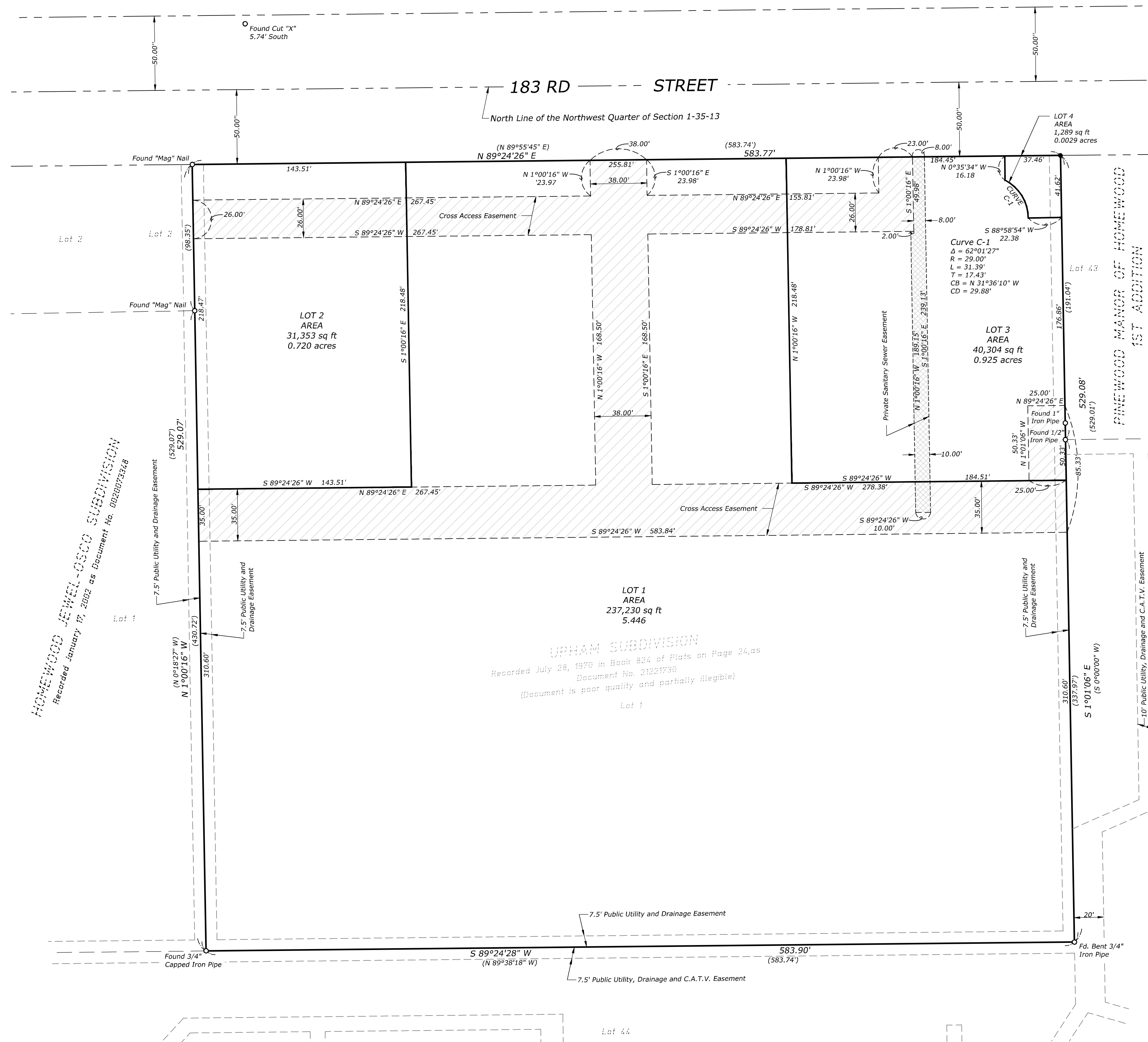
BEING A RESUBDIVISION OF LOT 1 OF UPHAM SUBDIVISION, IN PART OF THE  
NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 1, TOWNSHIP 35  
NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN COOK COUNTY, ILLINOIS



**ARC DESIGN**  
RESOURCES INC.

5291 ZENITH PARKWAY  
LOVES PARK, IL 61111  
VOICE: (815) 484-4300  
FAX: (815) 484-4303

www.arcdesign.com  
Illinois Design Firm License No. 184-001334



VICINITY MAP (Not to Scale)



**SYMBOL LEGEND**

- PROPERTY LINE
- - - SECTION LINE
- RIGHT-OF-WAY LINE
- - - LOT LINE
- - - EASEMENT LINE
- - - SETBACK LINE
- - - CENTER LINE
- SET SURVEY MONUMENT
- FOUND SURVEY MONUMENT
- (85.00') RECORD DISTANCE
- 85.00' MEASURED DISTANCE
- ▨ CROSS ACCESS EASEMENT
- ▩ PRIVATE SANITARY SEWER EASEMENT

OWNER INFORMATION

Village of Homewood  
2020 Chestnut Road  
Homewood, IL 60430

# UPHAM SUBDIVISION PLAT 2

BEING A RESUBDIVISION OF LOT 1 OF UPHAM SUBDIVISION, IN PART OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 1, TOWNSHIP 35 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN COOK COUNTY, ILLINOIS



CERTIFICATION BY SURVEYOR

STATE OF ILLINOIS )  
COUNTY OF WINNEBAGO ) S.S.

I hereby certify that, at the request of the owner, I have surveyed and subdivided according to the attached Upham Subdivision Plat 2, being a resubdivision of all of Lot 1 as designated upon Upham Subdivision, being a subdivision of the East 583.74 feet of the West 974.00 feet of the North 579.00 feet of the Northwest Quarter of the Northwest Quarter of Section 1, Township 35 North, Range 13 east of the Third Principal Meridian, the plat of which subdivision was recorded July 28, 1970 in Book 824 of Plats on Page 24, as Document number 21221730, in the Recorder's Office of Cook County, Illinois.

All dimensions are given in feet and decimals thereof and bearings shown hereon are for description purposes and are relative only to each other. I further certify that I have subdivided the following property, as shown by the plat, which is a correct representation of said survey and subdivision.

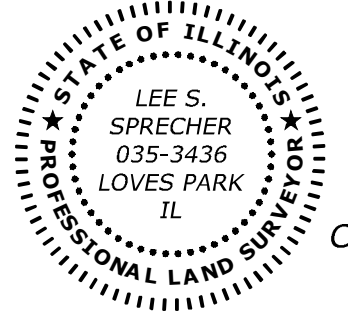
I hereby certify that no part of the property covered by this plat is located within any regulated flood zones according to the Flood Insurance Rate Map (17031C07371) for Cook County, Illinois revised August 19, 2008.

I further certify that this plat is situated within the corporate limits of a city which has a city plan and is exercising the special powers authorized by Division 12 of Article 11 of the Illinois Municipal Code, as now or hereafter amended.

I further certify that the parcel(s) identified above are located in Homewood School District 153 and Homewood Flossmoor Community High School District 233.

Given under my hand and seal this \_\_\_\_\_ day of \_\_\_\_\_, 2024.

Lee S. Sprecher  
Illinois Professional Land Surveyor No. 3436  
Arc Design Resources, Inc.  
5291 Zenith Parkway  
Loves Park, IL 61111  
(815) 484-4300 My current license expires: \_\_\_\_\_



CERTIFICATION OF DEDICATION BY OWNER(S) OF LAND

STATE OF ILLINOIS )  
COUNTY OF COOK ) S.S.

As owner, I/we hereby certify that I/we have caused the land described in the foregoing affidavit of the surveyor, to be surveyed, divided, and mapped as presented on this Plat. All streets, alleys, walkways, parks, playgrounds and school sites shown on this plat are hereby dedicated to the public for public purposes, and all easements shown are subject to the Easement Provisions hereon. I/we further certify that there are no liens or encumbrances on the property contained in this plat except. I/we further certify that the parcels identified above are located in Homewood School District 153 and Homewood Flossmoor Community High School District 233.

Village Of Homewood

By: \_\_\_\_\_  
Signature Printed Name Title

CERTIFICATION BY NOTARY PUBLIC

STATE OF \_\_\_\_\_ )  
COUNTY OF \_\_\_\_\_ ) S.S.

I, the undersigned, a Notary Public, in and for said County and State aforesaid, DO HEREBY CERTIFY THAT \_\_\_\_\_, personally known to me to be the \_\_\_\_\_ of \_\_\_\_\_ and personally known to me to be the same person whose name is subscribed to the foregoing instrument, appeared before me this day in person and acknowledged that as such person, they signed the foregoing document pursuant to authority given by the Board of Directors of said corporation, as his free and voluntary act, and as the free and voluntary act of said corporation, for the purposes therein set forth.

Subscribed and Sworn before me this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

\_\_\_\_\_  
Notary Public

CERTIFICATION BY VILLAGE CLERK

STATE OF ILLINOIS )  
COUNTY OF COOK ) S.S.

I, \_\_\_\_\_ Village Collector of the Village of Homewood, Illinois do hereby certify that there are no delinquent or unpaid current or forfeited special assessments or any deferred installments thereof that have been apportioned again the tract of land included in the plat.

Dated at \_\_\_\_\_, ILLINOIS this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

\_\_\_\_\_  
Village Collector

CERTIFICATION OF GUARANTEE OF IMPROVEMENTS

STATE OF ILLINOIS )  
COUNTY OF COOK ) S.S.

This is to certify that provisions have been made in accordance with the Village of Homewood subdivision regulations for guarantee of performance in construction of the public land improvements.

\_\_\_\_\_  
Date Village Manager

CERTIFICATION OF BOARD OF TRUSTEES

STATE OF ILLINOIS )  
COUNTY OF COOK ) S.S.

Approved by action of the Board of Trustees of the Village of Homewood in accordance with the Village Subdivision Regulations at a meeting held on

The \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

By: \_\_\_\_\_  
President

Attest: \_\_\_\_\_  
Clerk

CERTIFICATION OF PLAN COMMISSION

STATE OF ILLINOIS )  
COUNTY OF COOK ) S.S.

Approved by the Homewood Plan Commission in accordance with the Village of Homewood Subdivision Regulations.

By: \_\_\_\_\_  
Chairman

Date: \_\_\_\_\_

CERTIFICATION OF CONVEYANCE

STATE OF ILLINOIS )  
COUNTY OF COOK ) S.S.

I hereby certify that proper and satisfactory conveyances of good title to the Village of Homewood have been executed and filed with the Village Clerk applying to Rights-Of-Way for Streets, Alleys and Easements and for reservations applying to lands for Park, Playgrounds and for Other Public Use.

\_\_\_\_\_  
Date Village Attorney

CERTIFICATION OF ENGINEERING APPROVAL

STATE OF ILLINOIS )  
COUNTY OF COOK ) S.S.

This plat has been checked for conformance to Village of Homewood standards and requirements and working drawings and specifications for public improvements have been prepared in conformance with Village of Homewood standards and requirements.

\_\_\_\_\_  
Date Village Engineer

CERTIFICATION OF COUNTY CLERK

STATE OF ILLINOIS )  
COUNTY OF COOK ) S.S.

I, \_\_\_\_\_ County Clerk of Cook County, Illinois do hereby certify that there are no delinquent taxes, no unpaid current taxes, no unpaid forfeited taxes, and no redeemable tax sales against any of the land included in the annexed plat, I further certify that I have received all statutory fees in connection with the annexed plat.

Given under my hand and seal of the County Clerk at \_\_\_\_\_

Illinois This \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

By: \_\_\_\_\_  
County Clerk

CERTIFICATION OF SURFACE WATER

STATE OF ILLINOIS )  
COUNTY OF COOK ) S.S.

To the best of our knowledge and belief the drainage of surface waters will not be changed by the construction of this subdivision or any part thereof, or that if such surface water drainage will be changed, reasonable provision has been made for collection and diversion of such surface waters into public areas, or drains which the subdivider has a right to use, and that such surface waters will be planned in for accordance with generally accepted engineering practices so as to reduce the likelihood for damage to the adjoining property because of the construction of the subdivision.

Dated This \_\_\_\_\_ day of \_\_\_\_\_, A.D. 20\_\_\_\_.

\_\_\_\_\_  
Engineer

\_\_\_\_\_  
Owner or Attorney

CERTIFICATION OF RECORDING OFFICIAL

STATE OF ILLINOIS )  
COUNTY OF COOK ) S.S.

This Instrument No. \_\_\_\_\_ was filed for record in the Recorder's Office of

Cook County, Illinois, Aforesaid on the \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_, A.D.

at \_\_\_\_\_ o'clock\_\_\_\_M.

\_\_\_\_\_  
Recorder, Cook County, Illinois

EASEMENT PROVISIONS

Cross Access Easement Provisions.

A perpetual reciprocal non-exclusive easement is hereby reserved for and granted for vehicular and pedestrian access, ingress and egress over and upon all drive aisles and rights of way now or hereafter located on the Property, for the use and benefit of the Village of Homewood and all present and future owners of the Property and Lots, and their respective successors, assigns, agents, employees, guests, tenants, invitees, contractors, customers, licensees and other similar and related parties. For clarification and the avoidance of doubt, this cross access easement does not include parking rights, except however Purchaser and/or its employees, guests, invitees, tenants, customers and licensees shall be permitted use of the parking lot on for events scheduled at the recreational facilities so long as the same does not interfere with the normal business operations of all lots.

Private Sanitary Sewer Easement Provisions.

The Sanitary Sewer Easement herein created is for the purpose of permitting the Owner of Lot 1 to construct and maintain and repair a private sanitary sewer across the Sanitary Sewer Easement Area. The Owner of Lot 3 agrees that its use of surface of the Sanitary Sewer Easement Area shall not unreasonably interfere with or obstruct the installation, maintenance or repair of such sanitary sewer.

# VILLAGE OF HOMEWOOD



**MEMORANDUM**

**DATE OF MEETING:** April 11, 2024

**To:** Planning and Zoning Commission

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

**Through:** Angela Mesaros, Director of Economic and Community Development

**Topic:** Case 24-04 –Downtown Transit-Oriented Development Master Plan

**APPLICATION INFORMATION**

|                  |  |
|------------------|--|
| APPLICANT        | Village of Homewood  |
| ACTION REQUESTED | Recommendation of approval for Downtown Transit-Oriented Development (TOD) Master Plan |
| ADDRESS          | N/A  |
| PIN              | N/A  |

**LEGAL NOTICE**      Legal notice was published in *Daily Southtown* on March 26, 2024.

**DOCUMENTS FOR REVIEW**

| Title  | Pages | Prepared by   | Date       |
|--|-------|---|------------|
| Homewood Transit-Oriented Development Plan           | 73    | Muse Community Design + Regional Transportation Authority (RTA) | 03/27/2024 |
| Homewood Existing Conditions Report                  | 12    | Muse Community Design   | 09/01/2023 |
| Description of Changes – Final Transit Agency Review | 1     | Muse Community Design   | 03/27/2024 |

**BACKGROUND**

The Downtown Transit-Oriented Development (TOD) Master Plan is a comprehensive planning document providing a large-scale development strategy for the Village’s downtown area, anchored by Homewood’s new multimodal transportation center currently under reconstruction. The plan provides strategies for improving infrastructure and open spaces, constructing new transportation options and performing economic development to support the continued development of Homewood’s downtown as a transit-oriented development.

The plan encompasses the area roughly within a 15-minute walk from the central transit hub (Metra rail station) of Homewood, and is generally bounded by 183<sup>rd</sup> Street, Dixie Highway, and Park Avenue, with additional area included along Ridge Road.

The TOD Plan was developed in partnership with the Regional Transportation Authority (RTA), the regional body for Chicago’s major transit agencies (Metra, CTA, Pace). The RTA’s Local Planning team provides support to implement transit-focused plans to leverage investments in transit services for the benefit of local municipalities. The TOD Plan is a product of RTA’s Local Planning team, Muse Community Design as a primary consultant, and Latent Design and CivilTech Engineering as sub consultants.

**DISCUSSION**

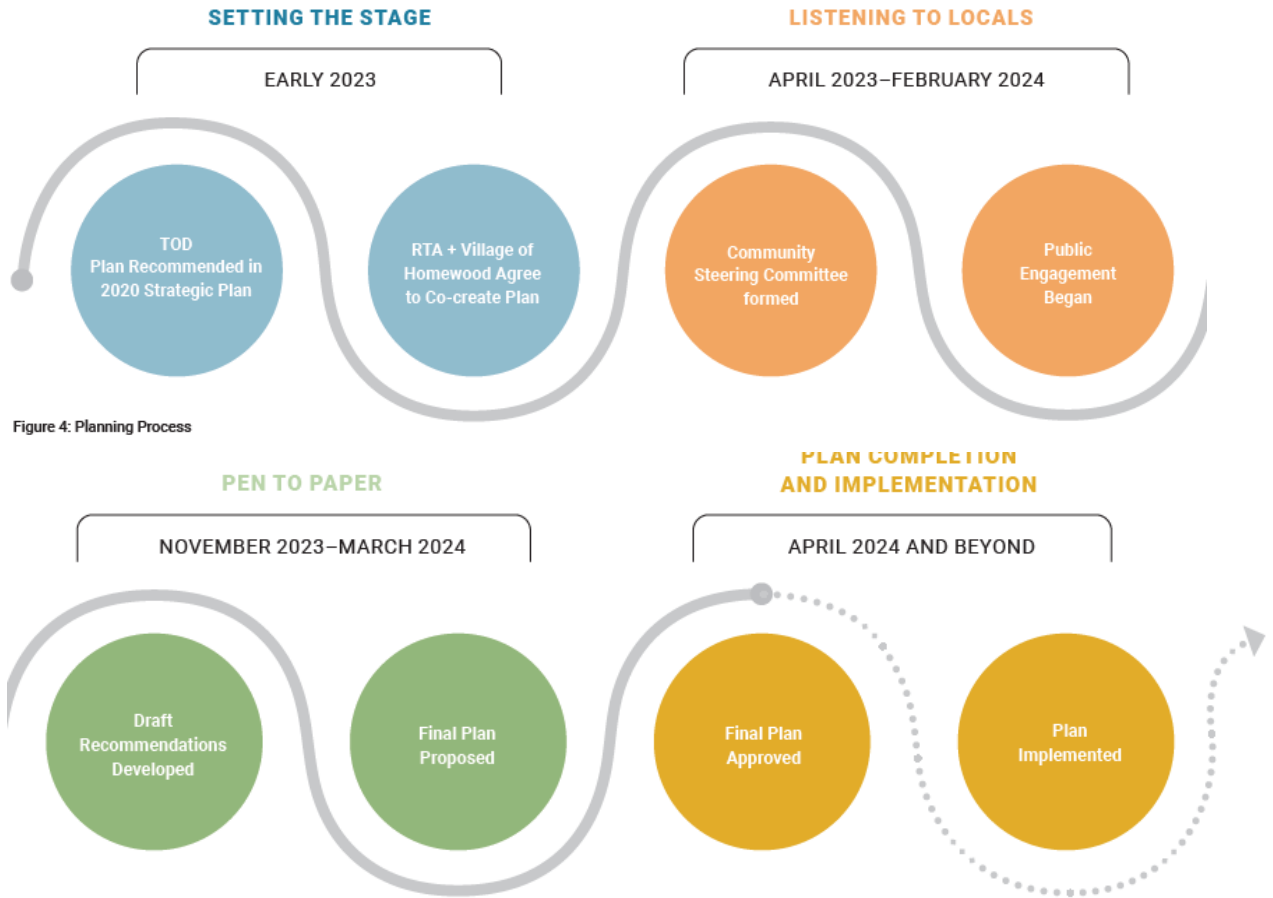


Figure 4: Planning Process

**Figure 1:** Planning Process for the Downtown Transit-Oriented Development (TOD) Master Plan, as presented in the final plan document. (Source: Muse Community Design)

The TOD Plan has been in development since April 2023. Since then, the planning team has worked closely with Village staff and various Homewood residents and leaders to craft the recommendations and action steps set forth in the final plan document. A brief summary of the process of plan development and public engagement is provided below.

