



Northwest Highway Corridor Beautification

February 2016



INTRODUCTION

At the June 22, 2015 Committee-of-the-Whole CIP meeting there was discussion regarding the Northwest Highway corridor landscaping improvements. Previously, a 1.2 million dollar estimate for improvements to the corridor was submitted as part of the CIP process. The Village Board asked staff to evaluate the request and develop a long term plan in-house that will address the corridor and assist with future planning and grant procurement. In addition, the plan will support the 2016 Comprehensive Plan Goals and Policies for Thoroughfare and Transportation. The Comprehensive Plan states as a goal "to landscape, where possible, arterial roadways; screen parking areas; improve street graphics and improve the appearance of signalization and other elements related to traffic and transportation".

The Northwest Highway corridor represents a significant visual gateway and runs through the core of the Downtown. This study will be part of a long range plan and will help guide future planning for the corridor, resource allocation with future CIP items, grant procurement (if available) and act as a tool to help create both private and public partnerships when feasible. The study primarily focuses on landscaping and proposes improvements that include gateway features and intersection identity elements.

Included within this report are conceptual ideas for potential beautification and examples of other local municipal corridor enhancement projects. Corridor enhancement can help create an identity, calm traffic and improve the physical appearance while keeping Arlington Heights competitive with other communities who have improved their corridors.

GOALS

- 1) To beautify the corridor as an asset to the community.
- 2) Maintain and enhance the existing landscaping to a higher level. There are areas where the landscaping has died or is absent. It is recommended that the landscaping be evaluated annually and where landscaping is absent or has died, infill with new landscaping.
- 3) Create an identity for the area established through landscaping, streetscape features, and gateway opportunities.
- 4) Create a sense of entry and presence to distinguish between other retail areas.
- 5) Establish distinctive gateway features along Northwest Highway at key focal points.
- 6) To visually enhance major intersections.
- 7) On the north side of Northwest Highway, promote participation by adjacent landowners, neighbors and businesses to develop and maintain greenways/corridor beautification.
- 8) Ensure improvements are easily maintainable.

EXISTING CONDITIONS & ADJACENT COMMUNITY SURVEY & ANALYSIS

Existing Conditions

The Department of Planning & Community Development and the Department of Public Works, as part of a collaborative effort, took an inventory of the corridor in order to identify the existing conditions and potential locations for landscape maintenance and beautification. Special attention was given to land under Village control that was well situated along the corridor, as well as the ample greenspace along the railroad right of way. The corridor is primarily comprised of green space along the south side of Northwest Highway that is within the UPRR right of way. Near the Downtown there is green space within the state right of way and on Village Property. The area within the UPRR right of way consists of primarily junipers, crabapple trees and shade trees. There are areas where the landscaping is absent or has been removed and has not been replaced over the years. The north side of Northwest Highway consists of primarily commercial property with some residential. There are several parking lots that front Northwest Highway that have little or no landscaping. The following pictures of Northwest Highway show the lack of consistent visual quality and identify the need for beautification.



Northwest Highway (east of Arlington Heights Road)



Northwest Highway (SE corner of NW Hwy & Arlington Hts Rd.)



Northwest Highway (near the UPRR storage lot)



Northwest Highway (near the Davis Street underpass)

Adjacent Community Survey

Neighboring communities were analyzed and there are several examples of enhanced landscaping and streetscape along major corridors. Communities that were analyzed include Schaumburg, Mount Prospect, Des Plaines and Crystal Lake. Some of the landscaping improvements were within the public right of way and some were on private property.

Examples of Local Corridor Beautification on Public Right of Way



Schaumburg Road – Schaumburg



Mount Prospect – Northwest Highway



Des Plaines – Northwest Highway



Schaumburg – near Woodfield Mall



Crystal Lake, Route 14





DesPlaines - Northwest Highway



Mount Prospect - Northwest Highway

Examples on Private Property



Deer Park



Schaumburg - Woodfield Mall



Randhurst Village



Analysis

As part of the site analysis, areas that are in poor condition were mapped. For example, the area near the racetrack is in poor condition and has very little landscaping. The majority of the landscaping adjacent to the area near the UPRR storage lot is absent. Also, the area near the

Arthur Street crossing is in poor condition. It was noted that several of the junipers and crabapple trees along the south side of Northwest Highway in the UPRR right of way are in poor condition or have been removed and not replaced. View corridors were evaluated and mapped and an inventory of existing utility boxes was also taken. It was observed that there are low areas on the east end on the north side of Northwest Highway where there is often standing water within the existing swale.

