



Village of Oak Park

CASE NUMBER: PC 26-04

STAFF REPORT



TO: Planning Commission

REVIEW DATE: June 4, 2026

FROM: Project Review Team

PREPARED BY: Mike Bruce, Village Planner

P L A N N E D D E V E L O P M E N T

The Petitioner seeks Planned Development approval for a four (4) story affordable housing mixed-use development containing a total of 28 units, including two live/work dwelling units, in the RR Roosevelt Road Form-Based Zoning District. The Petitioner seeks eight (8) allowances from the Oak Park Zoning Ordinance associated with the Planned Development application as follows: Increase in Density, Decrease of front setback, Decrease in side street setback along Lyman Avenue, Decrease in rear setback for all floors containing residential dwellings, and Decrease in landscape setback for parking along the alley, Decrease in off-street parking spaces, waiver of bicycle space design, and Increase in illumination along the alley, Lyman Avenue and the residential entry along Roosevelt Road sidewalk.

A P P L I C A N T I N F O R M A T I O N

APPLICANT: The Community Builders, Inc.
135 South LaSalle, Suite 3350
Chicago, IL 60603

PROPERTY OWNER: Yves Hughes
609 S. Lombard Avenue
Oak Park, IL 60304

CONTACT: Charlie Johnson
The Community Builders
Director of Real Estate Development
135 South LaSalle, Suite 3350, Chicago, IL 60603

P R O P E R T Y I N F O R M A T I O N

EXISTING ZONING: RR – Roosevelt Road Form-Based District (RR-Transitional District)

EXISTING LAND USE: Vacant parcel

PROPERTY SIZE: 10, 550 Square Feet

COMPREHENSIVE PLAN: *Envision Oak Park chapters:*
4. Land Use & Built Environment;
7. Neighborhood Housing and Diversity;
12. Economic Health & Vitality, and
13. Environmental Sustainability

SURROUNDING ZONING AND LAND USES:

NORTH: R4-Single Family District (Residential Dwellings)

SOUTH: Across Roosevelt Road the City of Berwyn (Mixed-Use Building)

EAST: Across Lyman Avenue, RR-T Roosevelt Road District (Camp Bow Wow)

WEST: RR-T Roosevelt Road District (Single Story Shopfront Building)

A N A L Y S I S

Submittals

Description: The proposed development is located within the RR-Roosevelt Road Form-Based District at the northwest corner of Lyman Avenue and Roosevelt Road. The site is currently vacant. The proposal is a four-story mixed-use building composed of brick masonry and fiber cement panels. The building is 50 feet tall with 28 residential apartment units, including two live/work units and 16 parking spaces located on the ground floor underneath the building that accesses the alley to the north.

The architectural design for this development has been reviewed by Wight and Company (the Village's architectural design consultant) who worked with the developer. This project has also been vetted through staff's Project Review Team (a multiple disciplinary group consisting of representatives from the Fire, Police, engineering, planning, zoning, historic preservation, forestry,

housing, parking, law, business, health and refuse/recycling. The Applicant's request for approval is accompanied by eight (8) allowances to the regulations of the Zoning Ordinance as mentioned above. These allowances are detailed later in this report.

This report is based on the documents identified in the final proposal filed with the Development Services Department on April 23, 2026. NOTE: The full application is available on the Village's website (www.oak-park.us). Each required document is listed in each tab, but only information requested by the Plan Commission is included for your review.

The Applicant indicates that they will consult with Camille Wilson-White, Executive Director of the Oak Park Area Arts Council, to select a piece of public art suited for the character of the proposed development. Further refinement of their choice for public art will be developed throughout this process. The developer certifies that the proposed development would be subject to a third-party evaluation demonstrating that the building and site meets National Green Building Standards (NGBS) + Net Zero Energy Badge Compliance. A preliminary scoring spreadsheet has been provided with the application.

Neighborhood Meeting:

The Applicant held their mandatory neighborhood meeting on October 7, 2026. The results of which are provided in the application.

C o m p l i a n c e w i t h t h e Z o n i n g O r d i n a n c e

Planned Development: One of the principal objectives of the Zoning Ordinance is to provide for a compatible arrangement of uses of land and buildings that is consistent with the requirements and welfare of the Village. To accomplish this objective, most uses are classified as permitted or special uses in one or more of the districts established by the Zoning Ordinance. However, it is recognized that there are certain uses that, because of their scope, location or specific characteristics, give rise to a need for a more comprehensive consideration of their impact, both with regard to the neighboring land and the Village in general. Such uses fall within the provisions of the Planned Development section of the Zoning Ordinance and shall only be permitted if authorized as a Planned Development.

