

Fairview Heights Great Streets Lincoln District project

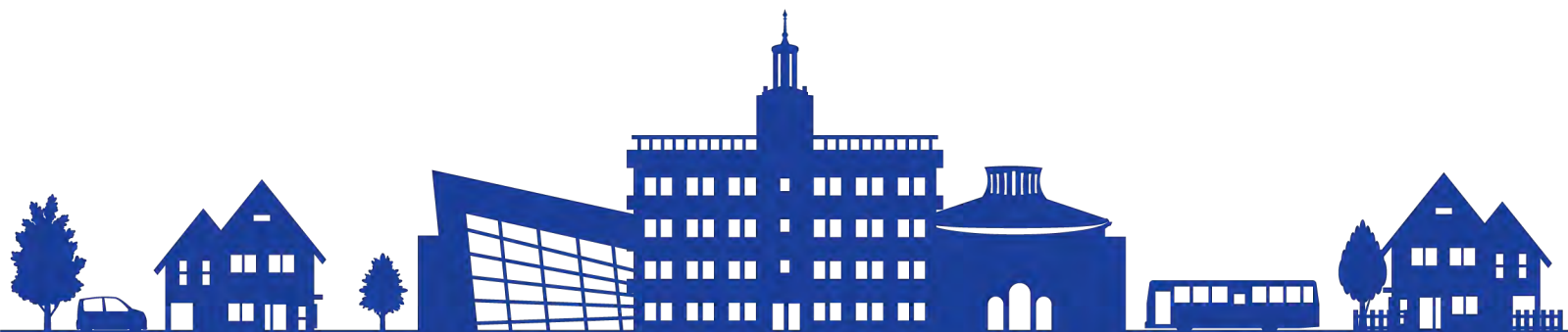
Summary Vision

Envision the Fairview Heights Lincoln District, a vibrant corridor where people live, eat, shop, and engage with one another. The Lincoln District has been transformed from a disorganized harsh environment into a place where residents and visitors walk, bike, and roll to their favorite restaurant, shop at a variety of stores, and traverse through inviting public spaces. The atmosphere is vibrant with appealing store fronts, a plaza where local artists perform, bike trails that draw people from the surrounding neighborhoods as well as miles away, and a broad assortment of living options, all of which foster an active street life.