After the site analysis was completed, a framework plan was developed that outlined the major characteristics of the corridor and potential locations for beautification. The framework plan forms the foundation for subsequent conceptual designs and alternatives. Landscaping should be installed along the corridor and utilized to achieve the following objectives:

- ***Definition of the Corridor:*** Landscaping in order to reinforce the clarity and identity of the corridor.
- ***Design Interest:*** Plants will be used to add texture, color, form and seasonal interest.
- ***Screening:*** Plants will be used to provide visual screening of undesirable views such as utilities, railroads and parking lots.
- ***Enhance the corridor as a viable place for business and residential investment.***

FRAMEWORK PLAN/PRIORITIZATION PLAN

As mentioned in the analysis, a framework plan was developed and areas along the corridor were identified for potential beautification and landscaping. The report focuses primarily on landscaping; however, other corridor enhancements such as banners, signs and intersection elements should be considered as budgets permit (see exhibit 'C'). The framework plan helped to define the different areas and condition of the corridor. This information was used to develop recommended phasing and budget. Below are components of the framework plan and their site specific applications.

Public Property

The south side of Northwest Highway is comprised of public property that is either within the UPRR right of way, the state right of way or Village property. As part of the framework plan, the following areas were defined:

1) Minimum Maintenance

It is recommended that the level of maintenance be increased to help improve the overall appearance of the corridor. This includes implementing measures such the application of gypsum in key areas as part of an annual maintenance program to help counteract the salt. Landscaping should be inspected annually and dead or absent shrubs should be replaced. There are areas where junipers have been removed over the years but not replaced and it is recommended that the shrubs be replaced as part of a phased program. Landscaping should be installed with trees and shrubs where landscaping is absent or has died.

2) Opportunity Areas

These are areas where emphasis could be placed for beautification:

a. Intersections

Landscaping should be incorporated where space permits.

b. Gateway Opportunities

These areas will include enhanced landscaping as well as features such as garden walls and Village entry signs.

3) Corridor Enhancement Areas

The use of street trees, shrubs and perennials along Northwest Highway are important elements to help define the corridor. The south side of Northwest Highway would benefit from a consistent application of corridor guidelines that include enhanced landscaping. In these areas it is recommended that additional trees and shrubs on public right-of-way be incorporated where space permits. The use of landscaping will help define and create a distinct corridor environment.

Davis Street

Nearby residents have requested that the fence along Davis Street be addressed. The fence is being evaluated as part of the overall Northwest Highway corridor plan. The existing fence between Davis Street and south of the tracks is in poor condition. Estimates have been obtained for a new commercial grade chain link fence with black vinyl coating. To replace the fence it costs approximately \$45 per lineal foot and there are approximately 2,500 lineal feet. Below are a few options for addressing the area:

Concept A – Remove Fence in its Entirety

This option includes removing the existing fence, cleaning up the area and providing pockets of landscaping along the corridor between the underpass and the Arthur Street crossing. This option would be an improvement aesthetically.

Total	\$63,250
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Concept B – Black Vinyl Fence with Landscaping

This option includes installation of a 6 foot high black vinyl coated chain link fence, pockets of landscaping along Davis Street and improvements to the area adjacent to the utility box near the Arthur Street crossing.

Total	\$215,462
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Concept C – Decorative Aluminum Fence with Landscaping

This option includes installation of a decorative aluminum fence, pockets of landscaping along Davis Street and improvements to the area adjacent to the utility box near the Arthur Street crossing.

Total	\$319,375
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Option 'C' is cost prohibitive and option 'B' is also very expensive. Option 'A' is the most cost effective and would beautify the area while eliminating the chain link fence. Since the fence is not a

requirement, it is recommended that as part of a trial, a portion of the fence (approximately 80 lineal feet) be removed, the area cleaned up and landscaped. After the trial, and the best option for moving forward is determined, money would have to be budgeted for additional treatment as part of a future phase.