It is the purpose of Planned Developments to enable the granting of certain allowances or modifications from the basic provisions of the Zoning Ordinance to achieve attractive and timely development in furtherance of the Village's goals and objectives as stated in the Comprehensive Plan. Site-development allowances (i.e., any zoning relief, including any deviation from the Zoning Ordinance provisions for the underlying zoning district) may be approved provided the applicant specifically identifies each site-development allowance and how it would be compatible with surrounding development.

The Oak Park Zoning Ordinance states that Planned Developments should generally be limited to those uses or combination of uses currently permitted in the underlying zoning district. However, an Applicant may petition for consideration of a use or combination of uses not specifically allowed in the underlying zoning district, if the Village Board finds that the conditions, procedures and standards are met and that such use or combination of uses is shown to be beneficial to the Village.

The proposed 4-story mixed-use development is allowed within the RR Roosevelt Road Form-Based District, but because of the zoning relief being sought and the fact that the gross floor area of the structure is over 20,000 square feet, the development falls under the Special Use—Planned Development requirement and regulations.

The Table below details the requested allowances for the proposed development, and the following text describes them.

	<i>Allowance Type</i>	Zoning Ordinance	Proposed Request	<i>Need for allowance</i>
1	Density	750 sf/du or 14 units	376 sf/du or 28 units	14 units
2	Front Setback	2.5 foot minimum setback along Roosevelt Rd.	Zero feet	2.5 feet
3	Side Setback along Street	10 feet or 10% of lot width along Lyman Avenue.	Zero feet	Request no longer required. See below.
4	Rear Setback	20 feet for all floors containing residential dwelling units.	10 feet for the 2 nd – 4 th floors.	10 feet
5	Landscape Setback for parking along rear adjacent to an alley.	5-foot landscaped setback	Zero feet and no landscaping	5 feet and no landscaping.
6	Parking	26 residential dwelling units; 2 live/work units.	16; The 2 live/work units are exempt as they are under 2500 sf.	10
7	Bicycle Space Design	2 feet in width by 6 feet in length., 7-foot vertical clearance and 5-foot-wide aisle.	Stacked bike racks	Design modification from floor mounted stand to stacked bike racks.
8	Illumination—Front/Rear/Side Lot Line	1 footcandle	Rear 5.5 footcandles; Side 66 footcandles, and front 79.5 footcandles	Rear 4.5 footcandles; Side 65 footcandles, and front 78.5 footcandles

1. District Maximum Density: Article 5 – Table 5-4 (RR District Maximum Density) Article 5 (“Commercial Districts”), Section 5.4 (“RR District Dimensional and Design Standards”) Subsection (E) (“Density”) – Table 5-4: RR District Maximum Density.

The maximum density is regulated through minimum land area per dwelling unit, generally ranging from 750 to 1,200 square feet depending on residential building type and subzone. The Applicant is requesting a decrease in the minimum lot area requirement from 750 square feet per unit to 376 square feet per unit. The Subject Property’s lot area is 10,550 square feet allowing 14 dwelling units by code. The Applicant is proposing 28 dwelling units (including 2 Live/Work Units) which is 14 dwelling units over the allowed number. The

proposed development offers a mix of dwelling types and sizes. Two (2) dwellings on the ground floor will be Live/Work dwellings. These are intended to provide a street side commercial space for the occupant. These spaces can be used by artists, or as offices, or even retail stores, whose products or services can be offered to the public. The residential-only units will be located on the upper floors consisting of three (3) studios, 17 one-bedrooms, and eight (8) two-bedroom apartments for a total of 28 units (this includes the 2 one-bedroom live work units). Staff support higher density development in this area directly adjacent to a Pace bus stop on Lyman Avenue.

- 2. (BUILDING PLACEMENT) (FRONT SETBACK – BUILD-TO ZONE):** Article 5 (“Commercial Districts”), Section 5.4 (“RR District Dimensional and Design Standards”), Subsection (F) (1) (“Front Setback”) - requiring that the principal building be built to the corner of the property with a build-to setback of 2.5 feet along Roosevelt Road and a zero (0’) foot setback along the side street (Lyman Avenue). This is a decrease in the minimum front setback requirement along Roosevelt Road from 2.5 feet to zero feet.