*1. TOD Plan Recommended in the 2020 Strategic Plan.*

The 2020 Strategic Plan prepared for the Homewood Village Manager’s Office identified two key goals related to the development of the Downtown (TOD) Plan:

Short Term Complex Goals:

*“...Complete three transit-oriented developments in the Village.”*

Long-Term Complex Goals:

*“...review and update the Village’s current downtown master plan to attract a variety of housing and business uses and options (i.e. mixed-use buildings and enhanced parking).”*

This agenda item is the formalization of the downtown as a “transit-oriented development” area with a greater mix of uses to complement the investments made in the transit station in the downtown. Given that this plan functions as a partial update and addendum to the 1999 Comprehensive Plan, this plan represents a fulfillment of multiple Strategic Plan goals and serves to further implement the Village goals and vision set forth in the Strategic Plan document.

*2. RTA + Village of Homewood Agree to Co-Create Plan*

The Regional Transportation Authority (RTA) was authorized by the Village Board of Trustees via resolution on April 12, 2022 to co-create the TOD Plan alongside Village staff. The Regional RTA was authorized to study public transportation and land development topics in cooperation with other public and private agencies.

*3. Community Steering Committee*

The first planning team selected a Steering Committee through self-nomination via public outreach. The Steering Committee is a diverse mix of Homewood residents and local leaders with an interest in planning and development in downtown Homewood.

The Steering Committee met several times throughout the development of the plan:

- o **April 18, 2023:** The first meeting of the Steering Committee included a walk audit and tour of the downtown to identify areas of concern and opportunities for new development or improvements in the downtown area. This was led by the Village consultants, RTA and Village staff.
- o **June 20, 2023:** The Steering Committee met to further detail potential challenges in the downtown area and talk about the existing experience of being a transit commuter or user coming to or from Homewood.
- o **August 29, 2023:** The Steering Committee met to review the Existing Conditions Memo as a deliverable of the planning process. This memo details the current state of transit ridership, land use, transportation choice, and other variables which affect planning decisions for Homewood’s downtown. Consultants engaged with Steering Committee members to brainstorm and create ideas for tackling some of the challenges identified in the Memo, including vehicle and pedestrian crashes, bus ridership, parking challenges, and redevelopment sites.
- o **November 7, 2023:** The Steering Committee met to refine development concepts for vacant or underutilized sites in the downtown, developed user-friendly strategies for managing parking

accessibility, and assessed opportunities for improving streetscape and ped/bike infrastructure in the downtown. The Committee provided ideas for improving the business climate in the downtown, and reviewed initial recommendations by the planning team.

- **March 5, 2024:** The Steering Committee met a final time to discuss the draft plan. Steering Committee members provided feedback on recommendations and workshopped additional solutions in the plan.

#### 4. Public Engagement

The planning team working provided additional opportunities for community engagement. These opportunities included participation at public events, specialized workshops, focus groups, and various other opportunities to have dialogue with the planners working to develop the plan. Some of these opportunities included:

- **Focus Group Gathering #1 (June 6, 2023):** Focus group members discussed transit usage habits, barriers to transit, optimizing the transit experience, and improving commuting for Homewood.
- **Gotts-Chalk the Walk 2023 (July 23, 2023):** Planning teams were at Homewood's chalk the walk festival on Martin Avenue, using chalk art to spark conversation about how Downtown Homewood can invest in placemaking and new uses for a vibrant village center. Residents provided answers to prompts with creative chalk drawings of their own.
- **Fall Fest 2023 (September 23, 2023):** Village staff and planning consultants set up a booth at the Fall Fest to provide opportunities to comment on various development sites in Downtown Homewood. The event allowed for continuous direct conversation with residents of Homewood about ideas and concerns about the downtown, including pedestrian safety, missing uses, and vehicle and bicycle parking opportunities.
- **Focus Group Gathering #2 (October 17, 2023):** Focus groups participated in breakout sessions hosted by planning team members to discuss site redevelopment, pedestrian/bicycle improvements, and building new downtown destinations. Focus group members prioritized recommendations for each topic to develop a set of clear priorities for the final plan document.
- **Bicycle and Pedestrian Workshop @ Goodspeed Cycles (February 3, 2024):** Members of Muse Community Design and CivilTech Engineering set up a workshop at Goodspeed Cycles on 183<sup>rd</sup> Street in Homewood to allow the public to comment on the proposed bicycle and pedestrian improvements in the draft plan, and provide additional insight about their experience of bicycling and walking in Homewood. Over 60 attendees participated.
- **Homewood Business Association Workshop (February 6, 2024):** Members of the planning consulting team attended the February meeting of the Homewood Business Association (HBA), and engaged with HBA members about improvements needed to support business development and retention in the downtown area. The planning team received insights about downtown parking, opportunities for new uses in the downtown, and additional services and infrastructure to support small businesses around the transit station in the downtown.



### 5. Draft Recommendations

Draft recommendations were developed over a six month period from September 2023 to February 2024. During that time, draft recommendations were reviewed by Steering Committee members, focus groups, and workshop participants. Village staff from assisted in reviewing and finalizing recommendations based on public feedback and feasibility. The recommendations were also vetted by the Regional Transportation Authority (RTA), Metra, and Pace as stakeholders and key implementation partners of the plan.

### 6. Final Plan

The final version of the Downtown Transit-Oriented Development (TOD) Master Plan was released by Muse on March 20, 2024. The plan was refined and re-released on March 27, 2024 with small adjustments related to Metra and private railroad infrastructure based on feedback from transit agencies involved in the planning process.

The plan was made publicly available for review on the Village website, and copies were available for pickup at Village Hall. A comment form was created on the website for members of the public and local officials to provide long form comments. The Planning and Zoning Commission members had the opportunity to have 1:1 meetings with Village staff to ask questions and provide feedback.

## PUBLIC COMMENTS

As of the time of publication of this agenda item, one public comment has been received discussing the plan. The resident affirmed portions of the plan and cited a need to provide a greater consideration of the disabled in the infrastructure recommendations of the plan. The member of the public cited that since the disabled generally must drive to access downtown Homewood, greater consideration should be given to ADA-compliant on-street parking, especially near the intersection of Dixie and Ridge Road.

## STAFF COMMENTS

A copy of the TOD Plan was provided to the Planning and Zoning Commission on March 20, 2024. Copies were made available in digital and paper formats. Minor revisions related to infrastructure, particularly infrastructure owned by Metra and Canadian National Railroad, have been made after review of the final draft plan by transit agencies. These revisions are reflected in the “Description of Changes – Final Transit Agency Review” attachment. A revised version of the final plan document was released to the public in digital and paper formats on March 27, 2024.

## FINDINGS OF FACT

Staff has prepared the draft findings of fact. The findings of fact, as proposed or as amended, may be entered into the record:

1. The applicant, the Village of Homewood, requests an amendment to the 1999 Comprehensive Plan with the adoption of the Downtown Transit-Oriented Development (TOD) Master Plan.

- 2. The proposed plan was created as the product of a partnership between the Village of Homewood and the Regional Transportation Authority (RTA) and approved consultants as authorized by Resolution R-3104, approved by the Village Board of Trustees on April 12, 2022.
- 2. The Village undertook efforts to engage the community in the creation of the proposed plan, in partnership with the approved consultants, subconsultants and partnering public agencies.
- 3. The Village held eleven workshops and events throughout this process.

**RECOMMENDED PLANNING & ZONING COMMISSION ACTION**

The Planning and Zoning Commission may consider the following motion:

Recommend approval of the proposed amendment to the Comprehensive Plan as the Downtown Transit-Oriented Development (TOD) Master Plan; and  
Incorporate the findings of fact into the record.



Village of Homewood

# Transit-Oriented Development Plan

March 18, 2024

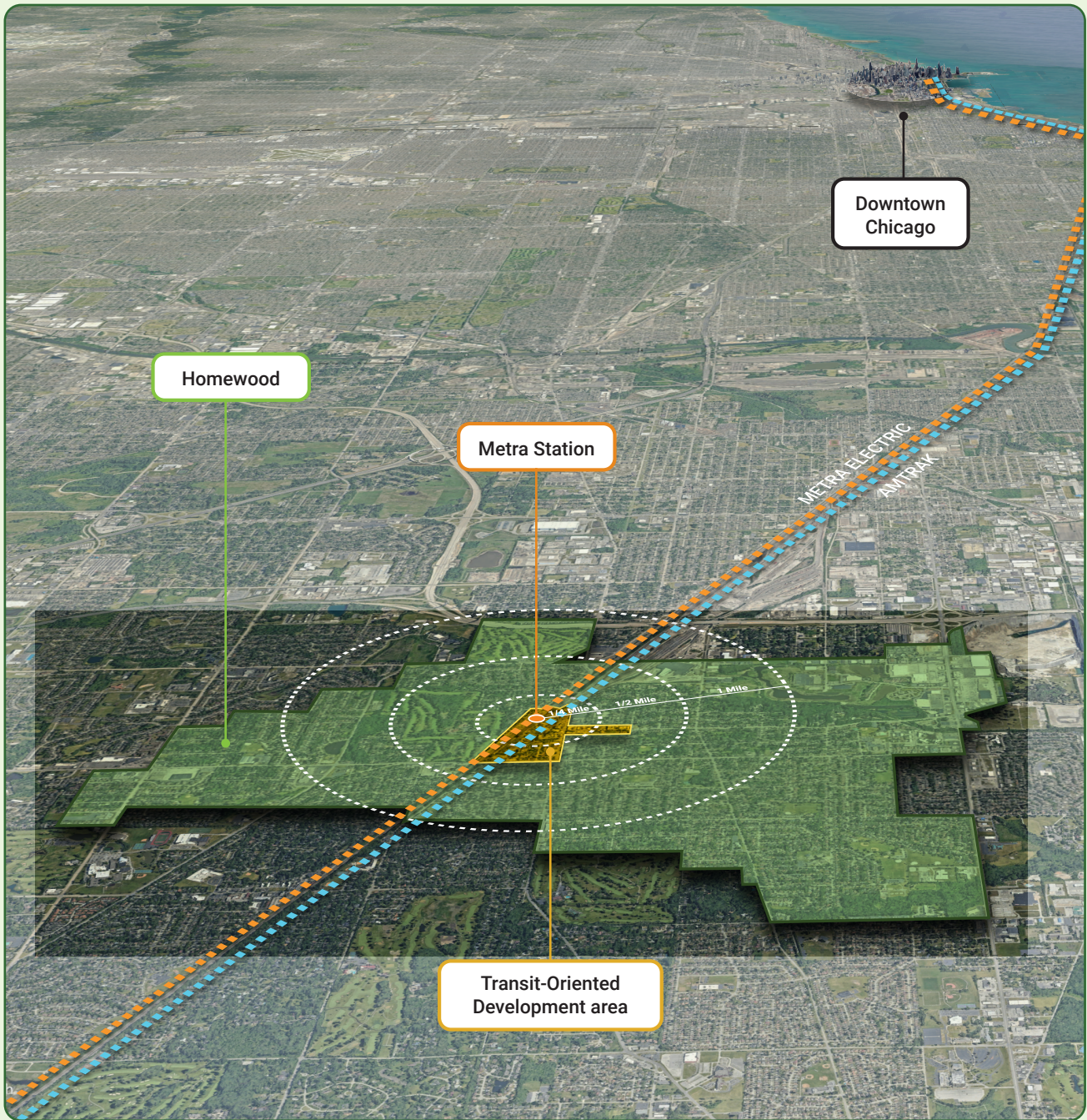


Figure 0: Homewood in Context

# 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,

**Richard A. Hofeld**  
**Village President**



# Acknowledgements

## PROJECT TEAM

**Angela Mesaros**  
*Village of Homewood*

**Noah Schumerth**  
*Village of Homewood*

**Alex Waltz**  
*Regional Transportation Authority*

## CONSULTANT TEAM

**MUSE Community + Design**

**Civiltech Engineering, Inc.**

**Latent Design Corporation**

## STEERING COMMITTEE

**Seth Bransky**

**Lauryn Castagna**

**Mark Cudiamat**

**Chayla Ellison**

**Tony Greep**

**William G. O'Brien**

**Joe Sherman**

**Liz Varmecky**

**Yoka Ward**

**Tracy Weems**

**Dodi Wians**

## VILLAGE BOARD

**Rich Hofeld**, *Village President*

**Anne Colton**, *Trustee*

**Vivian Harris-Jones**, *Trustee*

**Jay Heiferman**, *Trustee*

**Allisa Opyd**, *Trustee*

**Lauren Roman**, *Trustee*

**Julie Willis**, *Trustee*

# Table of Contents

- Transit-Oriented Development .....5
- On Track for Growth ..... 7
- Building on Existing Plans..... 9
- Planning Process..... 10
- A Plan by the People.....11
- Plan Structure.....13

## ARRIVE 15

---

- Here and Now .....18
- 1 Enhance Access to Downtown .....19
- 2 Implement Uniform Signage.....21
- 3 Upgrade Pedestrian and Cyclist Experience .....22

## NAVIGATE 23

---

- Here and Now .....26
- 4 Bolster the Pedestrian Network .....27
- 5 Extend the Bike Network.....29
- 6 Encourage Decorative Crosswalks .....31
- 7 Update Downtown Wayfinding System .....32

## ENJOY 33

---

- Here and Now .....36
- 8 Build Capacity of the HBA .....37
- 9 Cultivate the Growth of Small Businesses.....38
- 10 Foster Inviting Open Spaces .....39
- 11 Improve Streetscaping.....41
- 12 Promote and Expand Public Art.....43
- 13 Refine Storefront Design Guidelines.....45
- 14 Increase Parking Efficiency .....47

## INVEST 49

---

- Here and Now .....52
- Needs and Opportunities .....53
- 15 Repurpose Village Hall Lot .....55
- 16 Reimagine Savoia’s .....57
- 17 Create a Corner Market .....59
- 18 Reimagine 183<sup>rd</sup> Site through Adaptive Reuse...61
- 19 Pursue Opportunities at 1750 Ridge Road .....62
- 20 Celebrate Historic Preservation.....63
- Plan Implementation.....65
- Appendix .....71

**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.

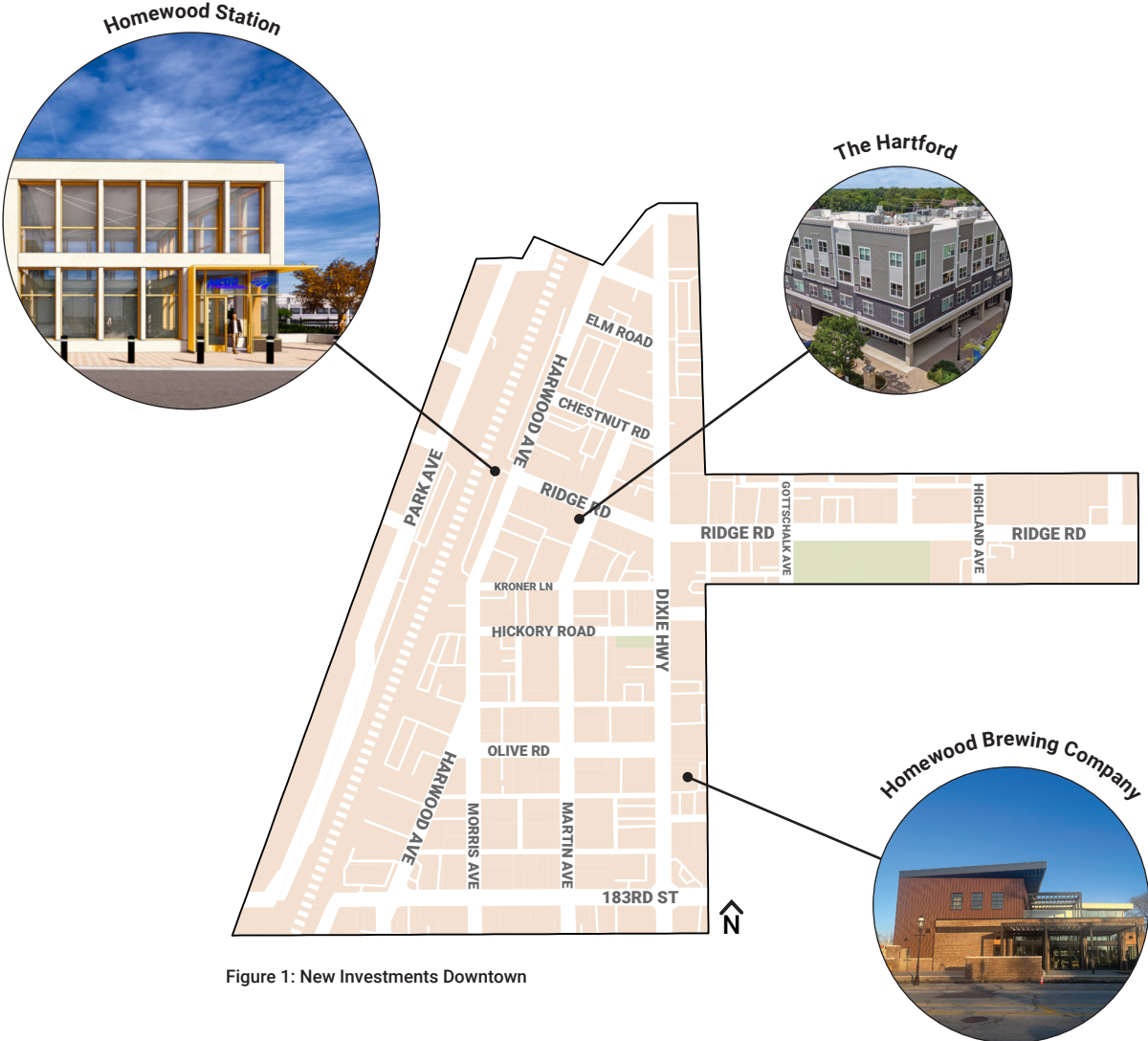
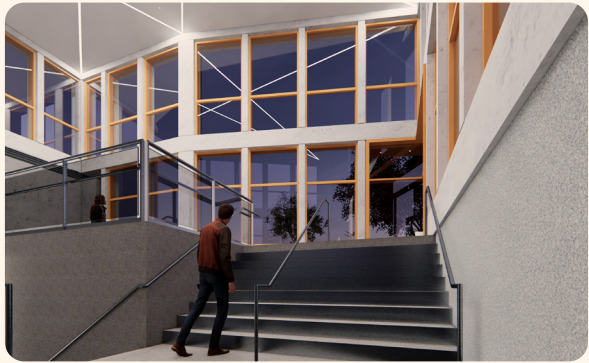


Figure 1: New Investments Downtown



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

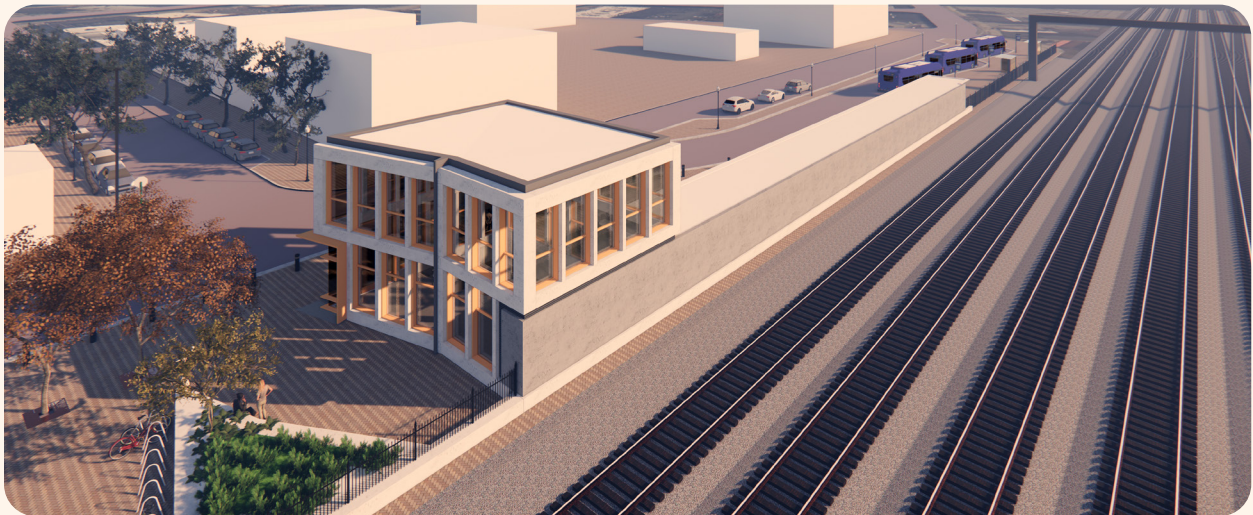
*Rendering of Homewood Station exterior at Harwood Avenue and Ridge Road*



*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.