Private Property

It is recommended that there be coordination with private property owners to bring the landscaping up to code and to bring non code compliant parking lots (parking lot screening and landscape islands) up to landscape code. In addition to code required landscaping, private property owners should be encouraged to provide additional landscaping along the corridor.

1) Code Enforcement

Pursuant to Chapter 28, parking areas with 4 or more spaces must be screened along the public right of way with a three foot high buffer. Where space permits, the buffer should be undulating and have a variety of materials to provide interest and separation. Some of the code required landscaping on private property has died or has not been replaced and through Code enforcement, private property owners should be encouraged to maintain their landscaping.

2) Opportunity Improvements

There should be coordination with businesses to encourage additional landscaping where space permits. It is recommended that businesses provide trees and shrubs within their perimeter landscape buffer.

Some of the parking lots along Northwest Highway have asphalt up to the property line. It is recommended that businesses with non-code compliant landscaping upgrade when feasible. Recent examples of businesses bringing their landscaping up to code include Mariano's, Subway on south Arlington Heights Road and 2020 E Northwest Highway. This will have a positive impact on the overall corridor.



Before



After



Before



After

It is important that the corridor continue to be evaluated and as part of the evaluation, any plant material that is dead or dying should be addressed. Money should be budgeted on an annual basis in order to properly maintain the landscaping along the corridor including the replacement of dead landscaping.

IMPLEMENTATION STRATEGY

It is recommended that the project be implemented in phases. The phasing plan below does not include options for the Davis Street fencing. The phasing focuses primarily on landscaping for the corridor. Other items within the report have been recommended (exhibit 'C') and should be considered over time; however, other funding sources may want to be considered.

As previously indicated within this report, it is recommended that money be budgeted annually to help with the maintenance of the landscaping along the corridor. It is recommended that the level of maintenance be increased to help improve the overall appearance of the corridor and that an additional \$25,000 be budgeted annually for maintenance. The plan is to use the \$25,000 for replacing plant material and increasing the contractual level of maintenance. This would include edging plant beds, mulch, pruning and additional plant health care.

PHASING

The initial six phases are as follows:

Phase I - Landscaping near the Downtown on Village property on the north and south side of Northwest Highway

Includes enhancing the landscaping along Northwest Highway within the Downtown. Emphasis will be placed on areas near Parking Lot P and near the Civic events signs as well as Friendship Corner.

	\$25,000
Minimum Corridor Maintenance	\$25,000
Contingency (5%)	<u>\$2,500</u>
Total	\$52,500

Phase II - Native grasses and wildflowers on east Northwest Highway on the south side in low areas

Native plants are proposed within low lying areas on east Northwest Highway. These are areas that are difficult to maintain due to the wet conditions. The plants will consist of wildflowers and grasses. The plants will provide color, texture and interest. Areas will be addressed on the east end of Northwest Highway that are low and where it is difficult to maintain turf grass. A wet seed mix/plugs will be utilized which will thrive in the wet conditions.

	\$50,000
Minimum Corridor Maintenance	\$25,000
Inflation (3%)	\$2,250
Contingency (5%)	<u>\$3,862</u>
Total	\$81,112

Phase III - Landscaping on the south side of Northwest Highway between the Downtown and the racetrack

Areas where there is minimal landscaping between the Downtown and the racetrack will be addressed and planted with a mix of trees, shrubs and perennials. This includes replacing dead or absent plant material.

	\$87,000
Minimum Corridor Maintenance	\$25,000
Inflation (6%)	\$6,720
Contingency (5%)	<u>\$5,936</u>
Total	\$124,656

Phase IV- Landscaping on the south side of Northwest Highway between the Downtown and Waterman Avenue

Areas where there is minimal landscaping between the Downtown and Waterman Avenue will be addressed and planted with a mix of trees, shrubs and perennials. This includes replacing dead or absent plant material.

	\$87,000
Minimum Corridor Maintenance	\$25,000
Inflation (9%)	\$10,080
Contingency (5%)	<u>\$6,104</u>
Total	\$128,184

Phase V - Entry feature near the west end of Northwest Highway near Wilke Road

An emphasis will be placed on the area near Northwest Highway and Wilke Road as you enter Arlington Heights. The use of landscaping and entry features such as a garden wall will be incorporated.