The RR district has regulations for building placement, parking placement, building façade elements and site development regulations. The objective is to promote a building design and a level of site planning that maintains as much of a continuous building façade as possible along Roosevelt Road to create a continuous pedestrian-friendly experience in the RR corridor. The proposed building location along Roosevelt Road and Lyman Avenue meets the intent of the RRT-T District.

The proposed building would be in line with the abutting commercial building to the west. New buildings are required to provide a small setback (2.5) along Roosevelt Road to accommodate pedestrian traffic and enhance pedestrian safety. This setback may be increased to up to ten feet to accommodate sidewalks cafes, plazas, or similar open spaces. In addition, a setback of up to ten feet may be provided for multi-family residential development.

In this case, the Applicant has cited the building with a zero (0’) foot setback to accommodate the live/work units, which feature commercial space in the front. While staff still believe a wider sidewalk would be beneficial it is not a critical determinate in not supporting the proposed development. Staff support this request as the two live/workspaces on the ground floor will activate the façade and provide retail or commercial opportunities on Roosevelt Road.

- 3. (BUILDING PLACEMENT) (SIDE AND REAR SETBACKS):** Article 5 (“Commercial Districts”), Section 5.4 (“RR District Dimensional and Design Standards”) Subsection (F) (3) (“Side and Rear Setback”) - requiring a decrease in the minimum side street setback along Lyman Avenue from 10 feet or 10% of lot width, whichever is less, abutting Lyman Avenue to zero feet.

[This request is not required as the building is considered a mixed-use shopfront with the](#)

inclusion of the two live/work units. A mixed-use shopfront is required to be built with a zero-foot setback along Lyman Avenue.

- 4. (BUILDING PLACEMENT) (SIDE AND REAR SETBACKS):** Article 5 (“Commercial Districts”), Section 5.4 (“RR District Dimensional and Design Standards”) Subsection (F) (3) (“Side and Rear Setback”) – requiring a decrease in the minimum rear setback requirement for all floors containing residential dwellings from 20 feet to 10 feet for the 2nd- 4th floors.

In other commercial districts, the rear yard setback is 10’ where an alley is present; or 25’, as measured from the lot line of the adjoining lot to the rear, inclusive of the alley. When an alley is included in the rear yard setback, and the alley is 14’ wide, the rear yard setback is 11’.

In this case, the rear lot line is the north lot line abutting the east-west alley. The proposed rear setback is 10 feet from the rear property line. Staff support this allowance as the proposed 10’ rear setback is in conformance with the other commercial district regulation for rear yards abutting allies.

- 5. (SIDE AND REAR SETBACK: PARKING LOCATED ADJACENT TO A BUILDING):** Article 5 (“Commercial Districts”), Section 5.4 (“RR District Dimensional and Design Standards”), Subsection (G) (2) (“Side and Rear Setback: Parking Located Adjacent to a Building”).

The ground floor plan shows parking stall numbers 1, 14, 15, 16 (Compact Car), and the 10’ x 25’ loading zone are located adjacent to a public alley where a five-foot landscape setback is required. The Applicant is requesting a decrease in the minimum landscape setback requirement between the parking and the public right-of-way for parking located at the rear of a building but adjacent to an alley from five feet to zero (0) feet and no landscaping.

The landscape setback area is eliminated to allow for the required parking, a loading area, and a driveway to access the site. It is the norm not to provide a landscape setback area adjacent to the alley when the alley is necessary for access to the parking stalls. Staff support this request.

- 6. (OFF STREET VEHICLE AND BICYCLE PARKING):** Article 10 (“Off-Street Parking & Loading”), Section 10.4 (“Required Off-Street Vehicle and Bicycle Parking Spaces”) - Table 10-2 “Off-Street Vehicle and Bicycle Parking Requirements”.

The Applicant is proposing to reduce the number of required on-site parking spaces from 28 spaces to 16 spaces. The Zoning Ordinance requires one (1) parking space for each dwelling unit regardless of the dwelling unit type. The existing site features a 16-space parking lot located under the building on the ground floor. The Zoning Ordinance allows non-residential uses of developments located in commercial districts to be exempt from off-street vehicle parking requirements, if the gross floor area is 2,500 square feet or less. The combined floor area of the two live/work units equals approximately 1,805 square feet.

and thus are exempt from parking requirements. This reduces the Applicants request to 10 parking spaces (26 residential dwellings vs 16 on-site spaces provided).