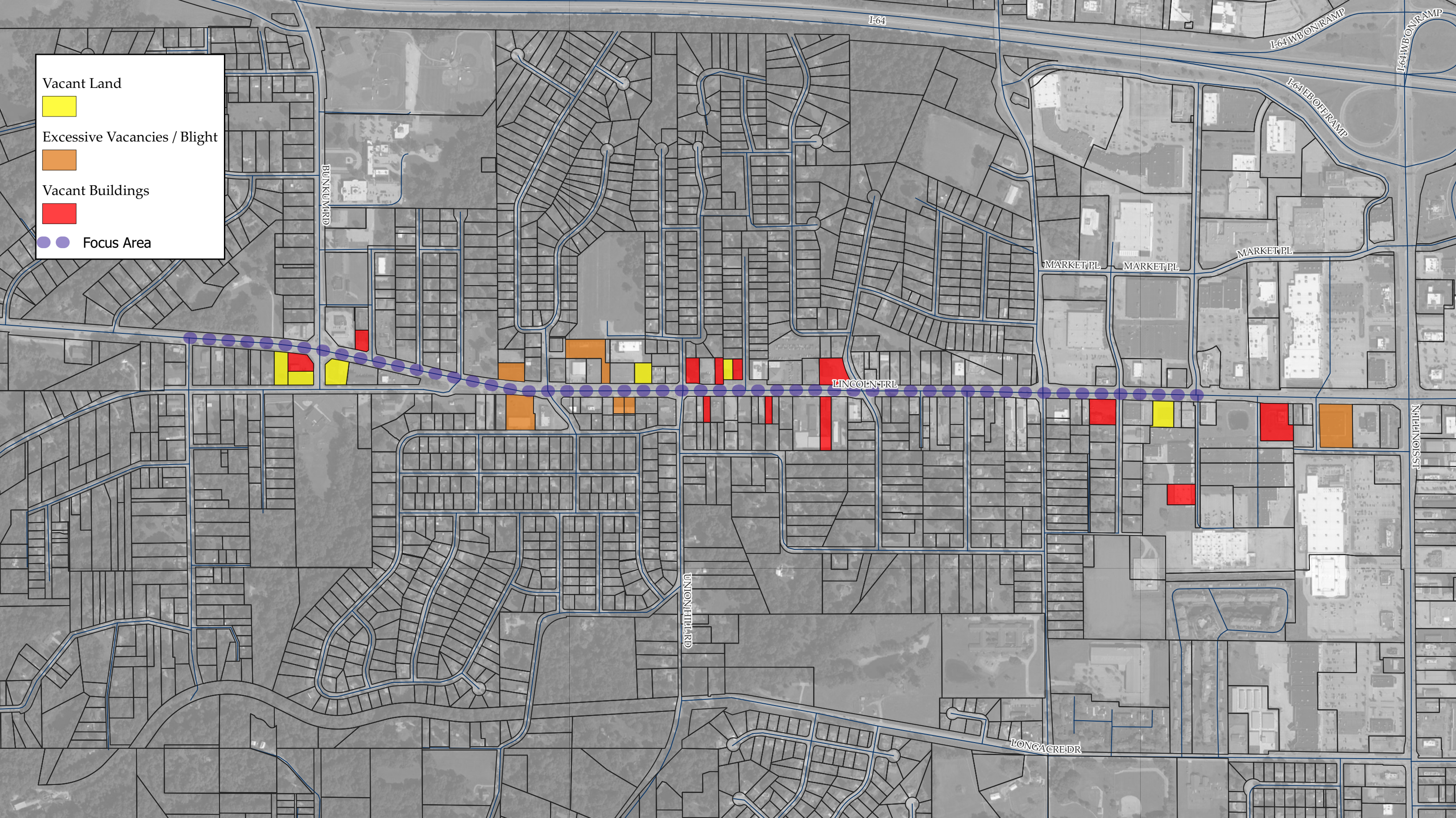


**Fairview Heights Great Streets Lincoln District
project**

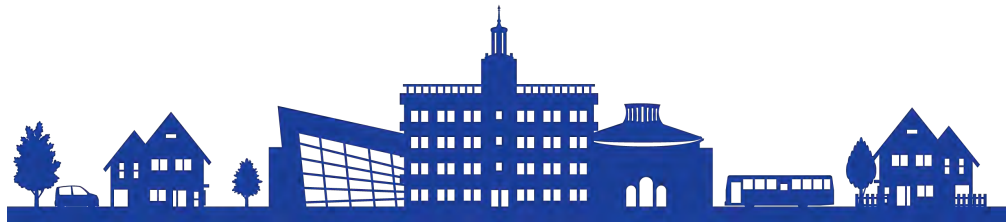
**Exhibit B
Disinvestment Map**



FAIRVIEW HEIGHTS

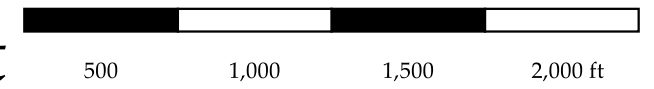


- Vacant Land
- Excessive Vacancies / Blight
- Vacant Buildings
- Focus Area



Fairview Heights, Illinois

Great Streets Initiative -Disinvestment



Fairview Heights Great Streets Lincoln District project

Exhibit C

Fairview Heights Comprehensive Plan

Note: This exhibit contains excerpts from the 2012 Fairview Heights Comprehensive Plan, the complete plan can be found at:

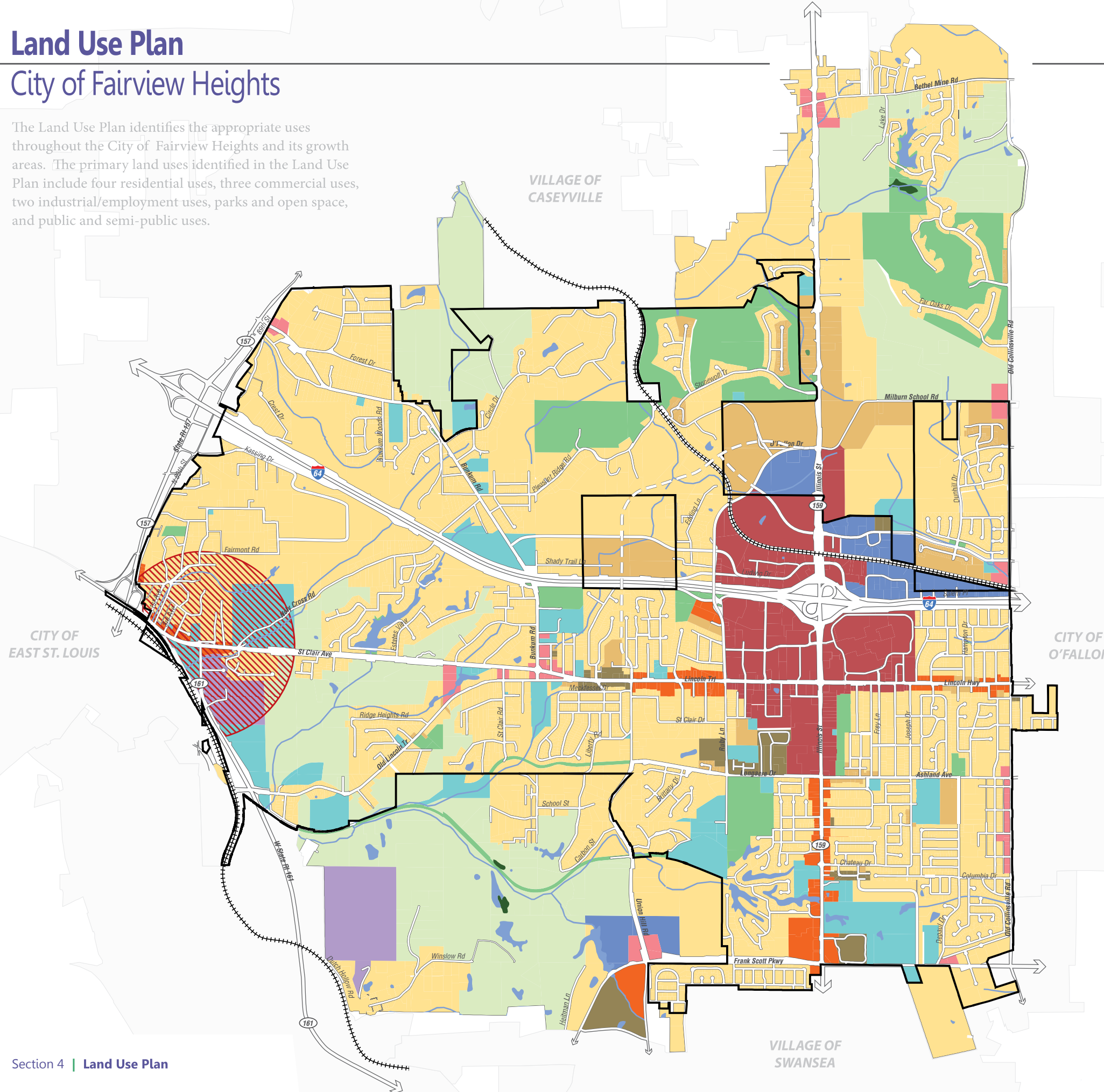
<https://www.cofh.org/documentcenter/view/91/fairview-heights-comprehensive-plan-pdf>



Land Use Plan

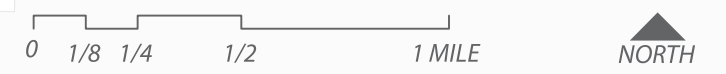
City of Fairview Heights

The Land Use Plan identifies the appropriate uses throughout the City of Fairview Heights and its growth areas. The primary land uses identified in the Land Use Plan include four residential uses, three commercial uses, two industrial/employment uses, parks and open space, and public and semi-public uses.