	\$62,500
Minimum Corridor Maintenance	\$25,000
Inflation (12%)	\$10,500
Contingency (5%)	<u>\$4,900</u>
Total	\$102,900

Phase VI - Entry feature near the east end of Northwest Highway near Waterman Avenue

An emphasis will be placed on the area near Northwest Highway and Waterman Avenue as you enter Arlington Heights. The use of landscaping and entry features such as a garden wall will be incorporated.

	\$62,500
Minimum Corridor Maintenance	\$25,000
Inflation (15%)	\$13,125
Contingency (5%)	<u>\$5,031</u>
Total	\$105,656

Grand Total

\$595,008

The above estimates include phasing for six years and it is anticipated that futures phases will be added in order beautify the corridor and continue a high level of maintenance.

List of Attachments

Framework Plan (East of Dunton Avenue)

Framework Plan (West of Dunton Avenue)

Exhibit A – Detailed Cost Analysis for the Northwest Highway Corridor

Exhibit B – Davis Street Options and Estimates for Existing Fence

Exhibit C - Other Types of Corridor Enhancements

Recommended Trees

Recommended Shrubs

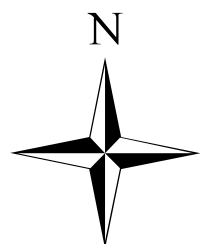
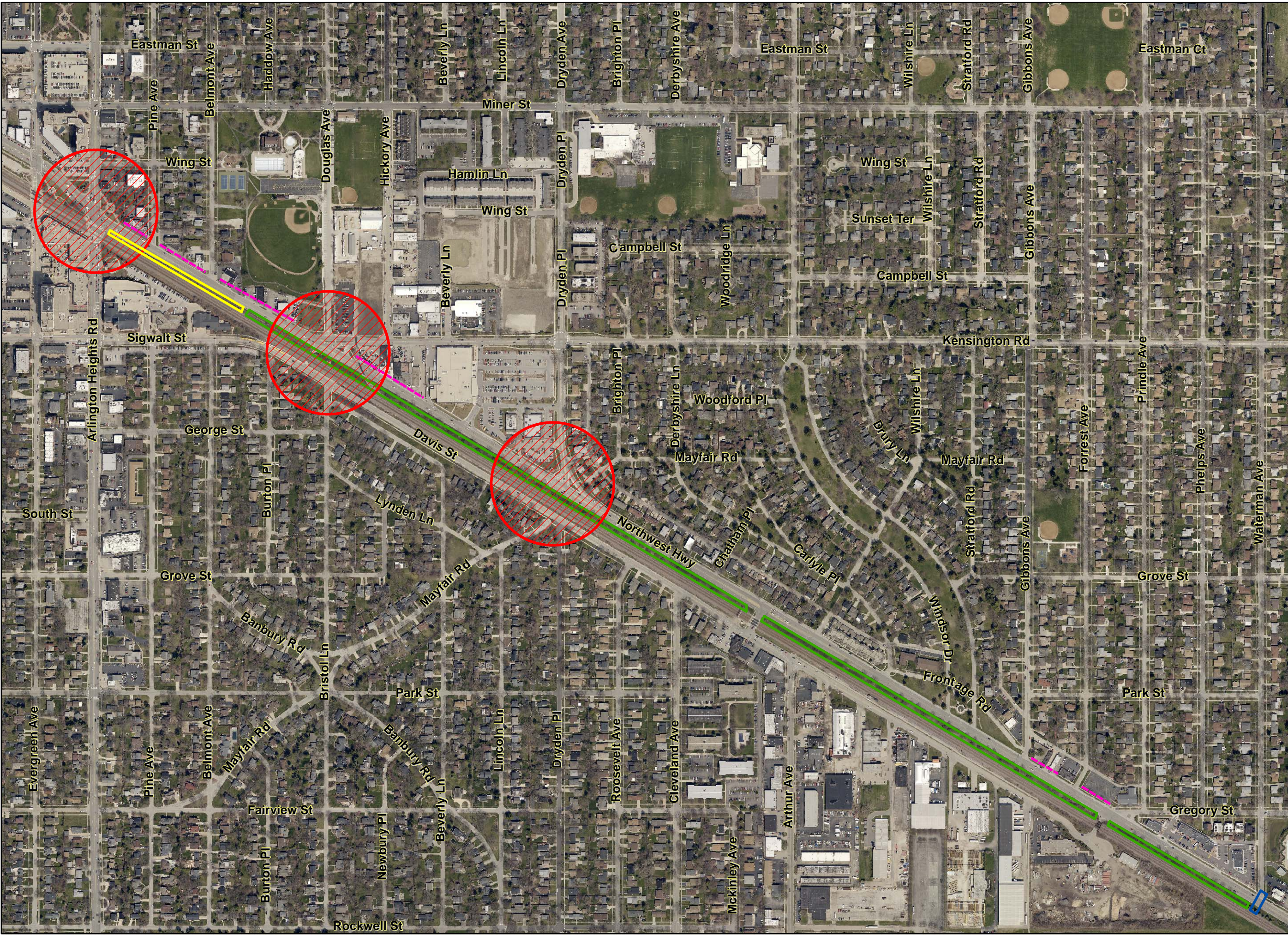
Section – Landscaping on Private Property