Allowance requests for parking associated with development applications have been common in Oak Park. The Austin Station for the Chicago Transit Authority (CTA) Blue Line is located just under one-half mile from the site. There is a Pace Bus Route 305 that provides eastbound and westbound bus stops immediately adjacent to the site at the intersection of Roosevelt Road and Lyman Avenue. The route provides daily service between the CTA Blue Line Forest Park Transit Center and the CTA Blue Line Cicero Station in Chicago.

Staff support this allowance, but would suggest that, if the Plan Commission is so inclined to recommend approval, a condition should be added that would require that the Petitioner make best efforts to create an on-street parking zone along Roosevelt Road and Lyman Avenue. Specifically, the Applicant will request from the Village that an overnight parking zone be created to include 13 on-street parking spaces around the perimeter of the block near the development. Nine (9) spaces along Roosevelt Road, which includes three (3) spaces directly in front of the building, and four (4) along Lyman Avenue. This overnight parking zone request will go to the Transportation Commission and then to the Village Board for approval. Between on-site and on-street parking, up to 29 overnight parking spaces would be provided for the proposed development. Please keep in mind that if an overnight parking area is allowed, it would not be exclusively designated for the development. The Village can not designate on-street parking for one user. This area would be available to any residents within the zone area to seek an overnight parking permit.

Please note that under the recently passed "People Over Parking Act" included in Senate Bill 2111, Illinois law will prohibit municipalities from requiring a minimum number of parking spaces for developments within a half mile of a public transportation hub or an eighth of a mile of a route with frequent bus service. This law is to take effect June 1, 2026. By the date of the hearing, staff will determine if this development is subject to the new law.

7. (BICYCLE PARKING) (DESIGN): Article 10 ("Off-Street Parking & Loading"), Section 10.6 ("Bicycle Parking Standards"), Subsection B ("Design") (1).

The Petitioner is requesting a waiver of the requirement that each bicycle space within a row of bicycle parking be a minimum of two feet in width by six feet in length, with a minimum vertical clearance of seven feet and a minimum aisle of at least five feet wide between each set of bicycle parking for maneuvering to provide stacked bike racks and waiver of the requirement of one floor mounted stand. The required number of bicycle parking spaces will be provided. This request is to accommodate a different design for bicycle parking only. Staff support this request.

8. (MAXIMUM LIGHTING REGULATION): Article 9 ("Site Development Standards"), Section 9.2 ("Exterior Lighting"), Subsection B.1 ("Maximum Lighting Regulations") - requiring an increase in the maximum illumination along the alley from 1.2 to 5.5 footcandles, along Lyman Avenue at the residential entry from one foot-candle to up to 66 footcandles, and along Roosevelt Road sidewalk from one foot candle to up to 79.5 footcandles.

Given that the building is located directly along the property line, as required for a mixed-

use building, particularly near Lyman Avenue and Roosevelt Road, spillover is unavoidable. Staff support this request due to the need for additional security at the illuminated entrances of the development. Maintaining a well-lit ground floor is important for the safety and comfort of residents. Additionally, there will be no glare onto adjacent properties, as all lighting fixtures are directed downward.

One of the rationales for establishing planned development regulations is the ability to allow flexibility in developments that could foster creativity and provide enhancements of the built environment as well as provide compensating benefits to the community. Any relief sought in this regard must meet the standards set forth in the Zoning Ordinance and must be justified by those standards before consideration of the request can be determined. Each of the above-mentioned allowances work toward a creative solution to what could be considered a standard or conventional development but must be weighed against the standards for special use-planned developments.

Compatibility with Surrounding Land Uses

The project site is within the RR-Roosevelt Road Form-Based Zoning District and is abutting single family residential uses to the north; Roosevelt Road followed by commercial uses in the City of Berwyn to the south; commercial uses to the west; and Lyman Avenue followed by commercial uses to the east. The proposed building is not out of character and fits well within the RR Road Corridor and neighboring land uses. There are commercial and mixed-uses (commercial/residential) within the immediate area of the subject property. The proposed land use (residential dwelling units and two live/work dwelling units) are compatible and consistent with the surrounding land uses. The Village does not have many live/work units. This model not only allows an opportunity for commercial sales to the public, but an affordable residential use as well within one unit.