Land Use Legend

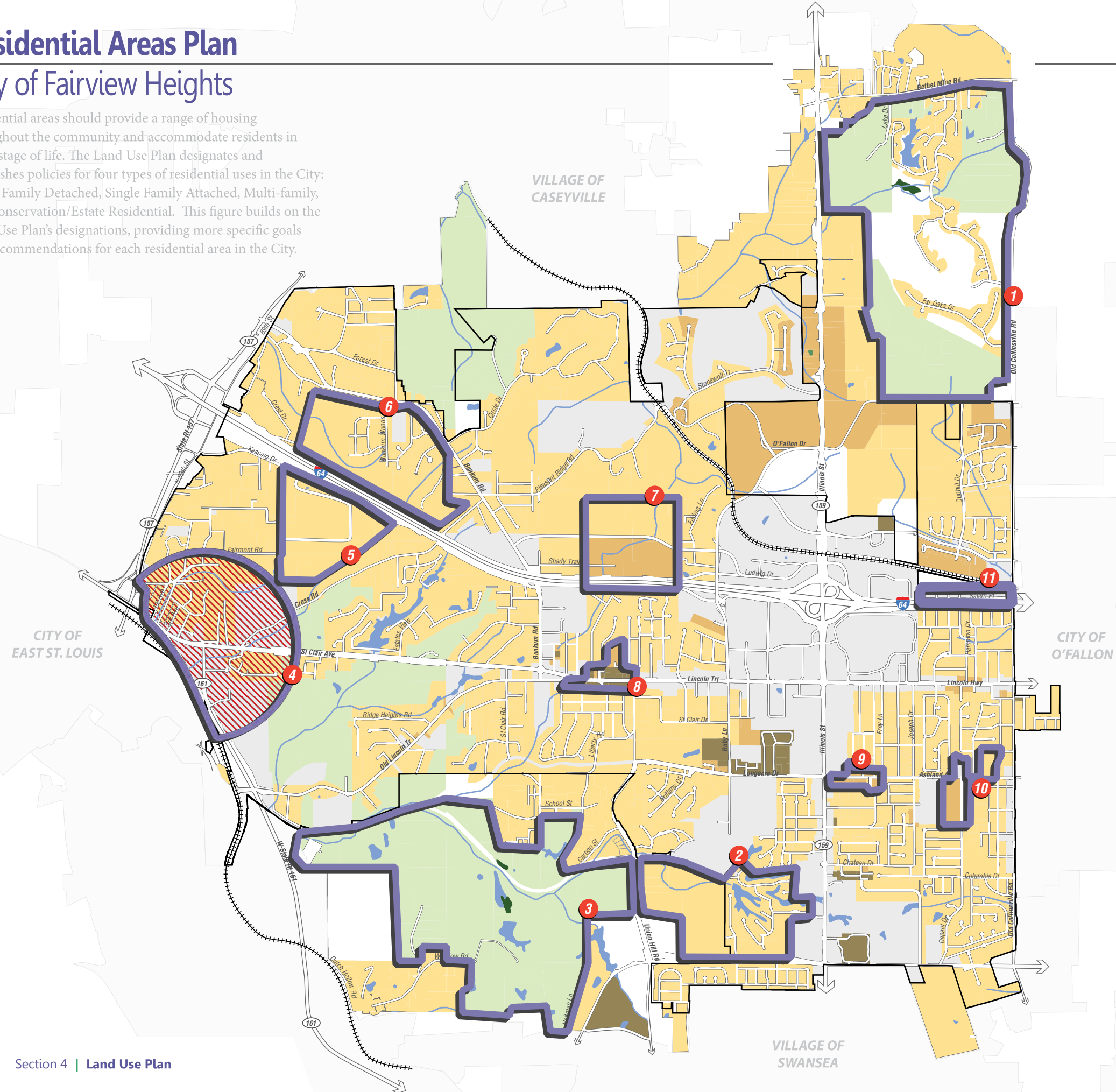
- Single Family Residential** areas should consist primarily of single family detached homes.
- Single Family Attached Residential** areas should provide a range of attached building types such as duplexes, townhomes and rowhouses.
- Multi-Family Residential** areas should consist of condominiums, apartments, and senior housing developments and should be predominantly owner-occupied.
- Conservation/Estate Residential** areas are intended to preserve the rural character and natural setting of Fairview Heights' growth areas and undeveloped natural areas.
- The **Regional Commercial** designation is an intense commercial land use consisting of larger commercial properties along the City's major roadways, near the interstate. St. Clair Square is the primary anchor of regional commercial area.
- Corridor Commercial** areas comprise linear retail areas along primary roadways and serve the needs of the larger Fairview Heights community as well as passing motorists.
- Neighborhood Commercial** areas are intended to provide daily goods and services conveniently to local residential neighborhoods and should be of smaller scale and intensity.
- The **Office Park** designation includes areas dedicated to office uses incorporated into a "campus like" setting.
- Light Industrial/Business Park** areas accommodate a range of light industrial, commercial service, and more intense business uses that are not compatible with residential uses.
- Public and Semi-Public** uses include public facilities and infrastructure. This designation consists of a number of existing government and institutional facilities including City Hall, police and fire stations, schools, utilities, and larger religious institutions.
- The **Parks and Open Space** land use designation includes public and private open space including city parks and golf courses.
- Mixed Use Development** should be encouraged in the area within 1/2 mile of the MetroLink station.
- Current Municipal Limits
- Water/Wetlands