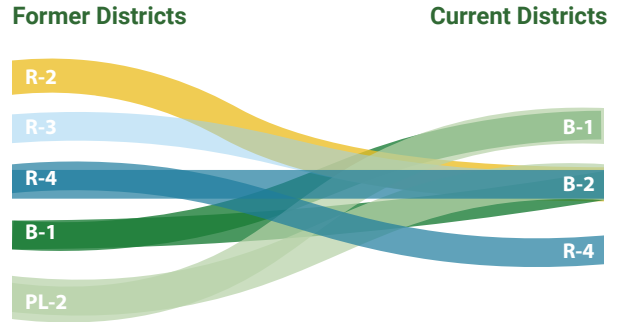
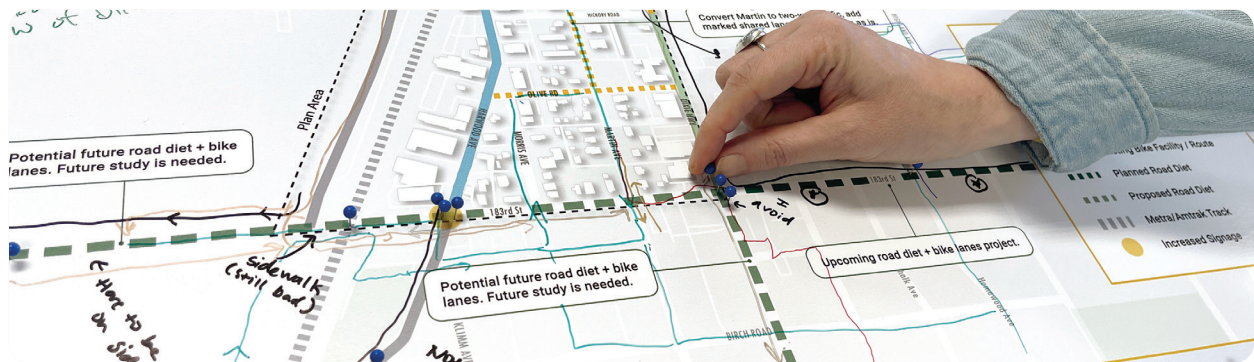


Figure 3: Downtown Zoning District Consolidation in 2023 Zoning Code



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

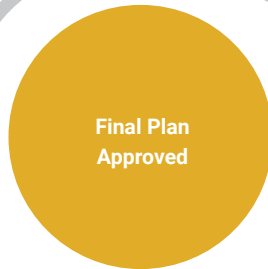
### PEN TO PAPER

NOVEMBER 2023–MARCH 2024



### PLAN COMPLETION AND IMPLEMENTATION

APRIL 2024 AND BEYOND





Hosted  
**2**  
 focus groups with  
**28**  
 participants



At the Village of Homewood

Item 5. B.

## 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 op  
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<br>17<br>2023  | <p>THE</p> <h1>HOMewood</h1> <p>..... WE WANT TO SEE .....</p> | <p>FOCUS<br/>GROUP<br/>FEEDBACK</p> |
| <p>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.</p> |  |                                     |

## 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!

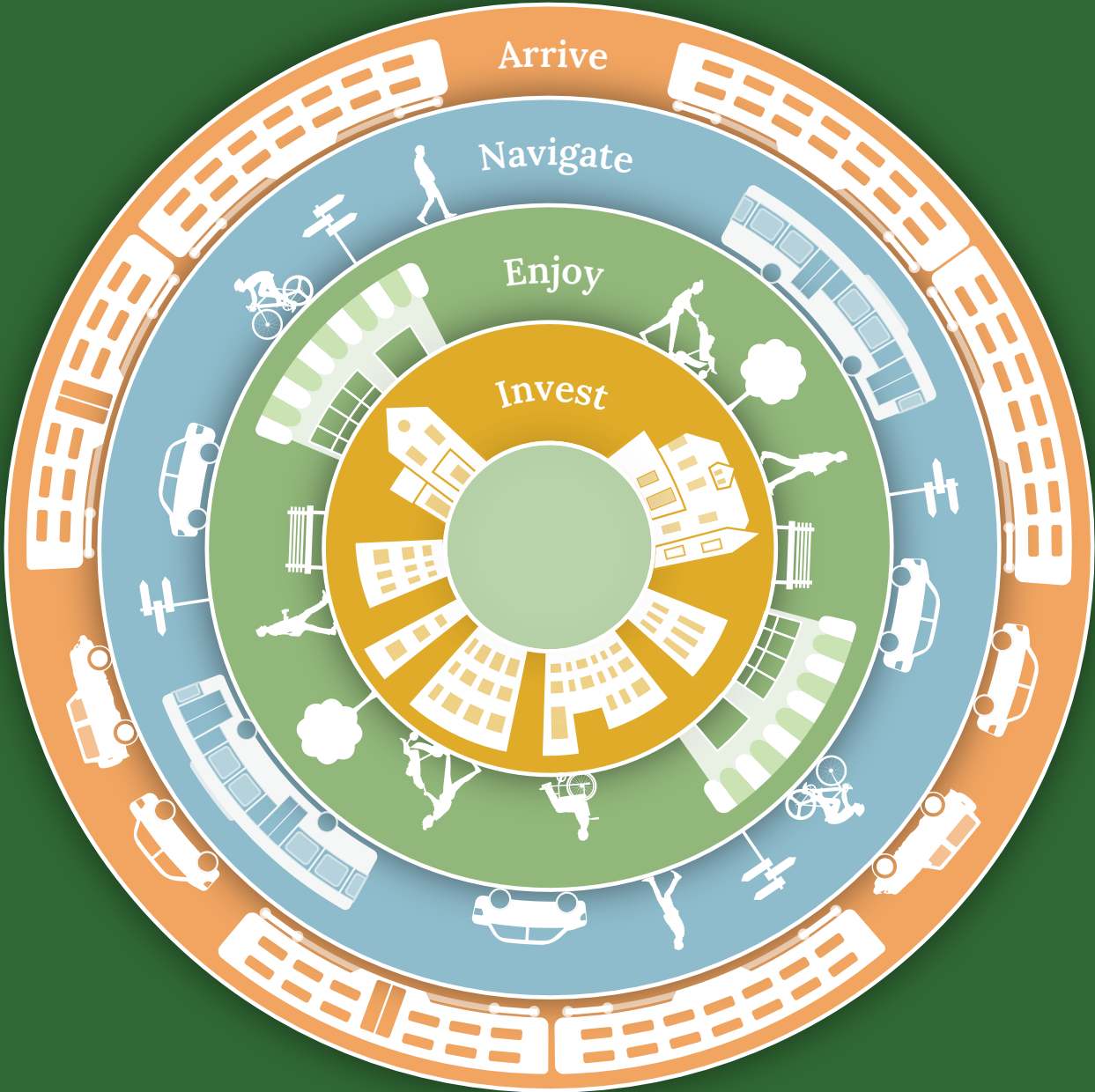
## Homewood Voted The Best Place To Live In Illinois

## 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

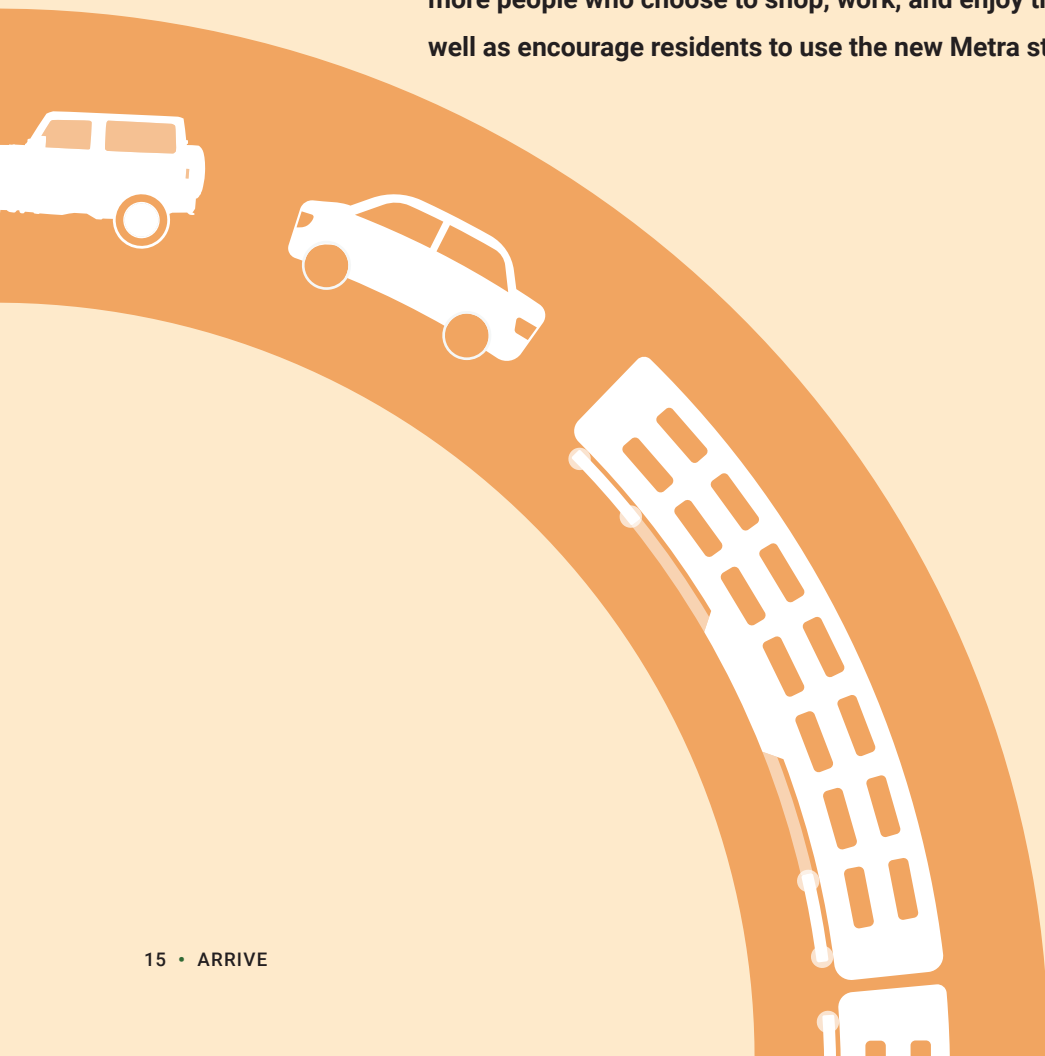
Focuses on enhancing Downtown Homewood to further build its reputation as a destination. Recommendations encompass business support tactics, implementing parking changes, and leveraging open space opportunities.

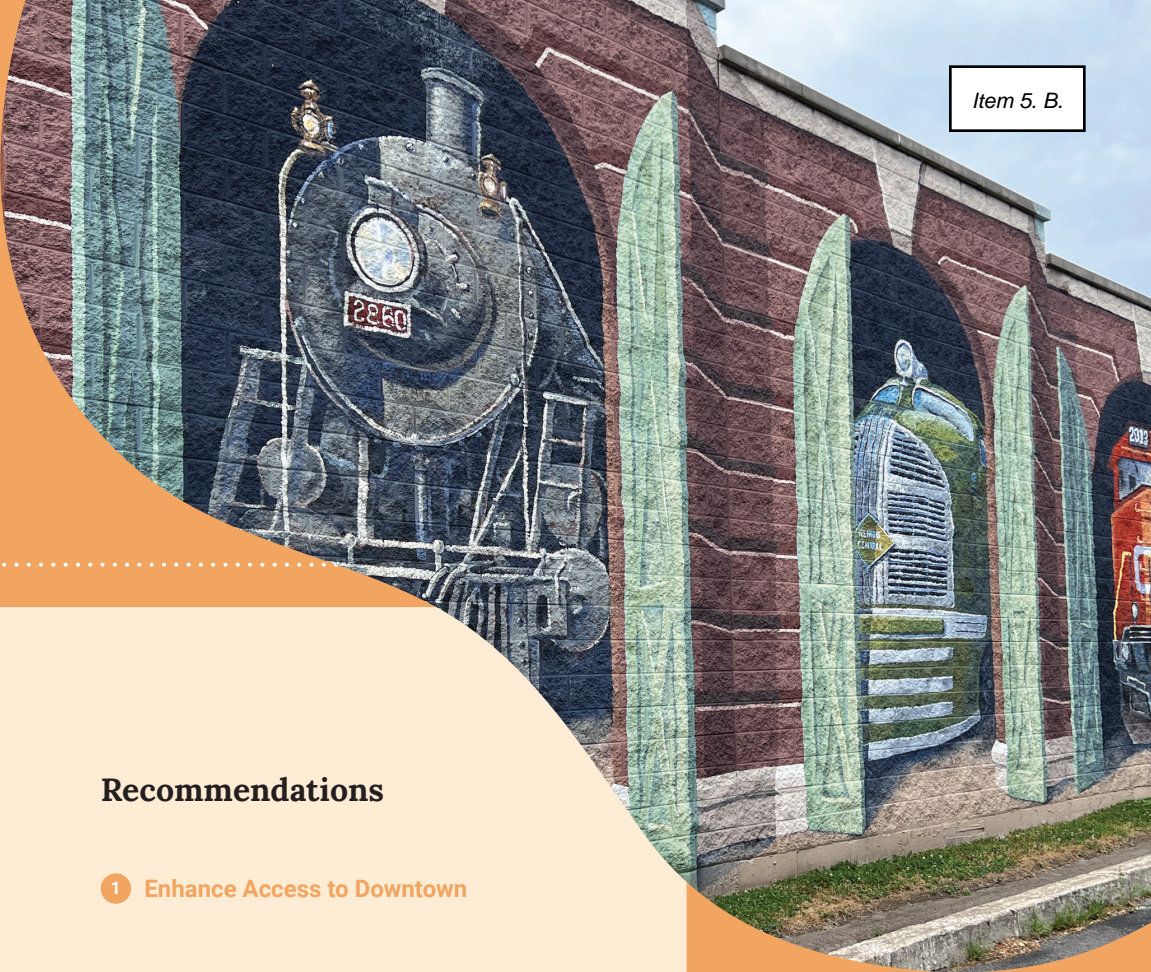
## Invest Downtown

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



# 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

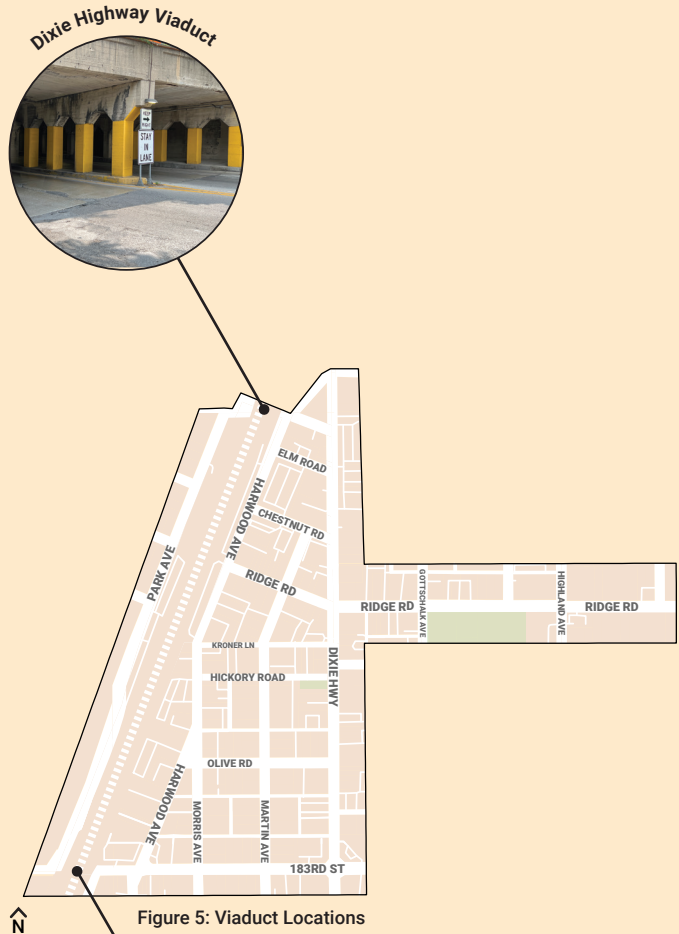
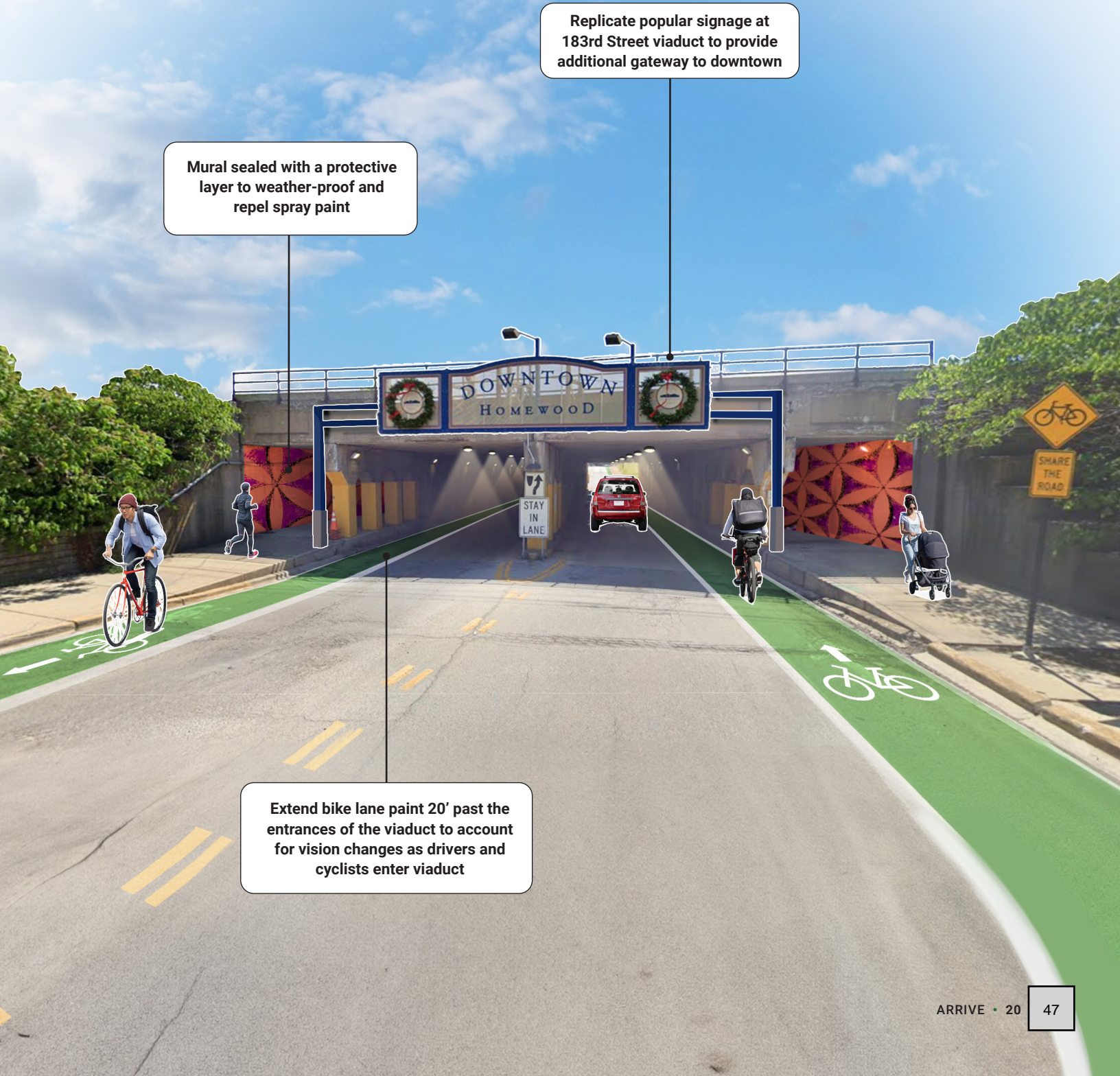