Compliance with the Envision Oak Park Comp Plan +

The proposed development mainly touches on four chapters (touches on others) within the Comprehensive Plan. They are chapters 4.) *Land Use & Built Environment*, 7.) *Neighborhoods, Housing and Diversity*, 12.) *Economic Health & Vitality*, and 13.) *Environmental Sustainability*. The Comprehensive Plan establishes goals and objectives that set the standards for development. The Plan discusses the idea of strengthening the overall quality of the community. Additional residential use supports and strengthens the community and the commercial district through patronizing businesses and adding vibrancy to the corridor. The proposed development fits the overall goals and objectives of the Comprehensive Plan.

The Comprehensive Plan is driven by Five Guiding Principles: Diversity, Urban Sustainability, Respect for Oak Park's History and Legacy, Collaboration and Cooperation, and Thriving Neighborhoods. The proposed development touches on each of these principles which helps in the advancement of Oak Park's vision as defined by the Village citizens.

In Chapter 4, the Comprehensive Plan discusses opportunities to strengthen the urban fabric by constructing context-sensitive infill development. As stated in the compatibility section of this report, the proposed development fits this objective. The Plan seeks to encourage redevelopment and

revitalization of underused and underdeveloped property while promoting the preservation of historical resources and character. The proposal fits this objective as well.

In Chapter 7, the Comprehensive Plan looks to ensuring the Village's board and commissions commitment to diversity and affordable housing opportunities. The development of new housing that is affordable and accessible increases the opportunity of a more diverse population. The proposed development will be 100% affordable units. All tenants will earn between 30-80% of the area median income (AMI). In fact, the Applicant was awarded affordable housing monies from the Village Affordable Housing Fund to support this development. This development helps to achieve the Village's goal toward more affordable house options.

In Chapter 12, the Plan emphasizes the need for a diverse and stable tax base. The proposed development will feature two (2) live/work units. Only a few of these currently exist in our community. The inclusion of these units allows an opportunity for commercial sales to the public and an affordable residential use as well within one unit.

In Chapter 13, the Plan sets out a list of goals and objectives for environmental sustainability opportunities. Since sustainability is increasingly important in our society, the proposed development will be utilizing a third-party evaluation demonstrating that the building and site meets LEED Certified standards National Green Building Standards (NGBS) + Net Zero Energy Badge Compliance.

C o m p l i a n c e w i t h t h e R o o s e v e l t R o a d C o r r i d o r P l a n

In April of 2026, the Village Board of Trustees adopted the *Roosevelt Road Corridor Plan*, which is an update to the "A Plan for the Redevelopment of Roosevelt Road" plan. This planning effort is collaboratively led by the Berwyn Development Corporation and the Village of Oak Park. The Roosevelt Road Corridor Plan includes integrated strategies and design concepts spanning five key areas: economic development initiatives to support existing businesses and attract new investment; transportation improvements to enhance safety and accessibility for all users; streetscape beautification efforts to create a more attractive and welcoming environment; urban design recommendations to guide future development; and recommendations for collaboration and coordination that will help Oak Park and Berwyn execute this plan. These elements work together to support the overarching goal of creating an even more thriving and livable business district that serves as a destination rather than simply a pass-through corridor.

The Plan has five main chapters as follow: 1). Pedestrian safety and mobility; 2). Streetscape and Public Realm; 3). Development and Urban Design; 4). Economic Development; and 5). Inter-Municipal Coordination all of which are intended to guide future development with recommendations for collaboration and coordination that will help Oak Park and Berwyn execute this plan. These elements work together to support the overarching goal of creating an even more thriving and livable business district that serves as a destination rather than simply a pass-through corridor.

Some key takeaways from the Plan and how the proposed development addresses the Plan are as follows:

Areas east of Ridgeland have experienced disinvestment, have safety concerns, and have vacant properties. The mixed-use affordable housing proposal will invest in Oak Park and utilize a vacant piece of property for an affordable housing project.

Residents want to ensure that there are methods of providing convenient parking without detracting from the pedestrian experience. This includes parking lot screening and parking placement behind buildings rather than adjacent to street frontages. The proposal provides 16 private parking spaces located on the ground floor underneath the proposed four-story building. This parking arrangement reduces parking conflicts and thus is more pedestrian-friendly.