FRAMEWORK PLAN

Northwest Hwy.

(East of Dunton Avenue)







-  Intersection Opportunity
-  Corridor Edge Enhancement Area
-  Gateway Opportunity
-  Maintain, Infill & Replace Dead Plant Materials
-  Work With Private Property Owners to Enhance Landscaping

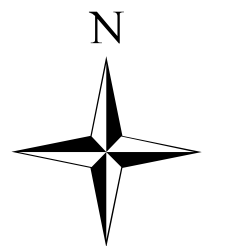


SCALE: 1" = 500'

FRAMEWORK PLAN

Northwest Hwy. (West of Highland Avenue)

-  Intersection Opportunity
-  Corridor Edge Enhancement Area
-  Gateway Opportunity
-  Maintain, Infill & Replace Dead Plant Materials
-  Work With Private Property Owners to Enhance Landscaping
-  Proposed native plant material within existing swale/low lying areas



SCALE: 1" = 500'

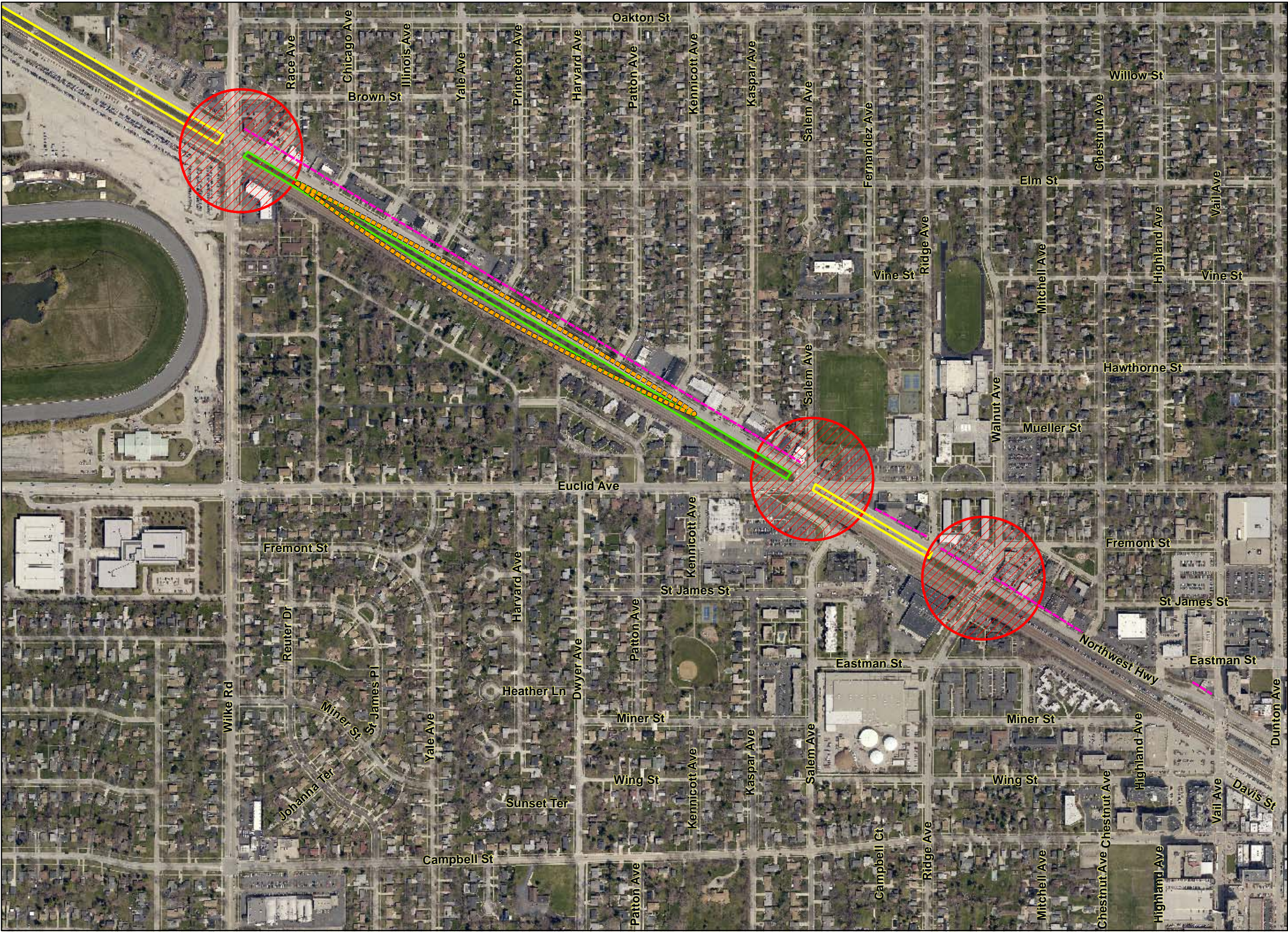


EXHIBIT A

DETAILED COST ANALYSIS FOR THE NORTHWEST HIGHWAY CORRIDOR

Preliminary Costs

The following table outlines approximate/preliminary costs for the beautification and maintenance of Northwest Highway.

PHASE I

Landscaping near the Downtown on Village property on the north and south side of Northwest Highway including the UPRR storage lot

175 Shrubs at	\$75 each	\$13,125
Transplant existing perennials		\$1,000
Miscellaneous		\$10,875
Corridor Maintenance		\$25,000
(Phase I shall consist of overall enhanced maintenance including the replacement of dead or absent plant material)		