Figure 6

# Dixie Highway viaduct short term recommendations



Mural sealed with a protective layer to weather-proof and repel spray paint

Replicate popular signage at 183rd Street viaduct to provide additional gateway to downtown

Extend bike lane paint 20' past the entrances of the viaduct to account for vision changes as drivers and cyclists enter viaduct

# 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.

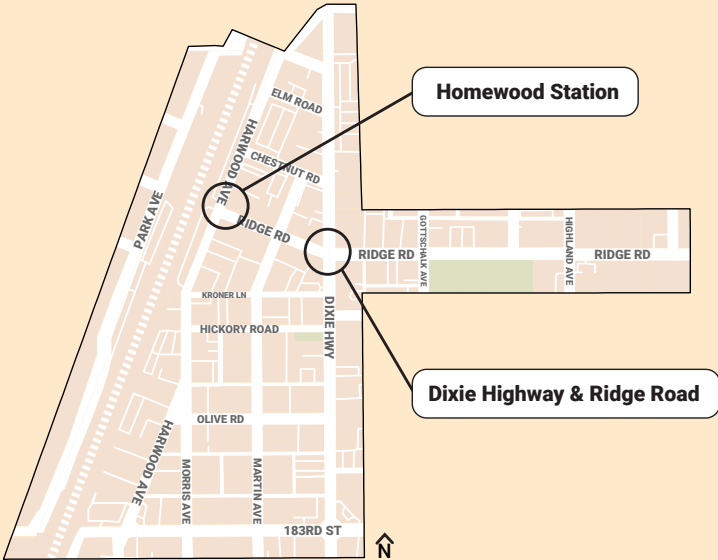


Figure 7: Recommended Pace Signage Locations

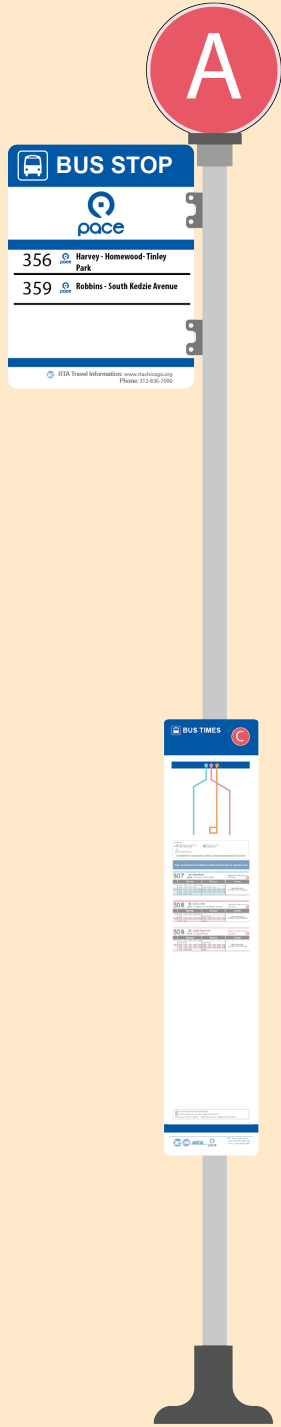


Figure 8: Pace Signage Example



# 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.

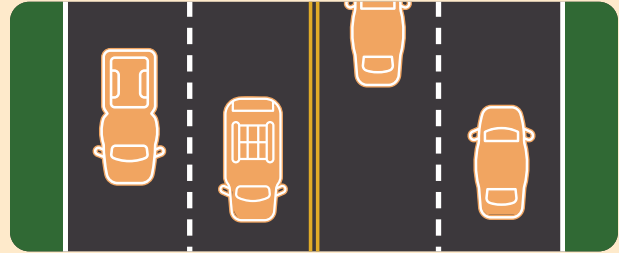


Figure 30: Example a Street without a Road Diet

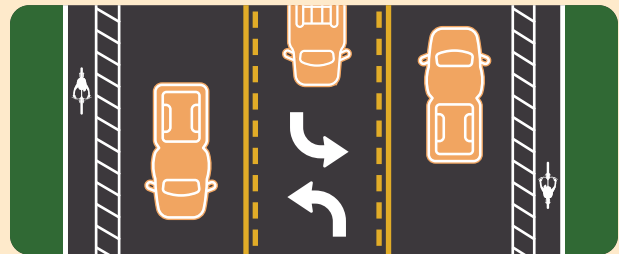


Figure 9: Example of a Road Diet

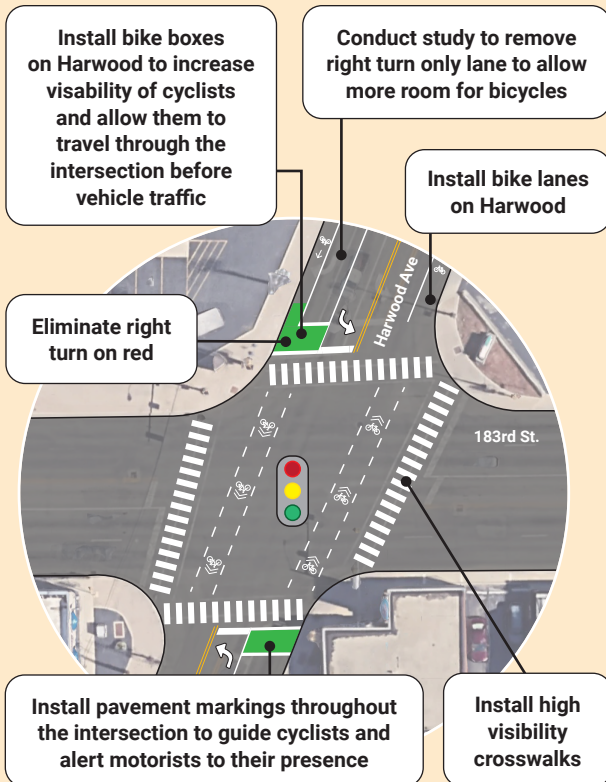


Figure 10: Road Diet on 183rd Street

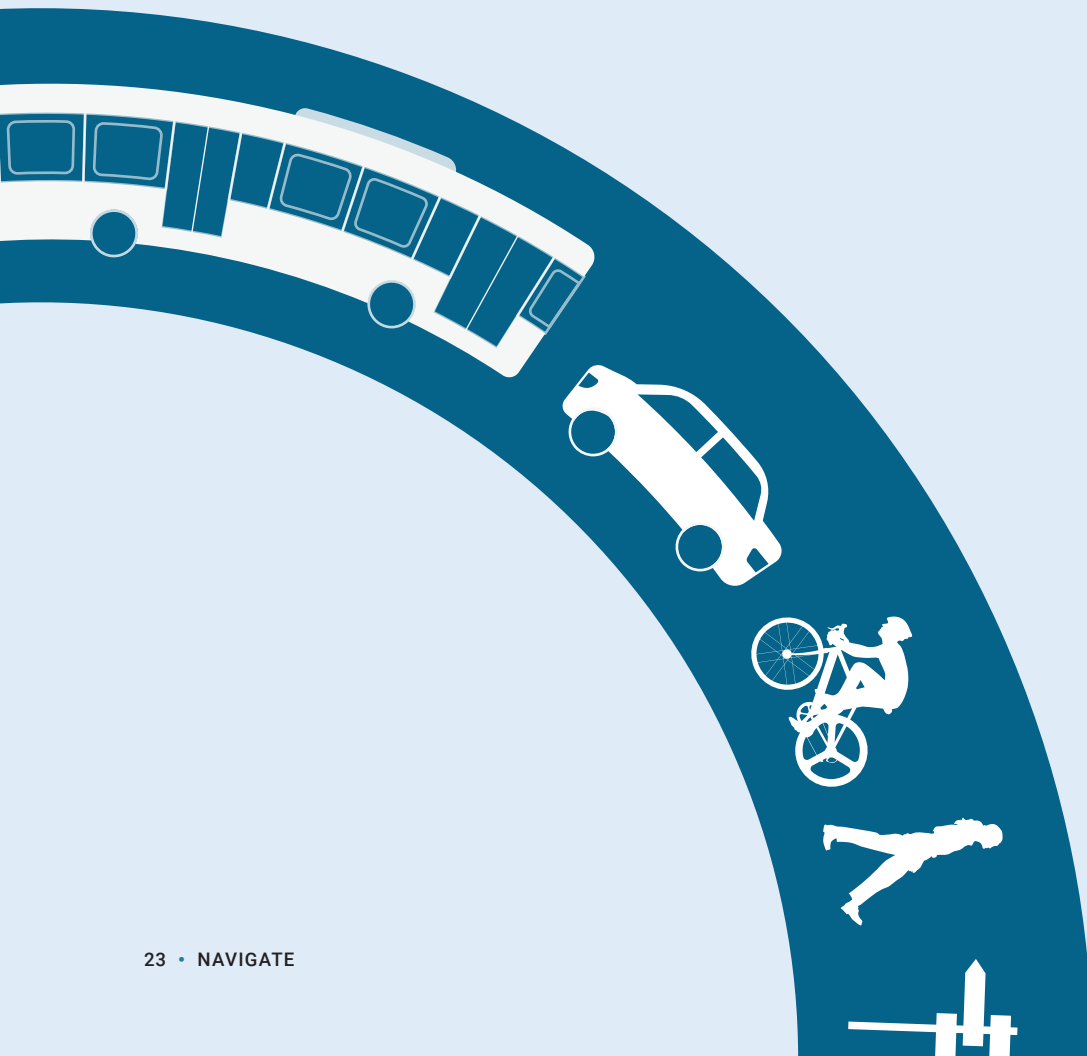
#### SHORT TERM

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



# 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

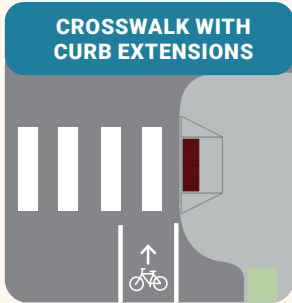


Figure 11: Proposed Pedestrian Network Improvements

**LEGEND**

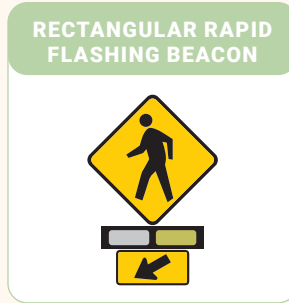
- Crosswalk with curb extensions
- High visibility crosswalk
- ADA improvements
- Rectangular rapid flashing beacon
- Reduced corner radii
- Countdown Pedestrian Signal
- Sidewalk Improvements
- 🚶 Decorative Crosswalk
- 🚩 Key Location

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



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.*



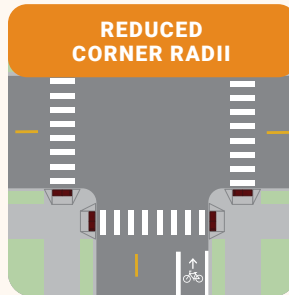
Rectangular rapid flash beacons (RRFBs) are highly visible, flashing yellow LED lights that supplement standard pedestrian crossing warning signs at mid-block and other unsignalized crossing locations.

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



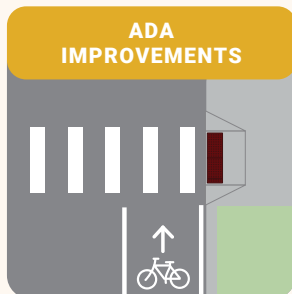
High visibility crosswalks increase awareness of pedestrian crossing paths and discourage drivers from encroaching into crosswalks. These are recommended for main throughfare intersections and as the standard for new crosswalks.

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



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.*



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.*



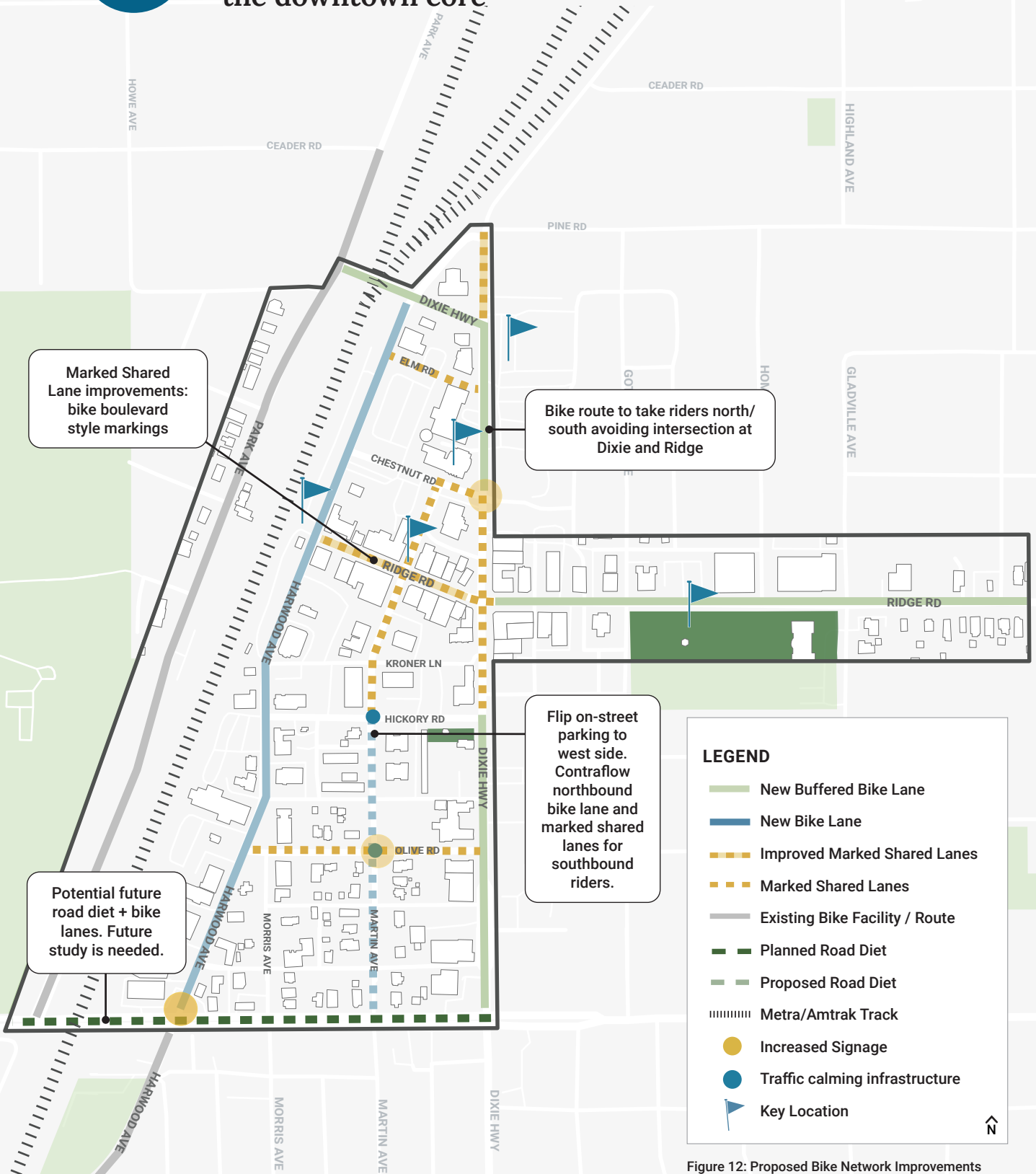
Countdown pedestrian signals show the remaining time before a traffic signal changes from "walk" to "don't walk" and provide audio cues to allow people with low vision to safely cross. They are designed to reduce the number of pedestrians who start crossing when there is not enough time to complete their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

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

# 5

## RECOMMENDATION

### Extend the bike network throughout the downtown core



**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

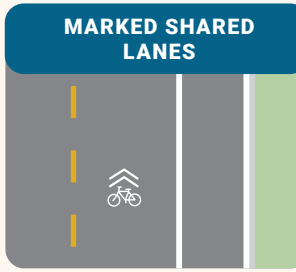


Currently, Homewood’s bike infrastructure is limited to main thoroughfares. Ridge Road, Dixie Highway, Park Avenue, and Harwood Avenue are roads with bike lanes or marked shared lanes. A bike network comprised of smaller, lower-stress roads that keep cyclists separated from high-volume vehicular traffic 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

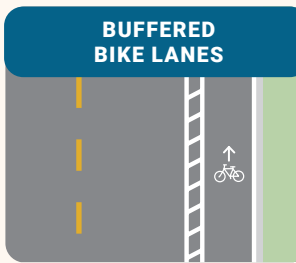
## Lane Treatments



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.

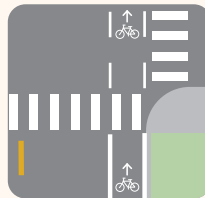
## Key Elements

### 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.

### LANE MARKINGS THROUGH SIGNALIZED INTERSECTIONS



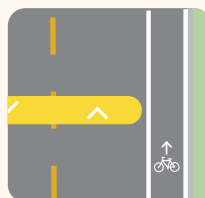
Bike lane markings guide cyclists and drivers through conflict zones— areas that may be harder to navigate with multiple modes moving at the same time— to improve visibility of cyclists and better separate them from vehicular traffic.