Residential Areas Plan

City of Fairview Heights

Residential areas should provide a range of housing throughout the community and accommodate residents in every stage of life. The Land Use Plan designates and establishes policies for four types of residential uses in the City: Single Family Detached, Single Family Attached, Multi-family, and Conservation/Estate Residential. This figure builds on the Land Use Plan's designations, providing more specific goals and recommendations for each residential area in the City.



Residential Areas Legend

Land Use

- Single Family Detached Residential
- Single Family Attached Residential
- Multi-Family Residential
- Conservation/Estate Residential
- Mixed Use Development

Target Areas

- 1** Areas adjacent to the Far Oaks subdivision should be developed as **estate residential areas** that mimic the lot dimensions of adjacent development and incorporate wooded areas and dedicated park land as appropriate
- 2** Single family development in this area should complement the scale and character of neighborhoods to the east and landscaped berms should be used to buffer this area from adjacent roadways and commercial development.
- 3** This area has varied topography that limits development potential and extensive wooded areas that should be preserved and incorporated into **conservation/estate residential neighborhoods** where possible
- 4** **Mixed use development** should be encouraged in the area surrounding the MetroLink Station including multi-family residential.
- 5** Agricultural areas adjacent to the French Village neighborhood should be developed with **single family residential uses** and accessed via an extended Kassing Drive and Richfield Road
- 6** **Completion of partially developed single family subdivisions** and the extension of basic services to these areas should be a priority
- 7** Access to this area will be enhanced by **I-64 access improvements to the west of IL Route 159** and, as future development occurs, single family attached development should be used to buffer single family detached residences from I-64
- 8** A mix of **single family detached and multi-family development** should be encouraged along this portion of **Lincoln Highway** so as to increase the corridors residential population and concentrate commercial reinvestment further east
- 9** **Mobile home uses in this area should be replaced over time** with townhome/rowhome development that improves the character of the neighborhood while buffering adjacent single family residences from commercial uses along IL Route 159
- 10** These areas are currently agricultural areas or other underutilized and represent **high priority infill development sites** for a mix of single family detached and attached residences as well as dedicated park land
- 11** **Mobile home uses in this area should be replaced over time** with industrial/employment uses that better leverage the area's location along I-64 and proximity to regional commercial areas