Contingency (5%)		<u>\$2,500</u>
Phase I Total		\$52,500

PHASE II (Native grasses and wildflowers on east Northwest Highway in low areas)

2.5 acres	\$20,000 per acre	\$50,000
Corridor Maintenance		\$25,000
(Enhanced corridor maintenance including the replacement of dead or absent plant material)		
Inflation (3%)		\$2,250
Contingency (5%)		<u>\$3,862</u>
Phase II Total		\$81,112

PHASE III (Additional landscaping between the Downtown and the race track)

Qty	Description	Unit Cost	Total
800	Perennials	\$15 each	\$12,000
500	Shrubs	\$75 each	\$37,500
50	Trees	\$750	\$37,500
Corridor Maintenance		\$25,000	
(Enhanced corridor maintenance including the replacement of dead or absent plant material)			
Inflation (6%)		\$6,720	
Contingency (5%)		<u>\$5,936</u>	
Phase III Total		\$124,656	

EXHIBIT A

PHASE IV (Additional landscaping between the Downtown and Waterman Avenue)

Qty	Description	Unit Cost	Total
800	Perennials	\$15 each	\$12,000
500	Shrubs	\$75 each	\$37,500
50	Trees	\$750	\$37,500
	Corridor Maintenance (Enhanced corridor maintenance including the replacement of dead or absent plant material)		\$25,000
	Inflation (9%)		\$10,080
	Contingency (5%)		<u>\$6,104</u>
	Phase IV Total		\$128,184

PHASE V (Entry feature near the west end of Northwest Highway near Wilke Road)