### 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.

### 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

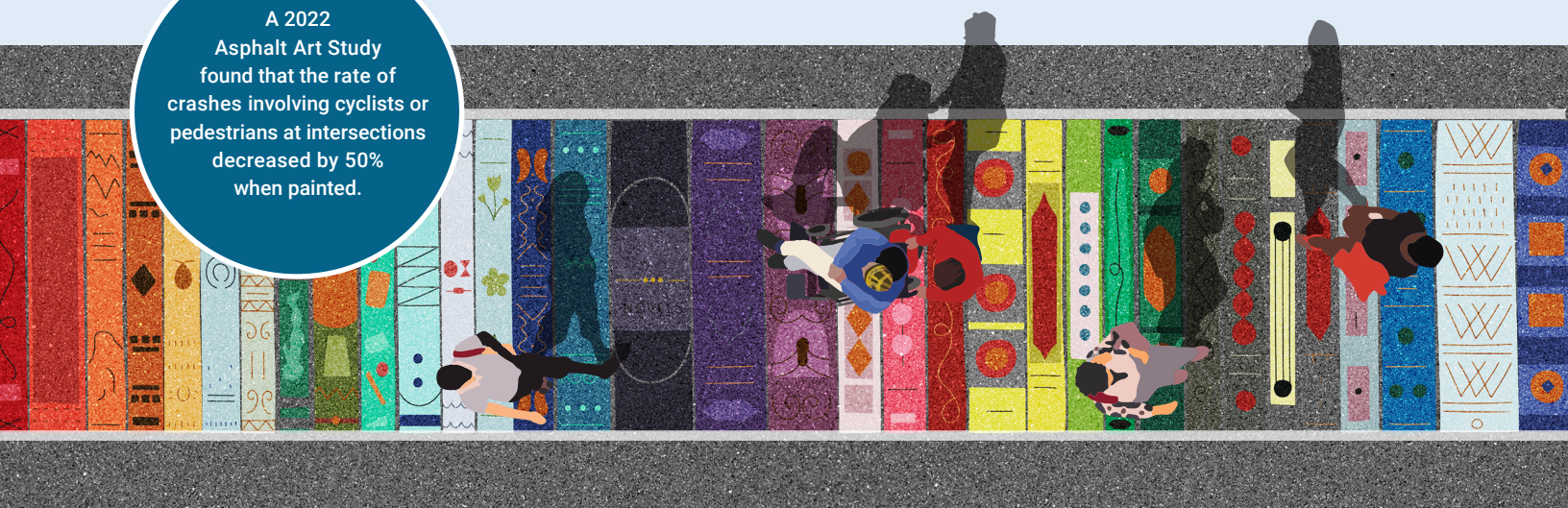
Milwaukee, WI

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

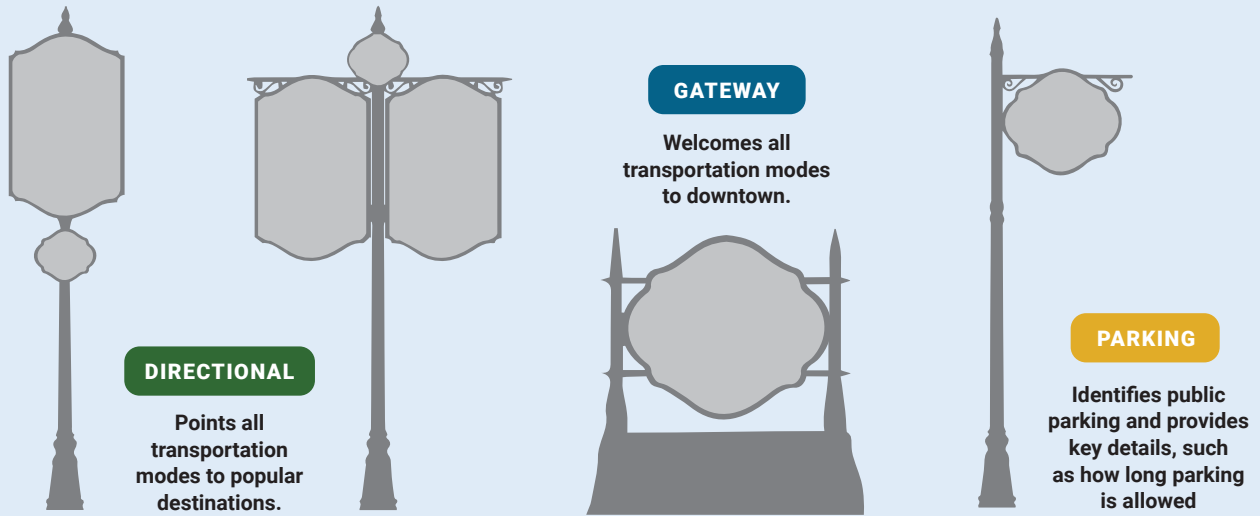


Figure 14: Proposed Wayfinding

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

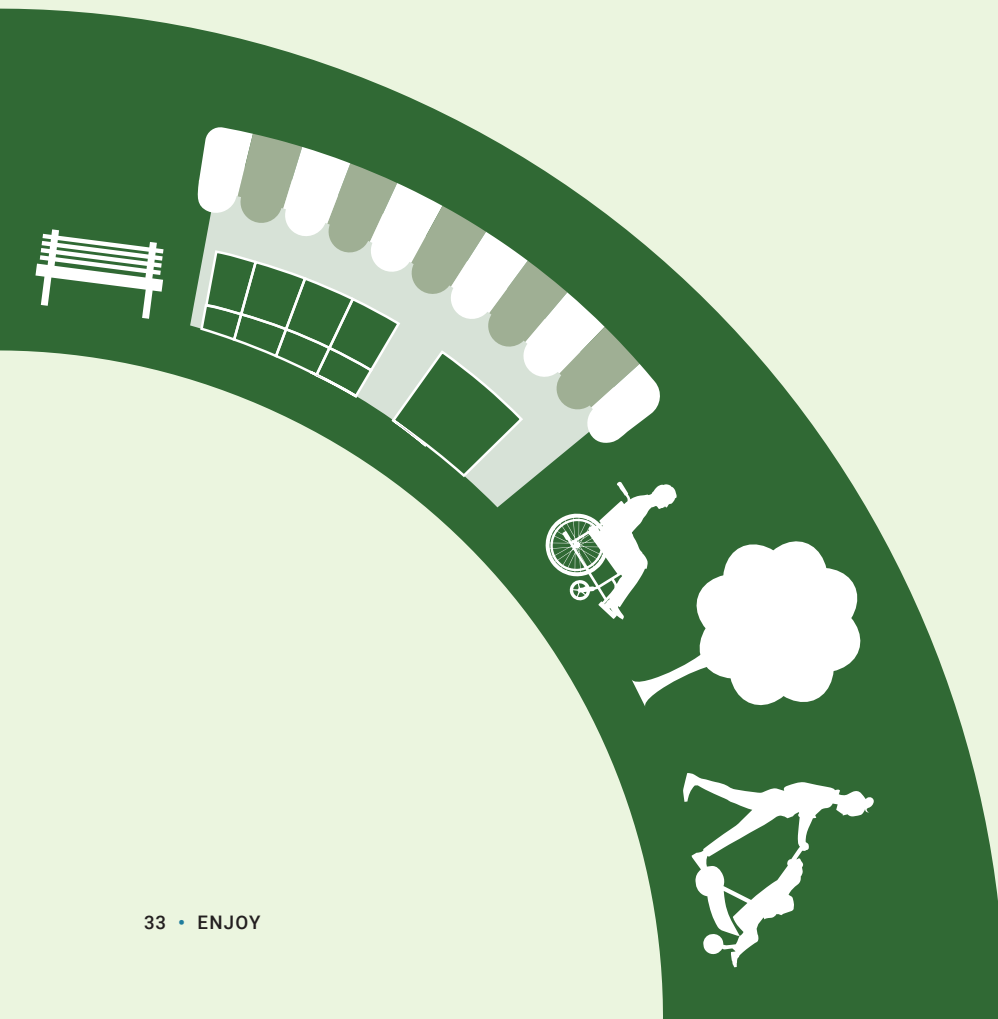


providing consistent character along the main roads. The string of “open” signs often keeps shoppers exploring beyond their first destination.

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

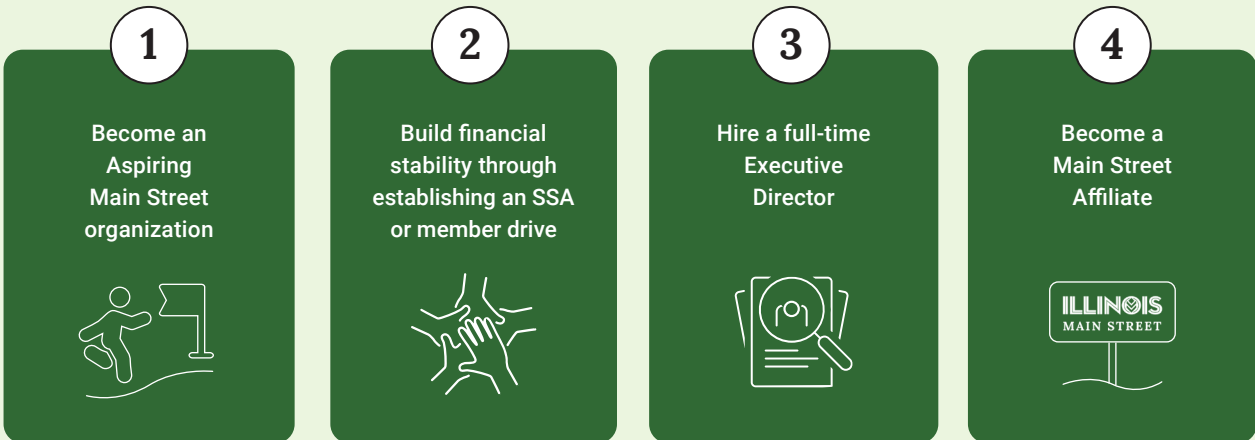
### Build capacity for the Homewood Business Association through a partnership with Illinois Main Street

