

SECTION 700 – COMMERCIAL SITE DEVELOPMENT

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Section 701 – General Design Criteria

This section covers the Village of New Lenox standards for site engineering for non-single family developments. Design elements that are incorporated into this section include parking areas, vehicular and pedestrian access, and drainage. Stormwater detention requirements are provided in Section 200 of this manual.

Section 702 – Site Access

Section 702.01 – Commercial Driveway Geometrics

Commercial driveways designed for one-way traffic flow shall not exceed 20 feet in width measured at the property line. Commercial driveways designed for two-way traffic flow shall have a minimum width of 24 feet and shall not exceed 35 feet in width measured at the property line. This width dimension is measured between the faces of curbs.

The minimum turning radius for commercial driveways, measured along the curb return, shall be 20 feet. A right-in/right-out driveway access should have a 50-foot radius, measured along the curb return.

The angle between the curb line of the street and the centerline of a full access driveway shall not be less than 60 degrees.

Section 702.02 – Commercial Driveway Safety Standards

No commercial driveways will be permitted into any parking lot or other facility that is designed in such a way as to make it necessary for exiting vehicles to back onto the street.

No driveway will be permitted into any facility that would require and/or allow a vehicle to drive or maneuver on the sidewalk area in any manner other than to cross it.

No driveway will be permitted for the purpose of allowing vehicles to park on the public right-of way.

In no case shall a driveway be constructed in such a way as to present a hazard to pedestrians or traffic on the public right-of-way.

In no case shall an object located within the right-of-way be permitted to obscure the vision of drivers of motor vehicles. Items in the right-of-way, within the required 30-foot sight triangle, shall be limited in height to no greater than 30 inches, and no less than 6 feet, including shrubs and tree branches.

Section 702.03 - Commercial Driveways on Arterial Streets

Any driveway onto an arterial street represents a potential impediment to traffic and/or a safety hazard. For this reason, access onto arterial streets shall be limited both in number of driveways and location, and may be granted only after review of the overall land development plan and traffic study for the project. Design criteria as established in this

section represent minimum standards. Where hardships are demonstrated, exceptions to the minimum standard will be considered on a project-by-project basis. The use of cross-access easements or frontage roads is preferable alternatives to additional driveways on arterial streets.

Section 702.03.01 - Minimum Spacing:

Driveways shall be located as far apart as practical. A minimum of 400 feet between centerlines of driveways on arterial streets (major and minor) should be sought.

Section 702.03.02 - Minimum Distance from Intersections:

Driveway placement should always be designed to maximize the distance from the nearest intersections. The driveway location will be dictated by the recommendations of an approved traffic study or as approved by the Village Engineer.

Section 702.04 – Commercial Driveways on Collector and Local Streets

Driveways on collector and local streets shall be located in accordance with the following:

1. The location of driveways shall be approved by the Village Engineer. Driveway locations and spacing shall be such that the impact to the traffic flow due to the vehicular movements into and out of the commercial development is minimized.
2. The distance from the end of the driveway curb cut to the nearest crosswalk shall not be less than 5 feet.
3. Where bus stops exist at locations where driveways are desired, the minimum allowable distance between driveways, measured at curb line of the street, shall be 40 feet.
4. At intersections where a separate right-turn lane exists, no driveway shall be constructed where the edge of the turning lane taper pavement is greater than 5 feet from the edge of the through pavement.

Section 703 – Parking Lots

Section 703.01 – Required Number of Parking Spaces

Refer to Chapter 106, Article VI of the Village Code.

Section 703.02 – Stall and Aisle Dimensions

Parking stall dimensions shall be a minimum of 9 feet wide and 18 feet in length with a minimum of 180 square feet in area.

Minimum drive aisle width for two-way traffic is as follows:

Parking Stall Length	Drive Aisle Width
Less than 20'	26'
20' and greater	24'

Section 703.03 – Parking Lot Island Requirements

Islands are required at the ends of all parking rows and at intermediate locations such that there are a maximum of twenty (20) stalls between islands. There shall be a minimum seven-foot wide (measured from back of curb) curbed planting island at the end of every parking row. The depth of the planting island shall be equal to the depth of the parking stall.

Parking lot islands shall be surrounded with a concrete barrier curb and gutter in accordance with Detail No. 28 or concrete barrier curb in accordance with Detail No. 29.

Section 703.04 – Parking Lot Pavement

All parking lots constructed in the Village of New Lenox must have a paved surface and a pavement cross section that is in accordance with the Commercial Pavement Cross-Section Detail (Detail No 41). Areas that are expected to receive only passenger vehicle traffic is to be constructed to the light duty pavement cross section. All other areas shall be constructed to the heavy duty pavement section.