Qty	Description	Unit Cost	Total
500	Perennials	\$15	\$7,500
200	Shrubs	\$75	\$15,000
10	Trees	\$750	\$7,500
75	Lineal ft. of garden wall	\$300	\$22,500
	Irrigation		\$10,000
	Corridor Maintenance (Enhanced corridor maintenance including the replacement of dead or absent plant material)		\$25,000
	Inflation (12%)		\$10,500
	Contingency (5%)		<u>\$4,900</u>
	Phase V Total		\$102,900

PHASE VI (Entry feature near the east end of Northwest Highway near Waterman Avenue)

Qty	Description	Unit Cost	Total
500	Perennials	\$15	\$7,500
200	Shrubs	\$75	\$15,000
10	Trees	\$750	\$7,500
75	Lineal ft. of garden wall	\$300	\$22,500
	Irrigation		\$10,000
	Corridor Maintenance (Enhanced corridor maintenance including the replacement of dead or absent plant material)		\$25,000
	Inflation (15%)		\$13,125
	Contingency (5%)		<u>\$5,031</u>
	Phase VI Total		\$105,656
	Grand Total		\$ 595,008

EXHIBIT B

DAVIS STREET OPTIONS AND ESTIMATES FOR EXISTING FENCE

Davis Street Beautification - East of Underpass to Arthur Street Crossing

Concept A – Remove Fence in its Entirety

This option includes removing the existing fence and providing pockets of landscaping along the corridor between the underpass and the Arthur Street crossing.

Cost Estimate

Remove Fence (in-house)	0
Clean up area and prep for landscaping	20,000
Landscaping	
25 trees at \$600 ea.	15,000
200 Shrubs at \$75 ea.	15,000
500 Perennials at \$15 ea	7,500
Contingency 10%	<u>5,750</u>
Total	\$63,250

Pros:

- Removal of unsightly fence
- Landscaping will beautify the area

Cons:

- Safety
- Concern if landscaping will thrive due to UPRR spray and harsh conditions

Concept B – Black Vinyl Fence with Landscaping

This option includes a 6 foot high black vinyl coated chain link fence, pockets of landscaping along Davis Street and improvements to the area adjacent to the utility box near the Arthur Street crossing.

Cost Estimate

Phase 1

2500 LF of black vinyl coated chain link fence w/top & bottom rail 6' at \$45 per LF	112,500
Landscaping along Davis Street – (approximately 250 lineal feet)	
5 trees at \$600 ea.	3,000
Landscaping – \$20,000	20,000
Arthur/Davis crossing area asphalt/shrubs/perennials/turf	
Site preparation - \$5,000	5,000
600 SF of asphalt at \$5 per SF	3,000
25 Shrubs at \$75 ea.	1,875
200 Perennial at \$15 ea.	3,000
Turf - \$2,500	2,500
Contingency 10%	<u>15,087</u>
Subtotal	\$165,962

Phase 2

Landscaping along Davis Street – (approximately 2250 lineal feet)	
Trees 45 trees at \$600 ea.	27,000
Landscaping – \$18,000	18,000
Contingency 10%	<u>4,500</u>
Subtotal	\$49,500

Grand Total (Concept B) \$215,462

Pros:

- Landscaping along Davis Street
- New fence

Cons:

- Fence maintenance
- Aesthetics of a chain link fence

EXHIBIT B

- Concern if landscaping will thrive due to UPRR spray and harsh conditions

Concept C – Decorative Aluminum Fence with Landscaping

This option includes decorative aluminum fence, pockets of landscaping along Davis Street and improvements to the area adjacent to the utility box near the Arthur Street crossing.

Cost Estimate

2500 LF of decorative aluminum fence 6' at \$90 per LF	225,000
Landscaping along Davis Street	
50 trees at \$600 ea.	30,000
Landscaping – \$20,000	20,000
Arthur/Davis crossing area - asphalt/shrubs/perennials/turf	
Site preparation - \$5,000	5,000
600 SF of asphalt at \$5 per SF	3,000
25 Shrubs at \$75 ea.	1,875
200 Perennial at \$15 ea	3,000
Turf - \$2,500	2,500
Contingency 10%	<u>29,000</u>
Total	\$319,375

Pros:

- Landscaping along Davis Street
- New decorative fence

Cons:

- Fence maintenance
- Concern if landscaping will thrive due to UPRR spray and harsh conditions

EXHIBIT C

OTHER TYPES OF CORRIDOR ENHANCEMENTS

Below are other types of corridor enhancements that could be considered in the future if opportunities arise. These items will contribute to a stronger identity and further beautify the corridor. Items include special banners, the use of garden walls, artwork, and illuminated street name signs.