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,

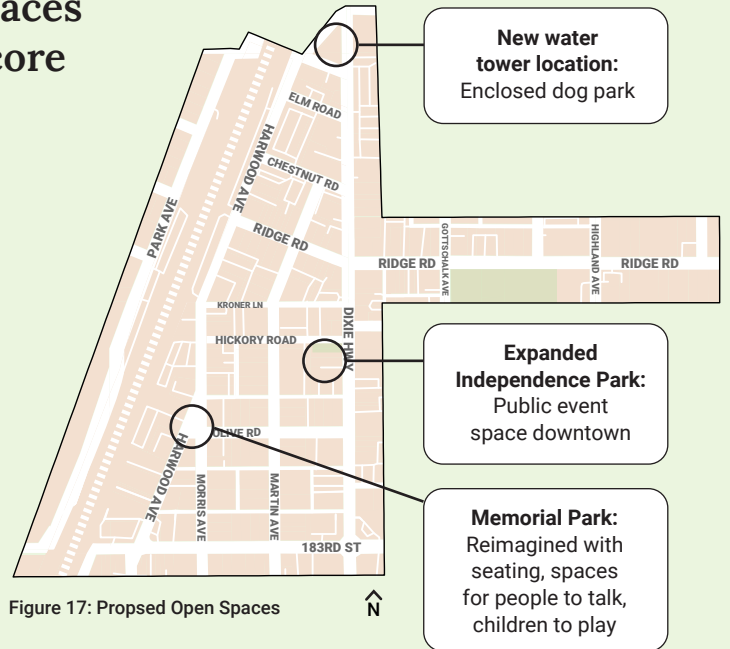


Figure 17: Proposed Open Spaces

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

Figure 19

# 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.

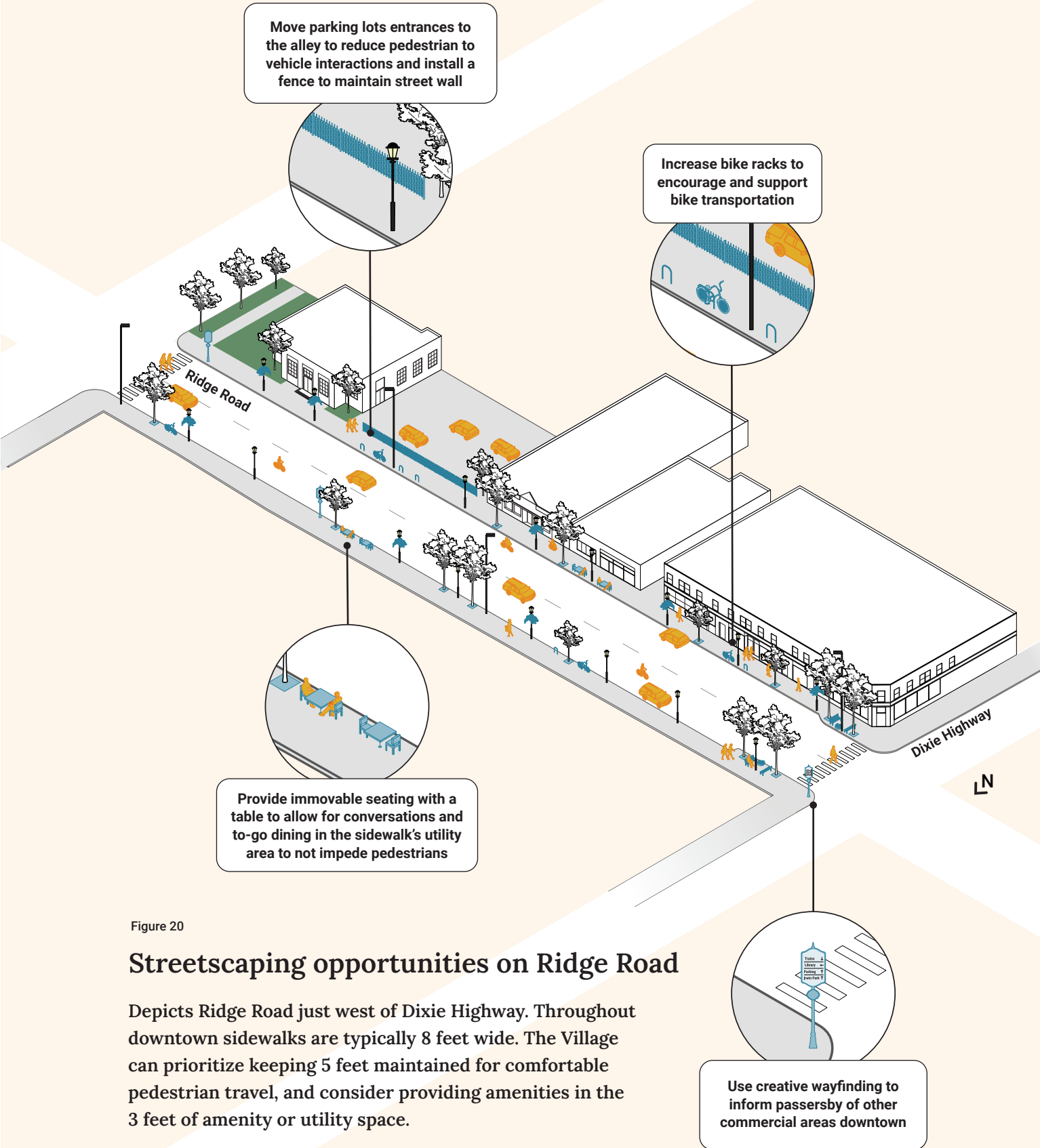


Figure 20

## 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.

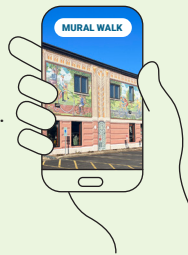
# 12

## 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.

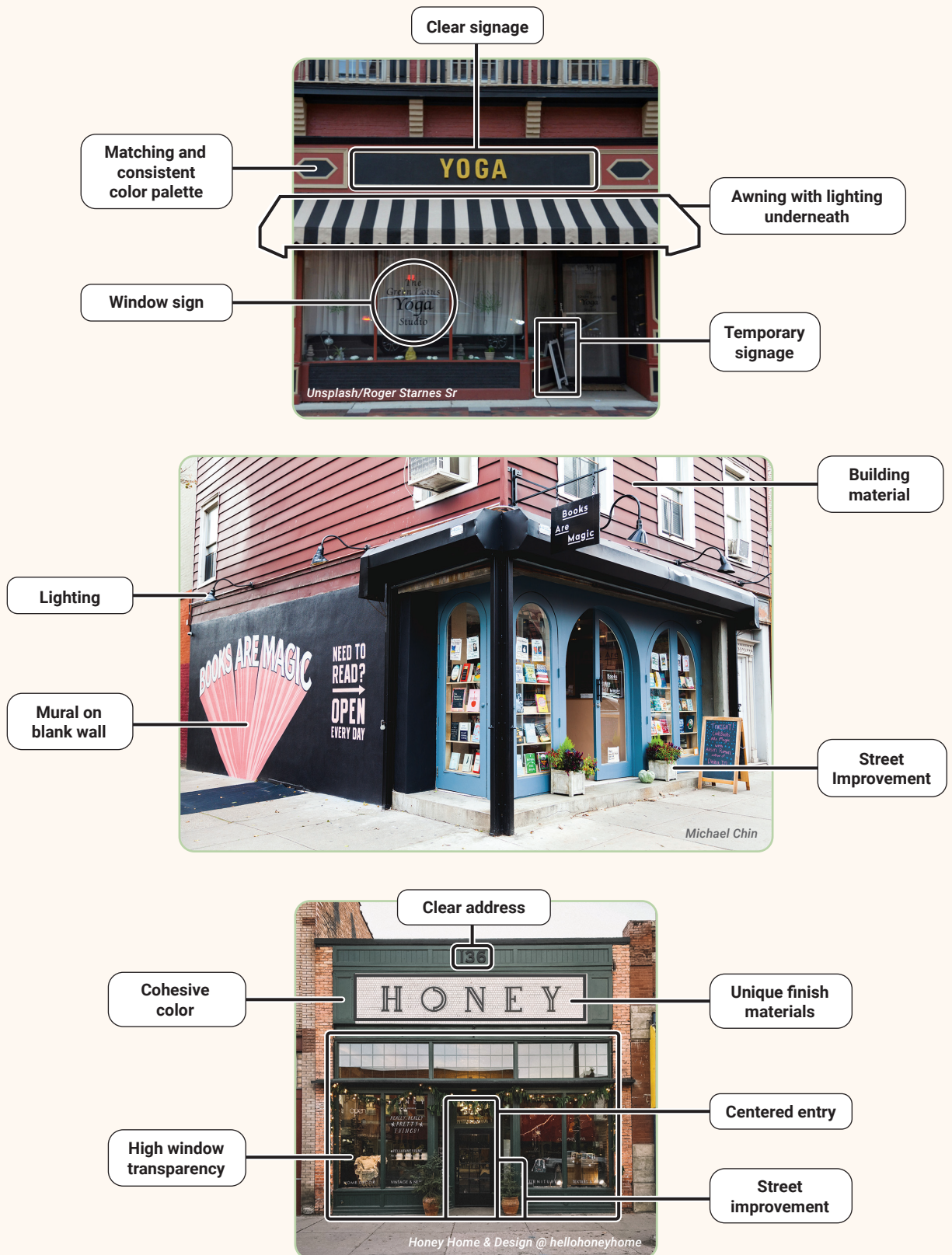
### Entries & Storefront

- 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

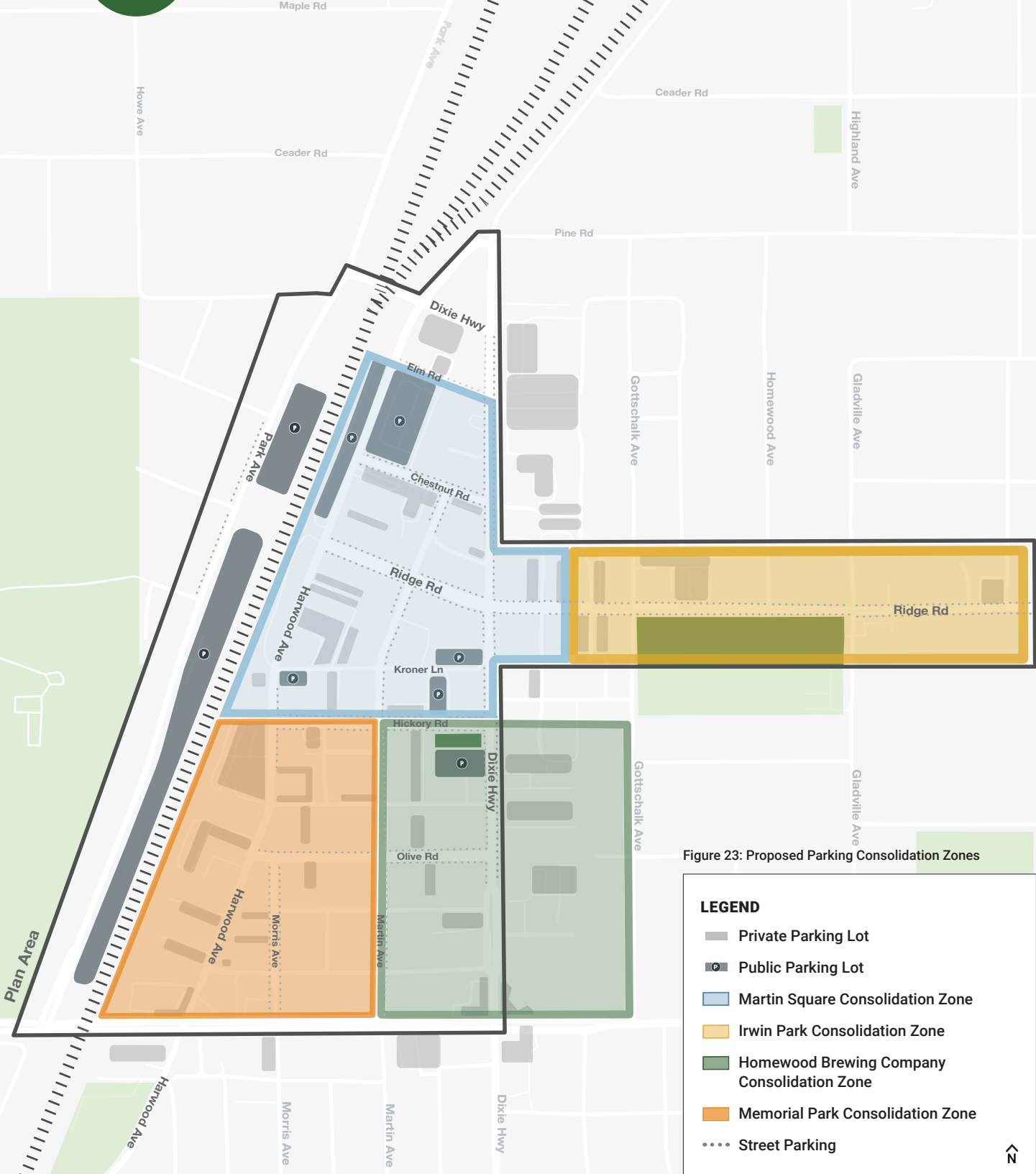


Figure 23: Proposed Parking Consolidation Zones

**LEGEND**

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

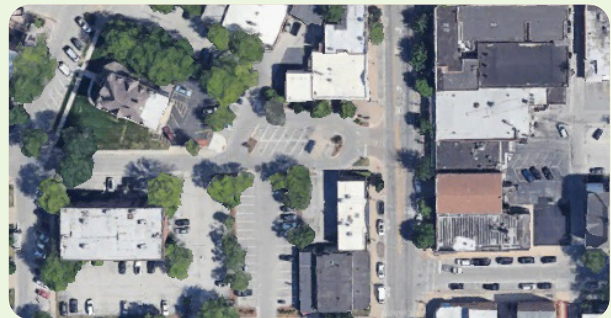
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## While parking is coveted in downtown Homewood, the 2018 parking study showed there is more available than is often used.

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.

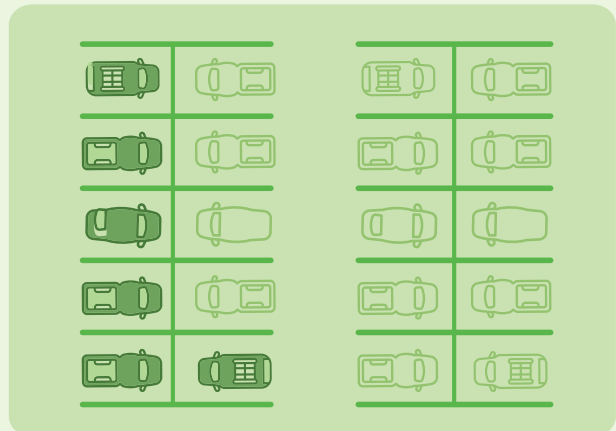


Aerial view of Public Parking off Dixie Highway

## 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



# 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.

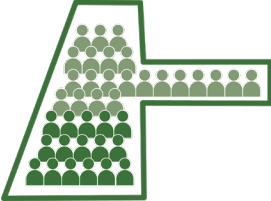
Population density is lower downtown than the village which suggests there are plenty of opportunities for infill and densification, particularly next to the train station. Residents in downtown Homewood have only a slightly higher median household income than Homewood Village residents, while downtown 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**

|   |  |
|---|--|
| <p><b>&gt;55 years old</b></p> <p>Seek downsized, walkable living with convenient rail access to the wider region</p> | <p><b>First-time homebuyers</b></p> <p>Seek lower-priced, walkable living with convenient rail access for employment</p> |
|---|--|

**COMMERCIAL**

|  |  |
|--|--|
| <p><b>Diversified food establishments</b></p> <p>Opportunities to complement restaurants with groceries, specialty foods, etc.</p> | <p><b>Diversified commercial uses</b></p> <p>Opportunities to pair dining with other services, entertainment, and recreation for both residents and visitors</p> |
|--|--|




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.

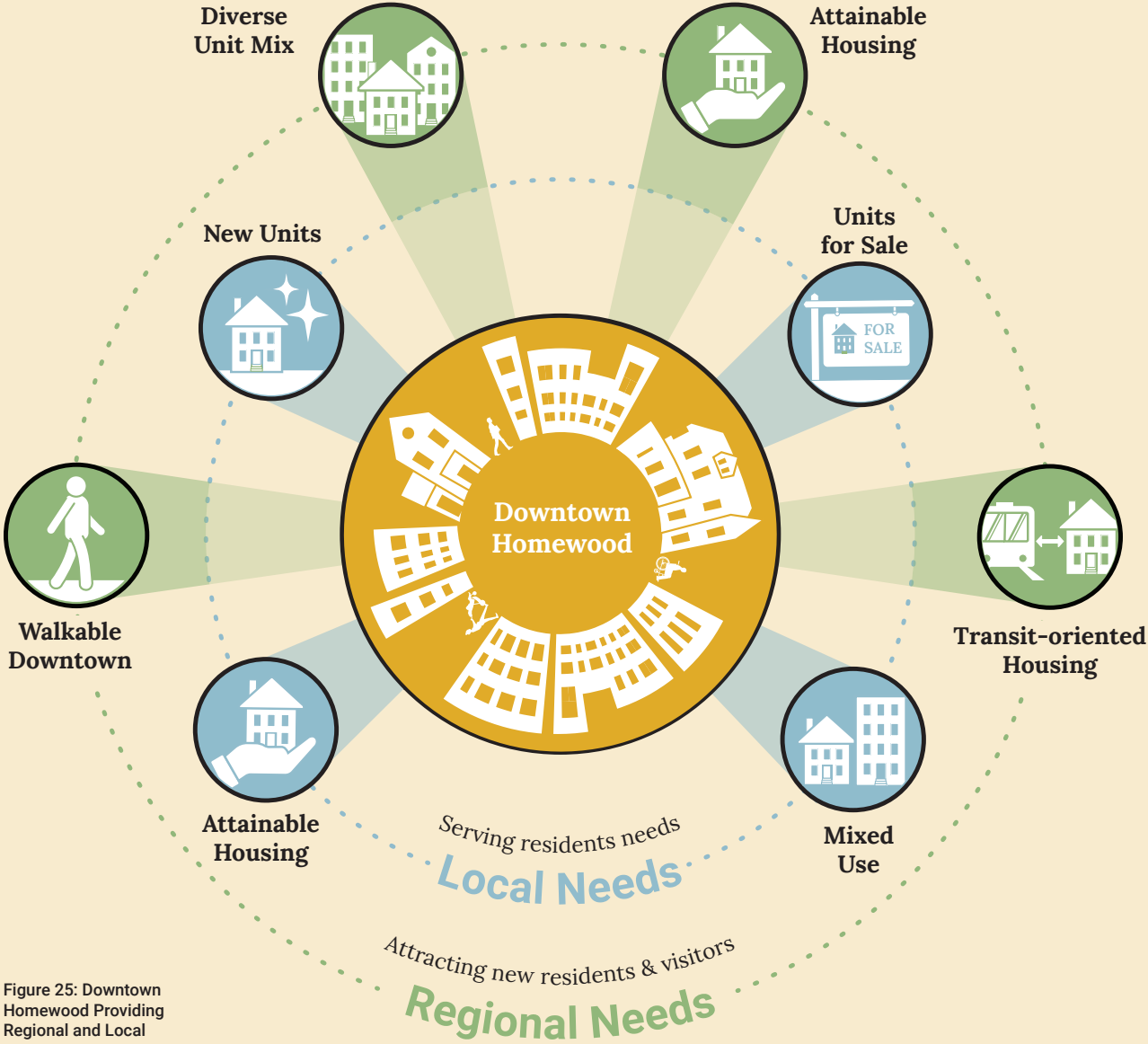


Figure 25: Downtown Homewood Providing Regional and Local Opportunities

# 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.

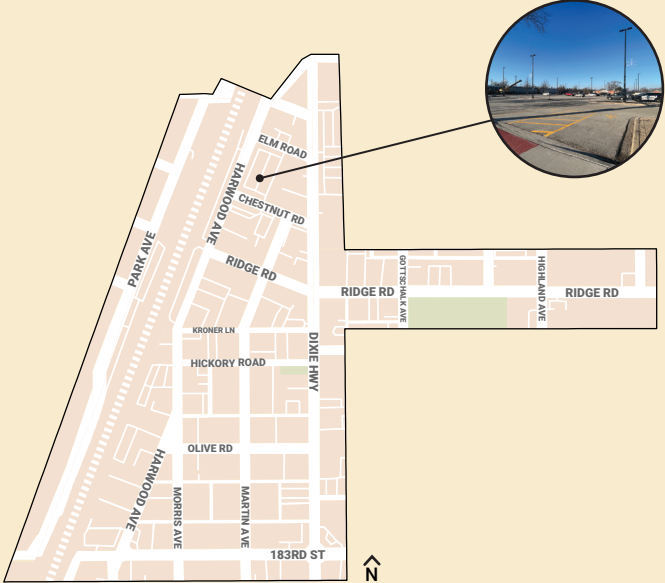


Figure 26: Village Hall Parking Lot

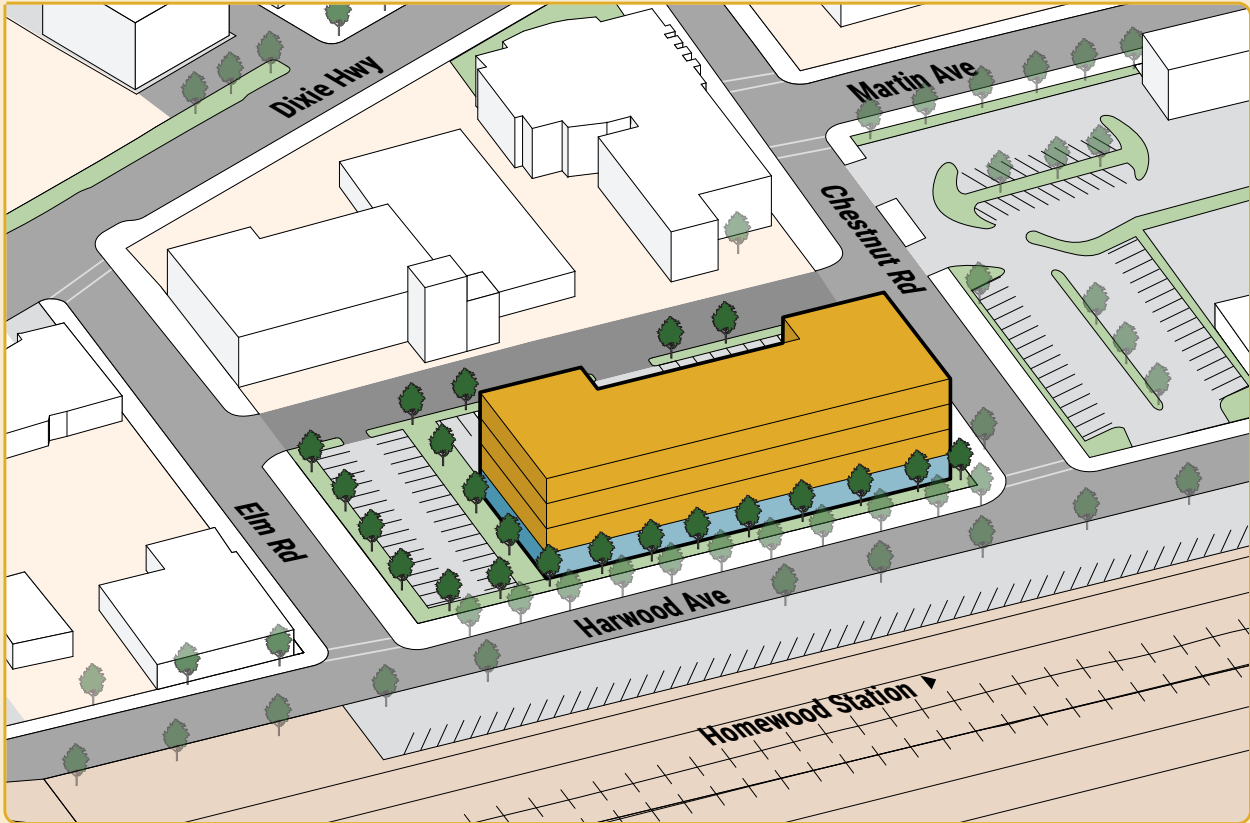


Figure 27: Sample Multifamily Mixed-Use Development

**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<br>60,200 SF Total Building Area   |
| Hardscape Area                   | 0 SF   |
| Parking                          | 16,075 SF<br>68 Provided / 68 Required<br>Retail: 0 Required<br>Residential: 50 Required<br>Other: 18 Reserved for municipal employees<br>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<br>59,840 SF Total Building Area  |
| Hardscape Area                | 0 SF  |
| Parking                       | 8,108 SF Interior Ground Floor Parking<br>30 Provided / 30 Required<br>Retail: 0 Required<br>Residential: 24 Required<br>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.

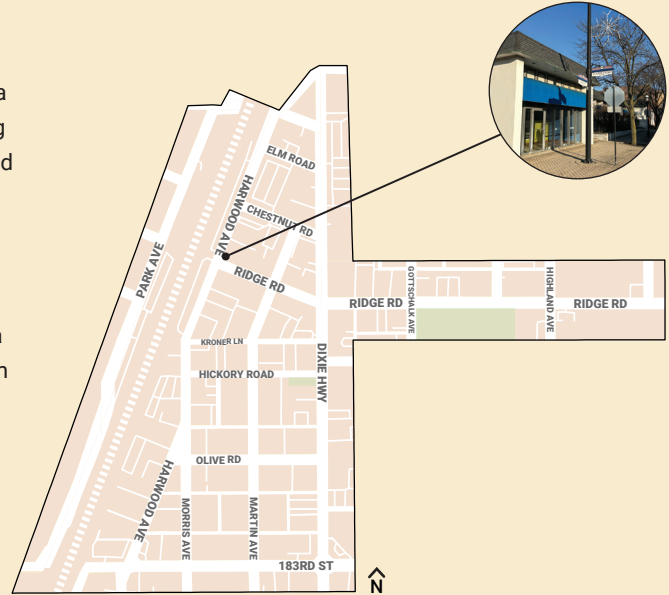


Figure 30: Matrix Building Redevelopment

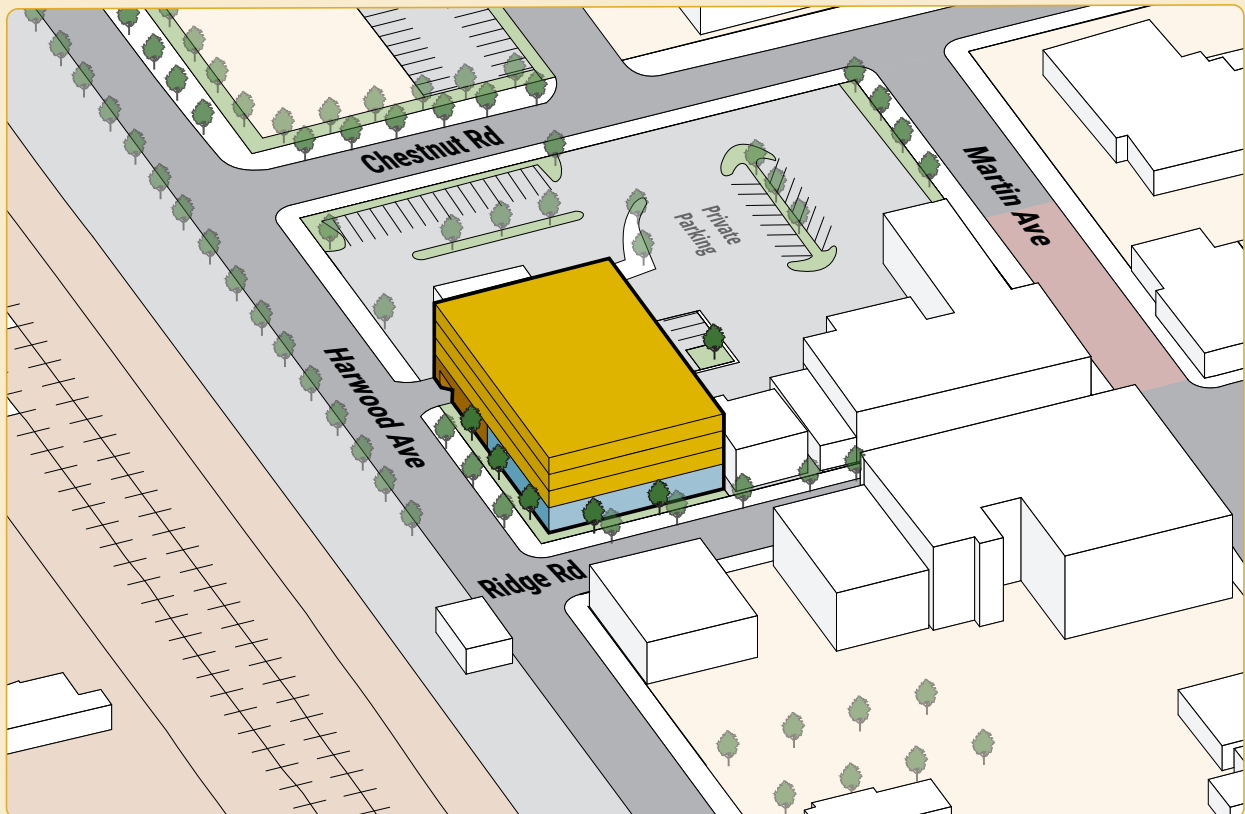


Figure 31: Sample Multifamily Mixed-Use Development

### Existing Site Information

|  |   |
|--|---|
| PIN  | 29-31-307-004, 005  |
| Site Area                                      | 17,542 SF   |
| Current Zoning                                 | B-1 Downtown Core   |
| Front Yard Setbacks<br>(Sec. 44-03-01)         | N/A Minimum<br>N/A Maximum  |
| Side Yard Setbacks<br>(Sec. 44-03-01)          | N/A Minimum   |
| Rear Yard Setbacks<br>(Sec. 44-03-01)          | N/A Minimum   |
| Maximum Building Height<br>(Sec. 44-03-01)     | 55 ft   |
| Maximum Building Coverage<br>(Sec. 44-03-01)   | N/A   |
| Impervious Surface Coverage<br>(Sec. 44-03-01) | 0% (17,542 SF)<br>(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<br>Total Ground Floor Area  |
|                                  | 40,314 SF<br>Total Building Area  |
| Hardscape Area                   | 1,028 SF  |
| Parking                          | 8,438 SF Interior<br>Ground Floor Parking   |
|                                  | 1,867 SF Outdoor<br>Surface Parking<br>30 Provided / 45 Required                                    |
|                                  | Retail: 0 Required<br>Residential: 30 Required<br>Provided: 67%                                     |
| Total Potential Development Area | 15,487 SF<br>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.