The community prefers buildings positioned directly adjacent to sidewalks, pedestrian-friendly storefronts, and human-scale development patterns that support walkability. It is emphasized that new development should be compatible with existing character. The objective is buildings that maintain as much of a continuous building façade as possible along Roosevelt Road to create a continuous pedestrian-friendly experience along the RR corridor. The proposed building's location along Roosevelt Road and Lyman Avenue, being cited adjacent to both sides, meets the intent of the RRT-T District and thus will be a pedestrian-friendly design.

The Plan seeks opportunities to consolidate or remove existing driveways on Roosevelt Road and municipal policy can be established to require new (re)developments to provide vehicle access via side streets or alleys. The development proposes to remove a two (2) curb cut on Roosevelt Road and one (1) on Lyman Avenue and have access to the site via the alley. Limiting driveways on Roosevelt Road reduces conflict points and can mitigate vehicle congestion by removing maneuvers directly to/from the corridor.

The Plan discusses installing curb bump-outs at pedestrian crossing locations to reduce crossing distances and improve driver visibility at key points along the corridor. As part of this proposal, a curb bump-out is proposed at the northeast corner of Roosevelt Road and Lyman Avenue.

The Plan discusses planting street trees that provide shade and create a physical buffer between moving vehicles and pedestrians on the sidewalk. Trees significantly improve the comfort of the walking environment and encourage people to spend more time along the corridor. The development will add trees along Roosevelt Road and Lyman Avenue.

PUBLIC BENEFITS

The Applicant is proposing the following Public Benefits:

Compensating Benefits: The Zoning Ordinance lists various opportunities for providing public benefits. The Applicant is proposing a new construction, mixed-use, affordable housing development. The project will develop and lease 26 apartments, in addition to 2 ground floor live/work units. The unit mix will include 3 studios, 17 one-bedrooms, and 8 two-bedroom apartments for a total of 28 units (this includes the 2 one-bedroom live work units).

All tenants will earn between 30-80% of the area median income (AMI). The building will be 100% affordable and the units will be marketed by TCB's Marketing and Property Management teams. Staff believe they meet this requirement as one of the requirement options is for affordable housing set-asides.

Village Improvements: The Petitioner will provide right-of-way improvements by eliminating three curb cuts, two (2) on Roosevelt Road and one (1) on Lyman Avenue and adding a bump out for pedestrians at the corner of Roosevelt Road and Lyman Avenue. It is estimated that five new on-street spaces would be provided by the removal of existing curb cuts on Roosevelt Road and Lyman Avenue (three on Roosevelt Road and two on Lyman Avenue).

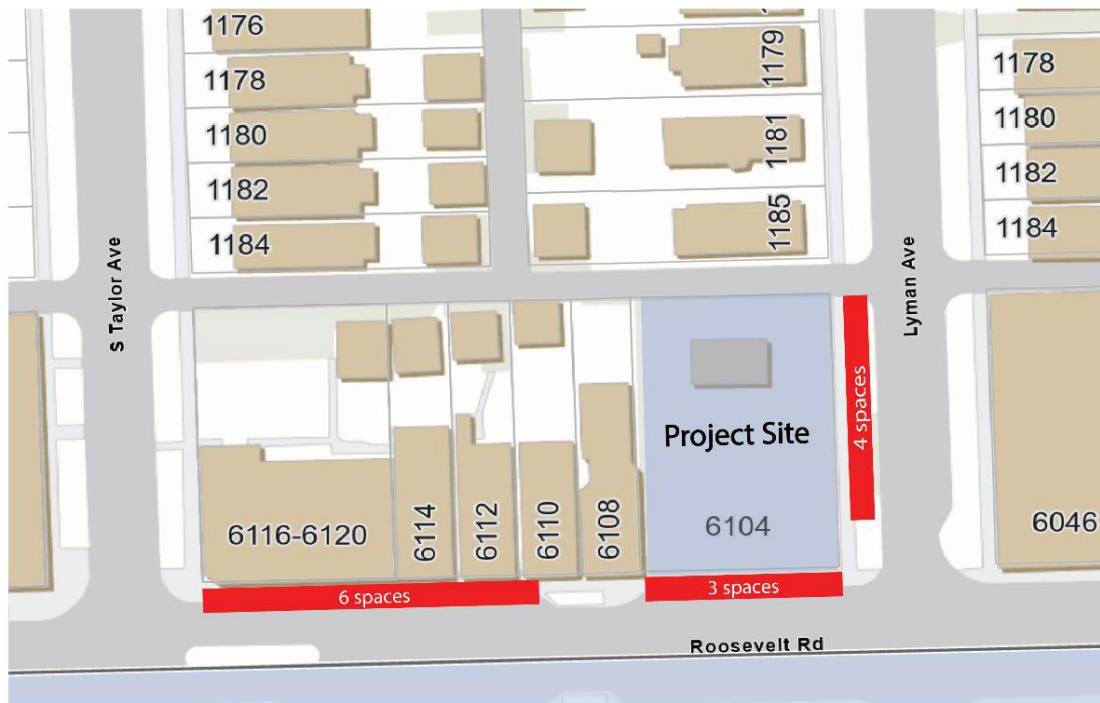
As part of the development, the Applicant will be adding street trees on Roosevelt Road and Lyman Avenue as currently there are no street trees adjacent to the site on Roosevelt Road. Tree additions will provide much needed shade and create a more walkable commercial corridor, benefiting the adjacent businesses with additional foot traffic. In addition, if the sidewalk or alley is damaged during the construction process, the Applicant will repair them.