Banners

Well designed banners will help to establish a positive, unified corridor image.



Garden Walls

Incorporate garden walls near the entrance/gateway area where space permits. This will help identify Arlington Heights and act as an entry feature. Their design should be in character with the existing Lannon stone located elsewhere within Arlington Heights near the Downtown. The walls should be of sufficient size and scale to signify an entrance, but not be imposing monuments.



Utility Boxes

Consider adding art to the existing utility boxes as demonstrated in some of the following examples.



Grants

Explore options for grants, if feasible, to help fund the improvements.

Street Signs

Consider internally illuminated LED street signs with the Village logo. As the street signs are updated, internally illuminated signs should be considered.



Recommended Canopy Trees

<i>Celtis occidentalis</i> -	Common Hackberry
<i>Ginkgo biloba</i> (male only) -	Ginkgo
<i>Gleditsia triacanthos inermis</i> 'Skyline' -	Skyline Honeylocust
<i>Gymnocladus dioica</i> -	Kentucky Coffeetree
<i>Quercus alba</i> -	White Oak
<i>Quercus robur</i> -	English Oak
<i>Tilia americana</i> 'Redmond' -	Redmond Linden
<i>Tilia cordata</i> 'Greenspire' -	Greenspire Littleleaf Linden
<i>Ulmus carpinifolia</i> 'Accolade' -	Accolade Smoothleaf Elm



Ginkgo



Skyline Honeylocust



Greenspire Littleleaf Linden

Recommended Canopy Trees for use Where Overhead Wires Exist

<i>Amelanchier canadensis</i> -	Serviceberry
<i>Amelanchier x grandiflora</i> -	Apple Serviceberry
'Autumn Brilliance'	
<i>Crataegus crus-galli</i> -	Cockspur Hawthorn
<i>Syringa reticulata</i> 'Ivory Silk' -	Japanese Tree Lilac 'Ivory Silk'



Cockspur Hawthorn



Apple Serviceberry



Japanese Tree Lilac 'Ivory Silk'

Recommended Shrubs

- Aronia arbutifolia* 'Brilliantissima' - Red Chokeberry
- Aronia melanocarpa* - Glossy Black Chokeberry
- Cotoneaster acutifolius* - Peking Cotoneaster
- Rhus aromatica* 'Gro-Low' - Gro-Low Sumac
- Spirea betulifolia* 'Tor' - Birchleaf Spirea
- Spirea prunifolia* - Bridalwreath Spirea
- Syringa patula* 'Ms. Kim' - Miss Kim Korean Lilac
- Viburnum dentatum* 'Christom' - Blue Muffin Viburnum



Gro-Low Sumac



Blue Muffin Viburnum

Recommended Perennials and Ornamental Grasses

- Allium angulosum* 'Summer Beauty' - Allium Summer Beauty
- Helictotrichon sempervirens* - Blue Oat Grass
- Hemerocallis* 'Stella de Oro' - Daylily
- Nepeta x faassenii* 'Walkers Low' - Walkers Low Catmint
- Pennisetum alopecuroides* 'Hameln' - Dwarf Fountain Grass
- Salvia nemorosa* 'Ostfriesland' - East Friesland Salvia



Feather Reed Grass



Black Eye Susan

Recommended Native Perennials and Ornamental Grasses

- Briza media* - Quaking Grass
- Calamagrostis acutiflora* 'Karl Foerster' - Feather Reed Grass
- Echinacea purpurea* - Purple Coneflower
- Geum triflorum* - Prairie Smoke
- Rudbeckia hirta* - Black Eyed Susan
- Schizachyrium scoparium* - Little Bluestem
- Sporobolus heterolepis* - Prairie Dropseed



Purple Coneflower



Prairie Dropseed

*For the area on east Northwest Highway where it is wet at times, grasses and wildflowers that are tolerant of standing water are proposed.

