

PLAN COMMISSION PC #23-002
MYLO Residential
116-120 W Eastman St
Round 3

55. The petitioner's response to comment nos. 40-41, 43-46, 49-54 are acceptable.
56. The petitioner's response to comment no. 42 is noted. The photometric lighting diagram shows five F04_BK Yosemite lighting fixtures along the west side of the building. Provide additional information on where the lights will be mounted, what direction the lights will be rotated, and where the light will be aimed. This can be addressed at final engineering.
57. The petitioner's response to comment no. 47 is noted. With the addition of the tree grates on Eastman St, the accessible route is less than 4 ft wide and is non-compliant. The fire connection and the door located at the southeast corner of the building also encroach into the public right-of-way and accessible route. Provide a minimum of 5 ft for accessible route. This can be addressed at final engineering.
58. The petitioner's response to comment no. 48 is noted.
- a) The sidewalk along the west side of the building, southwest section, is less than 4 ft wide, with three doors opening out to the sidewalk within a span of 65 ft. Pedestrians could also potentially have difficulty at the corner in the transition from the public walkway along Eastman Street to the private sidewalk. It is recommended that sidewalk along the west side of the building, southwest section, be widened as much as possible while still maintaining the 26 ft fire lane. This can be addressed at final engineering.
 - b) An accessible route shall be provided across the entrance to the underground parking garage. The proposed column location south of the parking garage entrance provides less than 2 ft of concrete, which would place the accessible route to the east of the column creating a site obstruction for vehicles entering the garage. Modifications should be made to the location of the columns and / or shift the entrance to provide a compliant accessible route. This can be addressed at final engineering.


Michael L. Pagonis, P.E. 4/25/23
Village Engineer Date

AT PERMIT:

High rises need uninterrupted water service (confirm with fire). Check Parkview Condos plans.
Photometric diagram and catalog cut sheets – verify Yosemite lighting fixtures along the west side of the building
Fire lane to be heavy duty (provide cross section)
Sidewalk to carry through the driveway
Additional info on accessible route and walkway along the west side of the building
Striping and signage plan, add stop signs for the bank
Abandon water services at the main
Add note that all manholes to be televised to verify condition
IEPA permit
Pavement on Eastman and St James milled as necessary (add note)
MWRD permit
Detention calculations for fee-in-lieu
OUMA
Curb to stop on either side of the sidewalk at the entrance
Provide a note that if the curb along the shared access is damaged, that it will be replaced
Location of existing sanitary sewer service to be abandoned

Planning & Community Development Dept. Review

April 28, 2023



REVIEW ROUND 3

Project: 116-120 W. Eastman Development
116-120 W. Eastman Street

Case Number: PC 23-002

55. The response to the following comments is acceptable: 32, 34-37, 39, 44, and 52.
56. The response to comment #37 is noted. Based on review of the revised plans, the final list of required approvals is:
- a) Planned Unit Development to allow a 150-unit multi-family residential development.
 - b) Land Use Variation to allow a predominately multi-family residential development in the B-5 District.
 - c) A variation from Chapter 28, Section 5.1-14.1, to allow 150 units on a 43,438 square foot lot where code requires a minimum lot size of 46,500 square feet (10-unit density increase).
 - d) Conceptual Special Use Permit approval for a restaurant on the subject property.
 - e) A variation from Chapter 28, Section 6.1-5.1, to allow tandem parking stalls.
57. The response to comment #40 is noted. Please provide a diagram showing the path for restaurant loading and restaurant trash removal (to the trash room). The pathway should be designed to keep these activities outside of the lobby/common spaces and should occur in separate corridors or through the garage. Can additional doors be added to allow these operations to occur outside of the lobby area and through the garage?
58. The response to comment #41 is noted. The walkway along the southwest corner of the building should be increased in width to the maximum extent feasible (and minimum of 4') while also maintaining adequate width for the fire lane (26') along the western side of the building. Please explore recessing the doors along this elevation so that they do not open directly into the walkway. Additionally, please explore recessing the door from Stairway 2 so that it does not open directly onto the public sidewalk.
59. The response to comment #42 is noted. Please clarify that the height of the fence will not exceed 6' and that it will completely screen the transformers within. Additionally, the wall openings/fins to screen the generator should be revised to be a solid building material without openings for enhanced sound buffering. If venting/air flow is required for the generator, it should discharge into the garage.
60. The response to comment #43 is noted. Please be aware that 7 ADA accessible spaces are required for the garage given the 201-space capacity. You should explore locations to incorporate an ADA space without dropping the overall stall count.
61. The response to comments #45 is noted. Based on the final design and location of the rooftop chillers, additional sound attenuation may be required.
62. The response to comment # 46 is noted. Specific restrictions on speaker usage and usage of the outdoor amenity area shall be established as part of any Plan Commission approval.
63. The response to comment #47 is noted, however, the photometric plan has not been revised to reflect the current site design. Please revise the photometric plan to reflect the current site layout.