The Developer will be responsible to provide and schedule material testing and construction observation for the construction of the parking lot pavement. The minimum testing to be completed shall be proof rolling of the subbase and subgrade, density testing of HMA pavement, HMA pavement yield verification, and concrete compressive strength test results.

Prior to the issuance of Certificate of Occupancy, the developer shall provide to the Village copies of all testing and construction observation reports that were performed during construction for review.

Section 703.05 – Boundary Controls

All parking lots shall have 6-inch concrete barrier curb around the perimeter.

Section 703.06 – Drainage

Storm sewers that serve parking lots shall be designed to accommodate the 10-year storm event without surcharging out of the rim. The maximum depth of ponding in parking lots is eight (8) inches. This applies where parking lots are used for storm water detention and for other lots in the event that all storm sewers are blocked and surface overflows must be used to drain the lot.

All storm sewers, manholes, catch basins, and inlets shall meet the minimum requirements for materials set forth in Section 300 of this Manual.

Section 704 – Lighting ----

All commercial sites which must build and/or improve public roads are subject to the Village's lighting standards. Refer to Section 605 as a guide for those standards. All

other privately owned lighting improvements shall be reviewed and approved by the Village's Planning Department.

Section 705 – Pedestrian Access

All commercial sites shall be designed so that sidewalks or other delineated pedestrian routes are available to provide pedestrian access continuity between the public sidewalk adjacent to the site and the main entrance to the building.

Section 706 – Landscaping

Landscaping shall be in accordance with Chapter 106 Article IX of the Village of New Lenox Ordinance.

Section 707 – Barrier – Free Accessibility

All commercial sites shall comply with the accessibility requirements of the Illinois Accessibility Code and the ADAAG, as amended from time to time

To ensure compliance with the requirements referenced above, the following guidelines should be considered in the site design for new construction of commercial projects (and may not apply for additions, alterations, or historic preservation):

An accessible route should be provided from accessible parking and passenger loading zones to an accessible entrance in accordance with the most recent version of the Illinois Accessibility Code and the American Disability Act Accessibility Guidelines (ADAAG).

The cross slope of sidewalks should be kept at a minimum as necessary for drainage. This will make it easier for a person utilizing a wheelchair to move forward without veering left or right.

Sidewalks should be flush with grass areas on either side to help prevent wheelchairs from overturning should a wheel roll off the sidewalk.

Sidewalks should be 5 feet wide, minimum, to allow two wheelchairs to pass. In high pedestrian traffic areas sidewalks should be 8 feet wide.

Where passenger loading zones are provided, an adjacent access aisle should be provided where the sidewalks are flush with the pavement.

Entrance areas near the door should have a nearly flat area (allowing for proper drainage to avoid ponding and icing).

All power door pedestals with push plates should be clear of the door swing, typically 5 feet from the door.

Accessible entrances should be considered for secondary entrance points in addition to the main entrance.

Accessible parking stalls should be close to both the main and auxiliary entrances, to provide maximum access for persons with disabilities.

Accessible parking stalls should be constructed with minimal slopes which provides a nearly flat surface for wheelchairs and minimum slopes necessary for drainage.

Concrete wheel stops should not be used in accessible parking stall loading areas, which would obstruct the accessible route from accessible parking to an accessible entrance.

The sidewalk adjacent to accessible parking stalls should be flush with the pavement to provide an accessible route to an entrance.

Accessible parking spaces shall be appropriately designated through signage and striping. Signs shall be vertically mounted on a post or wall at front center of the parking space and posted in accordance to the most recent version of the Illinois Accessibility Code and the ADAAG.

708 – Private Improvement Construction and Testing Requirements

The developer shall be required to perform material test and construction observations of all private infrastructure improvements. The tests required and testing frequency shall be in accordance with Sections 300, 400, 500, and 600 of this manual. All test result shall be certified by an independent third party testing agency qualified to perform the test in which it is certifying.

Construction observations shall be performed at a frequency and duration in which the work that is being completed can be appropriately verified for compliance with the Village standard details. At minimum, observations should be performed on a daily basis while significant construction activity is occurring. Significant construction activity shall be considered as, but not limited to, sewer installation, subbase and subgrade preparation, paving operations, and concrete placement. All observation reports must be signed by a professional engineer licensed in the State of Illinois.

At the conclusion of construction and prior to the issuance of the Certificate of Occupancy, the developer shall provide to the Village copies of the applicable material testing reports and construction observation reports for review and approval. The developer shall also provide as built plans for all of the private improvements. Included with the as built plans shall be a written certification, signed by a professional engineer licensed in the State of Illinois, stating that all of the private infrastructure improvements have been installed according to the approved plans. In an instance where the private infrastructure improvements have not been installed according to the approved plans, attention shall be called to each instance and the Village will retain the right to review the change.