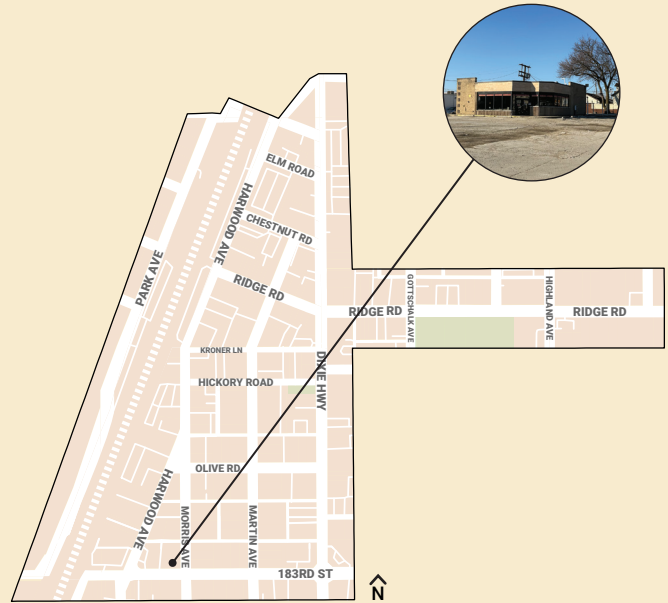


Figure 32: 183rd Street & Morris Avenue Adaptive Reuse



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.

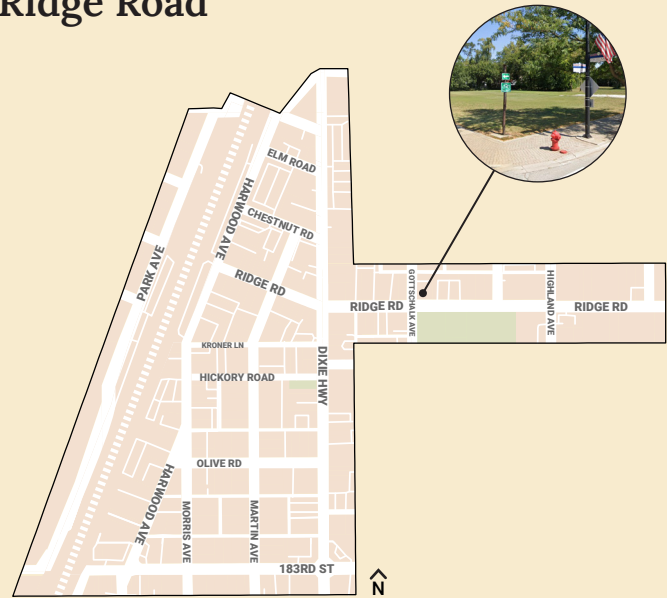


Figure 34: 1750 Ridge Road Redevelopment Site



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<br>Department of Public Works | IDOT, Metra | \$\$        |
|          |             |  |   | LONG TERM:<br>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,<br>RTA                       |             | \$          |
|          | 3           | Upgrade the pedestrian and cyclist experience entering downtown                  |  | SHORT TERM:<br>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<br>Department of Public Works |             | \$\$        |
|          |             |  |   | LONG TERM:<br>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   | <br>     | 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   | <br> | 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 <a href="http://freelittleartgalleries.art">freelittleartgalleries.art</a> . |             |  |  | \$   |  |                               |             |












| 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                                     | <br> | 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<br>(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              |



# The Village of Homewood

## Downtown Transit-Oriented Development Plan

Existing Conditions Memo  
August 2023

# Downtown Homewood... Ready... Set... Grow!

## Table of Contents

- 03** Why Now?
- 04** Transit
- 06** Bike and Pedestrian
- 08** Driving and Parking
- 10** Business Support
- 12** Open Space
- 14** Zoning
- 16** Housing
- 18** Development Opportunities



# Why Now?

## New Investments

The Village of Homewood's downtown is ready for investment to create new destinations for residents and visitors. Homewood's rich history and neighborhood charm provide a perfect setting for investment, some already underway. A new train station to serve Metra riders is expected to open in May of 2025. The Hartford Building and Homewood Brewing Company are under construction and slated to open in 2024.



Fig. 1 Homewood Metra Station Renderings



## Building on Existing Plans

Homewood has pursued new insights to improve its downtown through creating strategic plans to guide its future. Most recently the 2023 Zoning Code encourages mixed use development that retains the existing Homewood character while adding new uses such as the Artisan Manufacturing and Assembly District, which allows a small live/work residential unit. Homewood's 2020 Strategic Plan identifies many desired community assets and values this downtown plan strives to reflect. The 2016 Housing Study identified important benchmarks to understand the opportunities to create in-demand rental housing, while the 2005 Downtown Plan crafted foundational guidance that laid the groundwork for Homewood's bike routes and streetscape recommendations.

## Planning Together

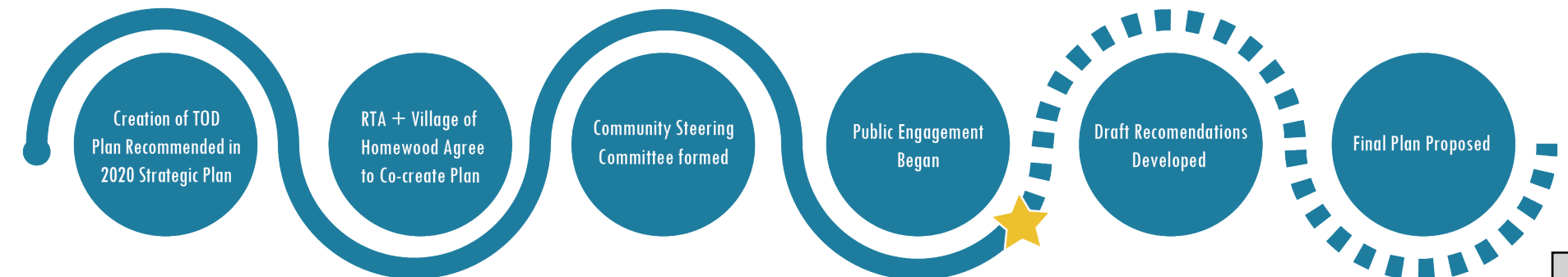


Fig. 2. Planning Process

# Transit

## Ready...

As a vital connector to the City of Chicago and the surrounding region, the Homewood Metra and Amtrak stations are at the heart of downtown Homewood. These stations serve the Metra Electric line, Amtrak's City of New Orleans and Illini/Saluki lines, and connects to Pace lines 356 and 359.

Through the Metra, residents can conveniently commute to the Loop in under an hour at \$6.75 for a one-way ticket or \$10 for a round-trip ticket on the Metra Electric line. However, and until at least 2024, the Metra Electric line is currently part of the Fair Transit South Cook pilot.

Over the past 20 years, Metra ridership at the Homewood Station has been on the decline. Between 2002 and 2018, boardings at the station dropped by 20%. It is likely that ridership has continued to decrease, as public transit use plummeted during the COVID-19 pandemic and is slowly recovering. The two Pace bus routes serving the Homewood Metra and Amtrak stations have experienced a significant decline in ridership since 2020.

## Set...

Continued investment in regional transit is critical to promoting ridership at the Homewood Station. The new Metra station will help continue to rebuild ridership through its modern and attractive design that will provide easier platform access. Ridership in June 2023 was the highest on Metra since the beginning of the pandemic. Metra estimates that 346,000 riders took Metra Electric in June 2023, an increase of over 75,000 compared to June 2022. While ridership on Metra Electric was 57% of June 2019 levels on weekdays, it was 129% and 126% of June 2019 levels on Saturdays and



Fig. 4. Richard Haas Trompe-l'oeil mural

Sundays, suggesting that more people are using Metra for non-work trips.



Fig. 3. Pace Route 359 Stop at Homewood Station

## Grow!

Homewood's new transit station will serve as a catalyst for new downtown development, spurring new restaurants, cafés and other destinations.

- Homewood is poised to take advantage of the new trends in transit travel behavior/patterns, perhaps appealing to people who want a quiet, less expensive downtown living but with access to Chicago. Creating easy connections to the train station will be critical and should include low-stress bike and pedestrian routes
- The Wind Creek Casino may have a shuttle at the Homewood Train Station. This opportunity for additional visitors should be capitalized on by creating adjacent destinations along Harwood Avenue

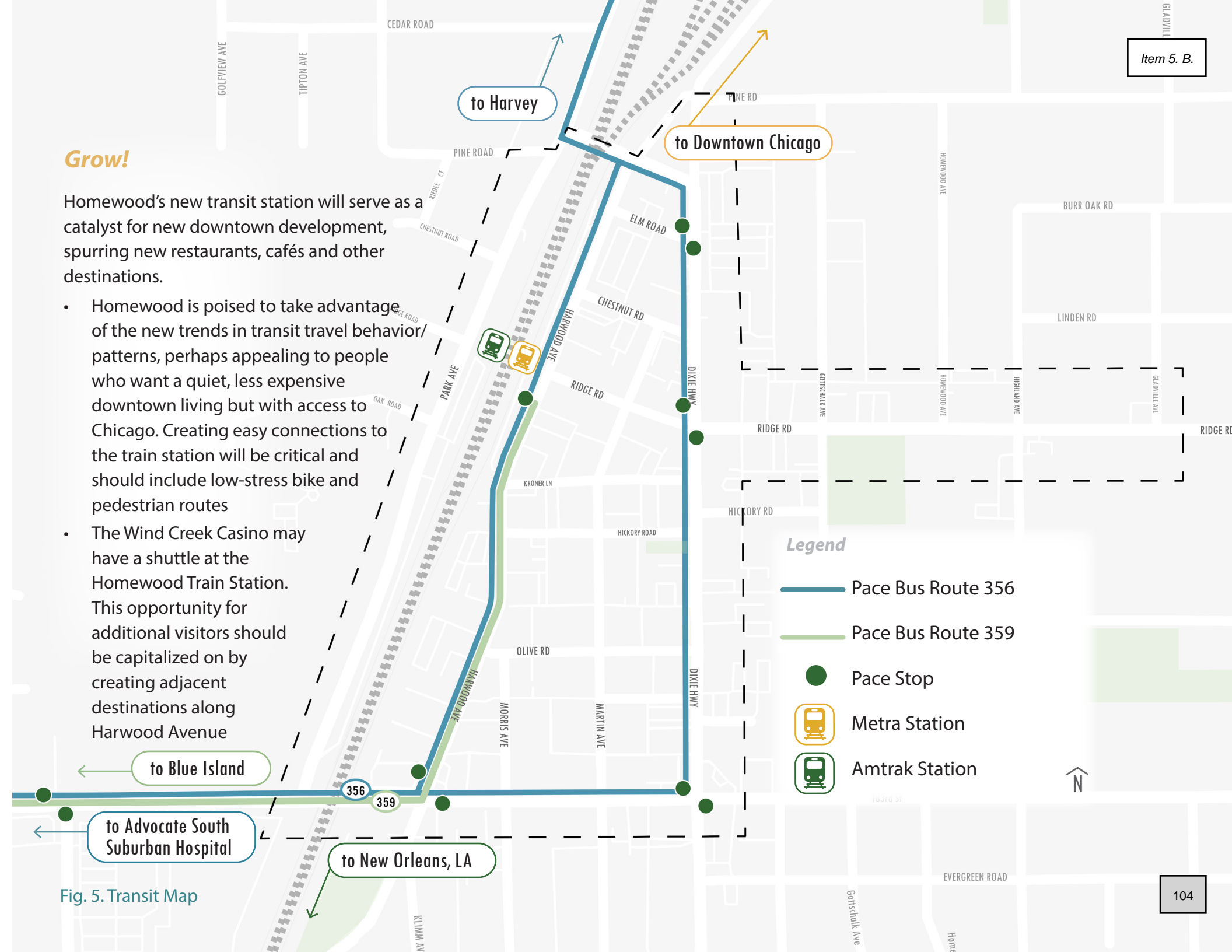


Fig. 5. Transit Map



# Bike and Pedestrian

## Ready...

Several different types of bike and pedestrian facilities with varying comfort levels exist within downtown Homewood:

**Bike Lanes:** Dixie Highway and Park Avenue have designated bike lanes on the roadway providing striped travel lanes for bicyclists and vehicular traffic.

**Marked Shared Lanes (with signage):** Harwood Avenue and Ridge Road have sharrow symbols striped on the roadway. Since bicyclist's ride on-street in a shared lane with vehicles, sharrow symbols reinforce the legitimacy of bicycle travel on a street while indicating to drivers to be cautious and to share the road.

**Bike Routes (signage only):** Several roadways bordering or connecting to Downtown Homewood do not have any physical bicycle pavement markings but are designated as a bike route with signage to reinforce this designation for bicyclists. Bike route roadways include: part of 183rd Street west of Harwood Avenue and Harwood Avenue and Dixie Highway south of 183rd. These roadways are generally lower volume, residential streets.

## Set...

The majority of injury producing crash hot spots occurred at major intersections: 183rd Street/Park Avenue, 183rd Street/Harwood Avenue, 183rd Street/Dixie Highway, and along Dixie Highway from Ridge Road to Hickory Road. The results were based on a cluster analysis performed in GIS on the full set of 103 injury-involved crashes across all modes (vehicular, pedestrian, and bicycle) over a 5-year period from 2017-2021. Several pedestrian and bicycle injuries occurred along the busier roadways (183rd Street, Dixie Highway, Park Avenue).

There is broad support for bike and pedestrian infrastructure and furthering sustainability goals. Bike commuting in Homewood is generally low, though it is higher in downtown Homewood. 4.3% of people in downtown bike to work whereas .5% of people in Homewood bike to work.



Fig. 6. Bike Route Signage under Viaduct



Fig. 7. Steering Committee Walking on 183rd St.

## Grow!

There are many opportunities to improve biking and pedestrian infrastructure in the area:

- Viaduct improvements:
  - 183rd Viaduct is dangerous for bicycling and walking
  - Dixie Viaduct is long and uninviting with difficult location for marked shared lanes
- Relocate light poles and other obstructions block the sidewalk
- Install curb bumpouts at locations with frequent pedestrian crossing
- Install bike safety and protection improvements on Dixie Highway and Hickory Road
- Improve pedestrian scale lighting
- Move away from sharrows as a bike facility type and prioritize the installation of concrete-protected lanes that could be at sidewalk-level



Fig. 7. Bike Infrastructure and Injury Crash Map

# Driving and Parking

## Ready...

Homewood is well-connected with highways and a local road network. There is significant land dedicated to downtown parking, however much of the parking is fragmented. The Village has six public parking lots in downtown, with three paid lots available for Metra commuters. On-street parking spaces and parking lots are utilized with heavier usage closer to the heart of downtown near Ridge Road and Dixie Highway.

Homewood's 2018 parking study analyzed all parking including public lots, street parking and private parking lots in downtown. The study identified many on-street parking segments had 30% occupancy. The general target for on-street occupancy is 85% to ensure that some spaces are available consistently.

## Set...

According to the U.S. 2017-2021 5-year American Community Survey (ACS) census data, the majority of commuters (69%) drive alone to work, while 10% use public transportation. 92% of downtown residents own a vehicle. Many streets in Homewood are under the authority of Homewood or privately maintained except for several IDOT roadways— Dixie Highway, Harwood Avenue, and Ridge Road. Village owned 183rd Street has the highest traffic volumes (over 20,000 average annual vehicles per day). The Village received state grant funds in 2023 to complete a road diet project on 183rd Street which 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 Hwy and Halsted St.

Most of the intersections in downtown are controlled via stop signs (generally one- or two-way), with only several of the major intersections having traffic signals (Harwood/183rd, Dixie/183rd, Dixie/Ridge).



Fig. 8. Aerial View of Downtown Parking Lots



Fig. 9. Local Businesses and Street Parking

## Grow!

There are many opportunities to improve driving in the area:

- Consider relocating obstructions (such as electrical boxes) that block visibility for turning vehicles such as on Dixie Highway and Harwood Avenue
- Realign entrances and curb cuts to reduce turning conflicts with cars such as at the library entrance at Elm Road and Dixie Highway
- Concentrate and consolidate parking in centralized areas and improve wayfinding/parking signage to help clarify to visitors where to park
- The periphery of downtown provides opportunities for additional vehicular parking while still maintaining walkability within the center district
- Consider installing parking meters on the most occupied segments to ensure space turnover while also adding a new revenue stream

Fig. 10. Roadway and Parking Map



# Business Support

## Ready...

Downtown Homewood has a strong retail base of long-standing businesses such as Aurelio's Pizza and Van Sipma Jewelers. Homewood Brewing and EmpanadUS are new businesses that show there is support for more growth and diversity of destinations. Qualitative feedback from this planning process identified the desire for new retail & dining options. Diverse restaurants, grab-and-go meals, and sit-down cafes were popular responses during focus groups and in-person engagement events. Residents and visitors in Homewood want to support local businesses and are eager for family-friendly and teen-oriented activities.



Fig. 11. The Ceiling Tavern

## Set...

Homewood's multi-million-dollar public and private investments indicate the opportunity for businesses in downtown Homewood. Residents have consistently supported investment in downtown Homewood and want to see more variety of businesses in downtown Homewood. Local businesses benefit from hometown love from downtown residents and visitors, who are ready to see more opportunities that new investment could bring.

The Village of Homewood has numerous tools in place to incentivize development in downtown Homewood including several incentives for business recruitment and retention.

- Façade and Property Improvement Program:** Eligible businesses can receive up to \$25,000 for improvement, maintenance, demolition, or design of commercial and mixed-use buildings.
- Retail Enhancement Program:** Reimburses 50% of qualified expenditures up to \$10,000 for targeted retail attraction and existing retail expansion.