64. The response to comment #48 is noted. The parking garage light/sound alert system must be equipped with a means to reduce volume during overnight times to restrict impacts on neighboring properties.
65. The response to comment #49 is noted. Details within the response to Round 2 comments in comparison to the Parking Management Plan were slightly different. Please revise the Parking Management Plan to acknowledge and agree to the following, which will be recommended conditions by the Village:
- a) Residential parking spaces within the garage shall be leased separately from units and shall not automatically be included within any residential lease.
 - b) Any residential unit desiring 2 parking stalls within the garage must lease tandem stalls, with first priority going to two-bedroom units, if tandem stalls are available. If all tandem stalls are leased, a unit desiring two parking stalls may lease two single (non-tandem) stalls.
 - c) No more than 51 residential units shall lease two stalls within the garage.
 - d) No residential unit shall lease more than two parking stalls within the garage.
 - e) Residential parking spaces within the garage shall be assigned and shall not operate on a first-come first-served/open to all residents basis.
 - f) Access to the garage shall be controlled via a garage door.
 - g) Residential guest parking within the garage shall be available.
66. The response to comment #51 a, b, c, e, and f is noted. With regards to 51 d, you are strongly encouraged to pursue re-establishment of the parking easement for the 19 parking stalls on the bank property due to projected commercial demand exceeding private supply of commercial parking stalls. If commercial and guest parking demand exceed supply, what is the contingency plan?
67. The response to comment #53 is noted. Please see #66 above.
68. The response to comment #54 is not acceptable. No preliminary construction staging plan was provided. A preliminary construction staging plan must be provided, identifying construction site entrances, anticipated number of construction workers and where they will park during each phase of construction, the type and amount of construction vehicles per phase and where they will be staged, the location of material storage, and information on any anticipated lane closures, including info on where the closures will take place and the general timeframe for each closure. Heavy vehicle construction traffic shall be directed to Eastman and limited on St. James, and construction entrances should be located on the south side of the site. Pedestrian access within the ROW, including ADA, must be preserved during construction. Said plan must be provided within your Round 4 submission.
69. The loading zone is labeled as 10' wide but does not scale out to be that width on the plans. The doors to the trash room and lobby should both be recessed to avoid opening out into the required 10' loading space width.
70. The exterior garage entrance must be increased from 23' wide to a minimum 24' wide for accommodate for two-way traffic and comply with code.
71. Where will delivery vehicles park (i.e. Amazon, UPS, etc.)? These vehicles do not utilize the onsite loading zones.
72. How will the garage be vented? If HVAC units will be used for venting, where will these units be located?

Prepared by: 

Mylo Development
116-120 W. Eastman Street
PC #23-002
April 26, 2023

Landscaping

Public Property

1. The streetscape along Eastman Street must be consistent with the Downtown standards. Please identify the brick pavers, street trees, grates and the Sternberg light fixtures.

The streetscape along Eastman Street must be consistent with the Downtown standards and the placement of the light fixtures should be evaluated.

Private Property

1. Provide landscaping and decorative pavement at the corner of St James Street and Highland Avenue.

Response noted

2. Along Highland Avenue it is recommended that specialty pavement be used for the north/south walkway. In addition, provide crosswalks with specialty pavement for the walkway at the drive aisle and at the loading area. Please evaluate the overall width of the walkway on the west elevation near the southwest corner of the building. In addition, it is recommended that the north/south crosswalk at the intersection of Highland and Eastman consist of brick pavers.

It appears that the walk can be widened while addressing the requirements for the fire lane. In addition, specialty pavement should be provided for the walkway and crosswalk.

3. Please indicate the plan for the planter boxes identified on the west elevation and provide landscape details. In addition, please provide details for the planters/green space identified on the terrace on the north elevation.

The updated landscape plan and response has been received and noted.

4. A tree fee of \$4 per lineal foot for frontage must be provided as part of the building permit process and a landscape compliance bond of 30% of the estimated landscape cost.

Response noted