Public Art: The Applicant indicates that they will consult with Camille Wilson-White, executive director of the Oak Park Area Arts Council, to select a piece of public art suited for the character of the proposed development. Ms. Wilson-White's council reviews and approves all public art associated with planned development projects.

GENERAL INFORMATION

Architectural Design Review: *Wight and Co.* has reviewed the architectural drawings. Their memorandum is included in this packet. A representative from *Wight and Co.* will be in attendance to provide testimony and answer any questions the Commission may have.

Traffic and Parking Review: The Applicant has provided a report on traffic prepared by TYLin dated December 8, 2025. The study concludes that the area roadway network would be expected to provide adequate vehicular capacity after the addition of background traffic and the completion of the proposed mixed-use development. It is estimated that five new on-street spaces would be provided by the removal of existing curb cuts on Roosevelt Road and Lyman Avenue (three on Roosevelt Road and two on Lyman Avenue) reducing pedestrian and vehicular conflicts. The development team plans to seek approval from the Village to permit these new spaces to allow overnight parking. The same approvals would be coordinated with the Village for an additional eight existing on-street spaces (six on Roosevelt Road, two on Lyman Avenue) in close proximity to the site. A conceptual site plan can be found in the Appendix.



While vehicular traffic is shown to be accommodated by the existing roadway network, the study provides opportunities to improve pedestrian connectivity and safety in the study area.

At the proposed Site Access

- Install a northbound stop sign within the on-site parking lot for exiting vehicles.
- Install mirrors to allow exiting vehicles to see conflicting traffic in the East/West Alley.

At the intersection of Lyman Avenue and Harvard Street, install high-visibility crosswalks on the east and west legs.

At the intersection of Lyman Avenue and Fillmore Street, install high-visibility crosswalks on the east and west legs.

At the intersection of Lyman Avenue and Roosevelt Road:

- Install a high-visibility crosswalk across the north leg.
- Install a curb extension on the northwest corner of the intersection framing the proposed on-street parking additions on Roosevelt Road.
- Consider installing a crosswalk across Roosevelt Road on the west side of Lyman Avenue.

With these modifications in place, it is anticipated that area traffic operations would be acceptable following completion of the proposed project.

The Applicant has provided a report on parking prepared by TYLin dated December 5, 2025. The study concludes “taking into account the unique availability characteristics of affordable housing developments, it is anticipated that the proposed 16 on-site parking spaces plus at least 4 additional on-street overnight parking spaces would sufficiently support residents’ needs. In the absence of additional approved overnight on-street parking, additional residential parking demand could be accommodated with overnight parking permits for nearby off-street lots”.

Engineering Comments:

The Engineering Division focuses on traffic, parking, utilities and right-of-way infrastructure. Comments have been provided to the applicant on these matters. As of this writing, the engineering division is satisfied with the submitted plans.

Emergency Services

The Fire Department and the Police Department have reviewed the application and neither have concerns with the development as proposed.

E N D O F R E P O R T

Staff are in support of the proposed development for the reasons stated throughout this report.

Copies:

c. Applicant

Plan Commissioners
Marcus Martinez, Plan Commission Attorney
Corey Wesley, Village Trustee – Plan Commission Liaison
Craig Failor, Development Services Director