- Go Green Reward Program:** Property owners can get 50% of qualified expenditures, up to \$5,000, to make their buildings more sustainable.
- TIF Increment Financing Incentive Program:** 58% of parcels in the Plan Area are inside a TIF district. Village Board decides how much assistance each project gets. Incentives are usually based on acquisition cost, but can be based on improvement costs up to 50%. Payments are made over 5 years: 35% upon completion, 20% each year after that.

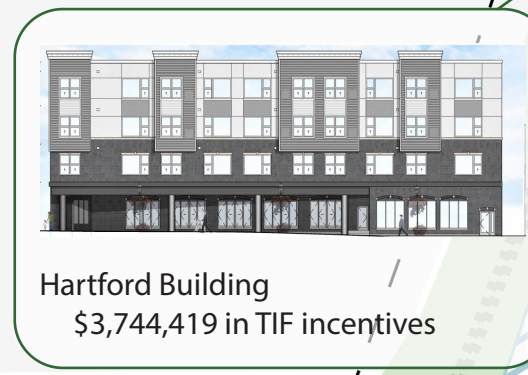


Fig. 12. Grady's Snack n' Dine

## Grow!

There are opportunities to strengthen support for local businesses through:

- Develop a Chamber of Commerce to provide a broader business presence that can offer technical assistance, host events and have dedicated staff
- Create pop-up seasonal programs such as Holiday Window Contest or Downtown business week
- Small business fundraising, partnerships with schools and local organizations such art groups and family associations
- Build out a pop-up retail space to incubate new businesses



Hartford Building  
\$3,744,419 in TIF incentives

Fig. 13. TIF Districts Map



Homewood Brewing Company  
\$970,000 in TIF incentives

Item 5. B.

# Open Space

## Ready...

Officially recognized as a Tree City USA, Homewood's commitment toward management of the urban forest continues to grow. Homewood has been awarded a Level 1 Accreditation by The ArbNet Arboretum Accreditation Program and The Morton Arboretum, for achieving particular standards of professional practices deemed important for arboreta and botanic gardens. Homewood is home to the world's largest collection of Richard Haas Trompe-l'oeil murals and a variety of other public art enriching public spaces across the Village.

## Set...

Residents are enthusiastic about new concepts downtown, including more outdoor gathering places, new public art, and placemaking to enhance wayfinding. Calls for intergenerational destinations that appeal to families and teens have been consistently identified by stakeholders to make downtown welcome to all.

Residents and visitors are enjoying Homewood's existing open spaces— areas with benches, fire pits, landscaping or outdoor lighting— as places of gathering.



Fig. 14. Martin Square

Homewood shares a park district with Flossmoor. The parks in downtown Homewood includes:

**Independence Park:** a small pocket park in the TOD area at the corner of Dixie Highway and Hickory Road.

**Irwin Park & Community Center:** a six-acre park is just outside the Eastern edge of the TOD area at 18120 S. Highland Avenue. The park has a playground, gazebo, plaza area, fountain, ballfield, playfield, and picnic area.

**Orchard Park:** a three-acre park on the Eastern edge of the TOD area at 1701 Olive Road. The park has playground, tennis courts, ballfield, and playfield.

Additionally, the Village of Homewood owns the Veterans Memorial public space located at the corner of Harwood and Olive Road. It is a small passive memorial with grass, monuments, flag poles, and a cannon.

## Grow!

Through this plan's public engagement, we heard demand for more open space, unique outdoor gathering places, and intergenerational recreational opportunities. There is a strong desire to grow public art throughout the downtown area and build off existing unique assets such as the murals and vintage facades.

- Martin Square creates a unique public hub along Ridge Road, which can be replicated in style and form throughout downtown. Adding additional Tivoli lighting and providing shared outdoor seating can offer community gathering space and expand the capacity of local businesses and restaurants
- Identify locations for pocket parks/parklets
- Create a unique streetscape to connect downtown to Irwin Park through lighting, art and signage
- Create a downtown street tree campaign to remove invasive trees such as the Bradford Pear trees and replace with native trees; pair with native shrubs & plants
- Re-imagine and update Memorial Park to keep the commemorative significance intact but lightly activated to allow visitors

Fig. 15. Outdoor Public Spaces Map



Item 5. B.

# Zoning

## Ready...

The Village of Homewood updated its Zoning Code in January 2023 and is currently updating their Appearance Plan. The Economic Development Department has targeted four specific sites downtown for redevelopment that will build off the existing downtown assets, described in detail on pages 18-22. The goal is to achieve the residents' vision for a vibrant, family-friendly destination through infill development while retaining the unique village character.

Homewood's B-1 Downtown Core zoning district is six blocks that focus on creating destinations for retail, dining, and entertainment in the Village and benefits from being adjacent to the new train station. The district is intended to have a pedestrian-oriented environment and accommodate development at all scales.

The B-2 Downtown Transition District allows a variety of residential and nonresidential uses around the Downtown Core. This zoning designation supports adaptive reuse of existing buildings for a

mix of residential and non-residential uses as well as infill development in a pedestrian-oriented environment that supports the vibrancy of the Downtown Core. Unique to the B-2 district is the former manufacturing and warehouse buildings along Harwood Avenue and the train tracks. Once a local center of warehousing and distribution for brands like Spornette Brushes, the buildings reflect Homewood's past and offer an opportunity for adaptive reuse to businesses compatible with the downtown location. The new zoning ordinance introduces a land use called "Artisan Manufacturing and Assembly" that allows for craft maker spaces in the B-2 zoning district.

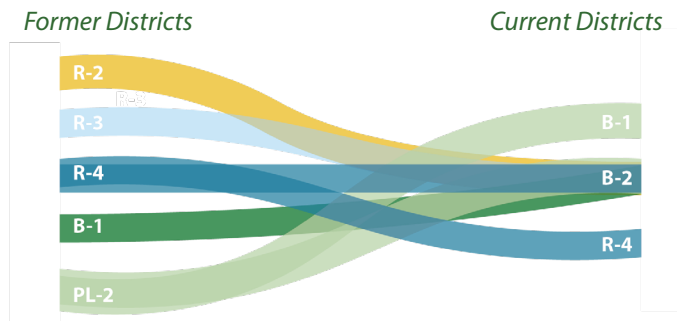


Fig. 16. Zoning District Consolidation in Downtown Homewood

## Set...

With the introduction of the new zoning ordinance, Homewood has set clear expectations for the community's vision of downtown development. Developers and real estate professionals can enhance the experience for downtown by taking advantage of the mix of uses, existing buildings, and new development requirements outlined in the amended zoning code. For example, the B-1 and B-2 zoning districts have the least restrictive bulk minimums, and existing buildings targeted for adaptive reuse have looser minimum parking requirements than new developments. Additionally, off-street parking in the B-1 and B-2 zoning districts may be located off-site or otherwise shared with other uses, allowing for denser and taller development close to the new station. 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 urban center.

## Grow!

- Work to minimize the sprawl effect of surface parking lots downtown by encouraging shared parking agreements, permeable pavement, and flex spaces for more programming
- Maintain the charming character of Downtown Homewood by deploying adaptive reuse methods of development
- Encourage a diverse mix of retail, services, and restaurants to activate the ground floor and build a downtown that visitors can experience

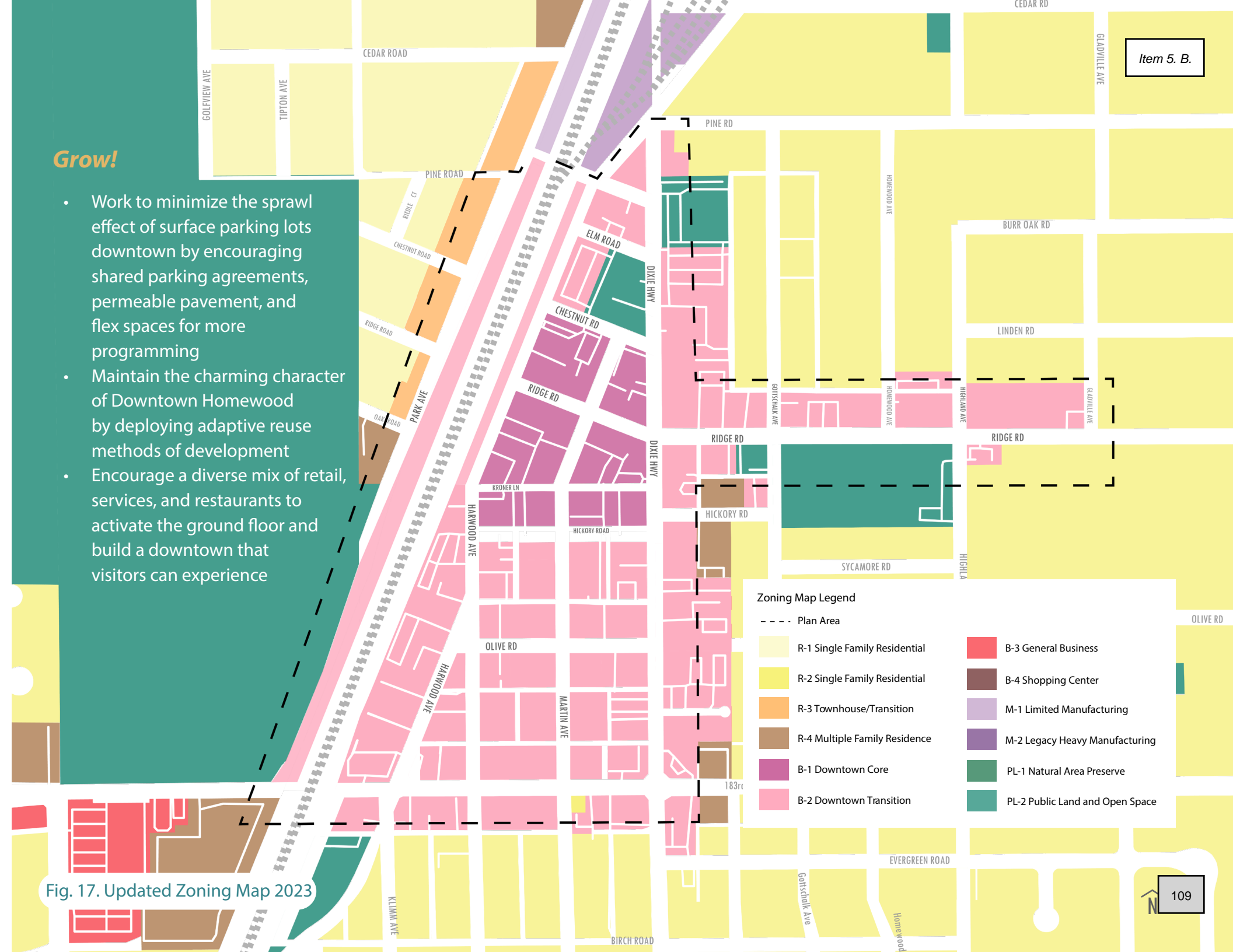


Fig. 17. Updated Zoning Map 2023

| Zoning Map Legend             |                                 |
|-------------------------------|---------------------------------|
| --- Plan Area                 |                                 |
| R-1 Single Family Residential | B-3 General Business            |
| R-2 Single Family Residential | B-4 Shopping Center             |
| R-3 Townhouse/Transition      | M-1 Limited Manufacturing       |
| R-4 Multiple Family Residence | M-2 Legacy Heavy Manufacturing  |
| B-1 Downtown Core             | PL-1 Natural Area Preserve      |
| B-2 Downtown Transition       | PL-2 Public Land and Open Space |

# Housing

## Ready...

Since 2010, Downtown Homewood has seen a slight population increase of 5% (674 residents in 2023) while the rest of Homewood and the 15-minute driveshed has declined for the past decade and stagnated in recent years. Much like Homewood, the population downtown skews older than the 15-minute driveshed, with empty nesters and young seniors (55-74 years) comprising the largest population change (an increase of 70%) since 2010. Residents in Downtown Homewood have only a slightly higher median household income than Homewood Village residents (~\$84,000 versus ~\$79,000, or a 6 percent difference), while downtown median home values are 18% higher than the Village as a whole (\$243,750 downtown versus \$206,659 in Homewood). Coupled with a larger renter population and lower vacancy rates, this suggests a smaller abundance of affordable housing located downtown.

Downtown Homewood skews older, more white-collar, and more educated than the rest of the village, leading to high workforce participation but low workforce

diversity. Service workers downtown have the smallest share of employment, with only 8% of jobs downtown represented in this sector. This is largely overshadowed by 67% of white-collar workers, mostly in sales and management sectors. These discrepancies may be addressed with the introduction of “Artisan Manufacturing and Assembly” uses in the B-2 zoning designation, especially to introduce craft maker spaces that can double as additional housing in former industrial buildings. With new opportunities for mixed-use typologies, Homewood has a unique readiness to diversify and densify with room to grow.



Fig. 18. Example of Housing Type

## Set...

Downtown Homewood owes much of its charm to the mix of urban 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: 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 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. Given the presence of some of the original building stock from Homewood’s 1920 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.

## Grow!

Population density is lower downtown than the village (3,370 people/mi<sup>2</sup> versus 3,689 people/mi<sup>2</sup>), which suggests there are plenty of opportunities for infill, densification, and upzoning, particularly next to the train station.

Despite the post-war boom and historic growth, the housing market downtown has not added much new housing to support the new or aging residents. In fact, only 11% of the housing stock downtown was built post-2000, and none since 2010. The Village of Homewood currently owns properties ripe for redevelopment or reuse:

1. Village Hall Parking Lot
2. Matrix Building
3. Savoia’s
4. 2124 W. 183rd Street

Fig. 19. Village Owned Properties



# Development Opportunities

## 1. Village Hall Parking Lot

**Location:** Northeast corner of Harwood Avenue & Chestnut Road

**Size:** 1.32 acres, rectangular in shape, level in topography

**Distance from Metra:** Less than one block

**Tenancy:** Public Parking Lot

**Ownership:** Village

**Incentives:** Downtown TOD TIF district, Cal Sag Enterprise Zone, Cook County property tax incentives

**Zoning:** B 1 CBD Downtown Core, centrally located within downtown Homewood

**Site Information:** Village Services are located directly east of this site, consisting of Village Hall, Auditorium, and Police and Fire Stations. West of the property is a large parking lot owned by the Village and available for public parking in the evenings and weekends. The Village will entertain proposals that consider incorporating contiguous parcels directly into this site. The site has convenient vehicular linkages with easy connections to the major roadways in the Village of Homewood. The site is served by the Metra Electric District rail line as well as PACE public bus route (Route 356) along Dixie Highway.

**Proposed use:** Mixed use building. Grocery store with 3-4 stories above. The Village has an LOI for a proposal for a 59 unit five story residential building with no commercial space.



Fig. 20. Aerial View of Site



Fig. 21. Site from the Northwest

## 2. Matrix Building

**Location:** Northeast corner of Harwood Avenue & Chestnut Road

**Size:** 1.32 acres, rectangular in shape, level in topography

**Distance from Metra:** Less than one block

**Tenancy:** Vacant Commercial Building

**Ownership:** Village

**Incentives:** Downtown TOD TIF district, Cal Sag Enterprise Zone, Cook County property tax incentives

**Zoning:** B 1 CBD Downtown Core, centrally located within downtown Homewood

**Site Information:** The site has convenient vehicular linkages with easy connections to the major roadways in the Village of Homewood. The site is served by the Metra Electric District rail line as well as PACE public bus route (Route 356) along Dixie Highway.

**Short Term Use:** Proposed incubator for new businesses;

**Long Term Use:** identified as a mixed-use building with retail on the ground floor, and 30 residential units in the Downtown Master Plan



Fig. 22. Aerial View of Site



Fig. 23. Site from the Southwest

### 3. Savoia's

**Location:** 18136 Dixie Highway, southwest corner of the intersection of Hickory Rd & Dixie Hwy

**Size:** 0.58 acres

**Distance from Metra:** 0.3 miles

**Tenancy:** Vacant land/public parking lot and pocket park

**Ownership:** Village of Homewood

**Incentives:** Downtown TOD TIF district, Cal Sag Enterprise Zone

**Zoning:** B 2 Downtown Transition

**Site Information:** Adjacent to Independence Park

**Short Term Use:** this site as a possibility for expanding park, adding food truck pad or temp stage.

**Long Term Use:** mixed use 4 story building with 9,000 square feet retail on the ground floor, 24 residential units and 50 interior parking spaces

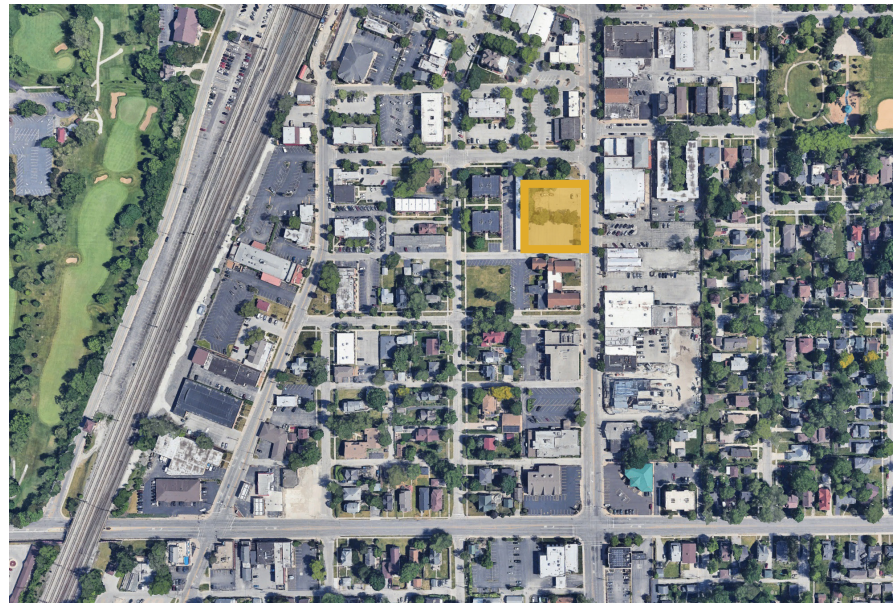


Fig. 24. Aerial View of Site



Fig. 25. Site's view to the East

### 4. 2124 W 183rd Street

**Location:** Commercial redevelopment opportunity. Vacant Building. Gateway to downtown Homewood.

**Size:** 0.46 acres

**Distance from Metra:** 0.5 mile

**Tenancy:** Vacant

**Ownership:** Village of Homewood

**Incentives:**

**Zoning:** B 2 Downtown Transition

**Site Information:** This former one story commercial building has great access to 183rd while being adjacent to downtown

**Proposed Use:** Quick Service restaurant with outdoor seating



Fig. 26. Aerial View of Site



Fig. 27. Site from the Southwest





## Description of Changes – Final Transit Agency Review

| Page Number | Description  | Reason for Change   |
|-------------|--|---------------------|
| 6           | Updated text regarding the plan's partnership with RTA to reflect specifically that this plan is a result of RTA's Community Planning program. | Suggestion from RTA |
| 38          | Added additional information in the title for Figure 16 to show the location of the example business area.                                     | Suggestion from RTA |
| 53          | Added the specific number of market rate downtown Homewood can support.  | Suggestion from RTA |
| 67-70       | Added an additional column to the implementation tables with a low to high price point of each improvement.                                    | Suggestion from RTA |
| 73          | Added a Funding Opportunities Reference Table that outlines potential funding opportunities and the recommendations they are applicable to.    | Suggestion from RTA |