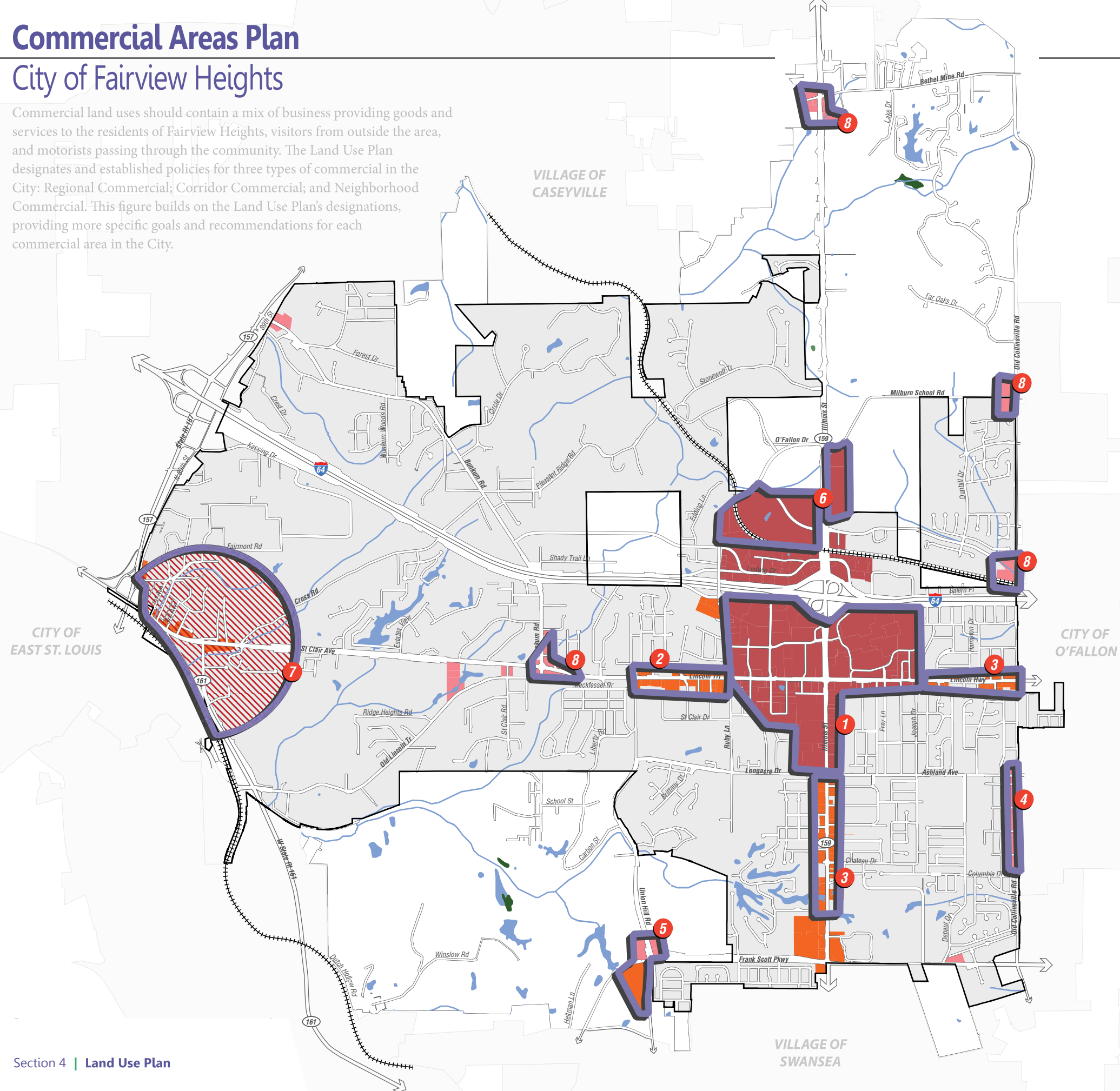
0 1/8 1/4 1/2 1 MILE



Commercial Areas Plan

City of Fairview Heights

Commercial land uses should contain a mix of business providing goods and services to the residents of Fairview Heights, visitors from outside the area, and motorists passing through the community. The Land Use Plan designates and established policies for three types of commercial in the City: Regional Commercial; Corridor Commercial; and Neighborhood Commercial. This figure builds on the Land Use Plan's designations, providing more specific goals and recommendations for each commercial area in the City.



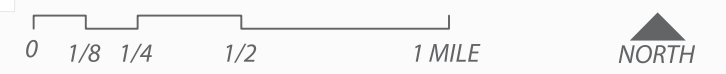
Commercial Areas Legend

Land Use

- Regional Commercial
- Corridor Commercial
- Neighborhood Commercial
- Mixed Use Development

Target Areas

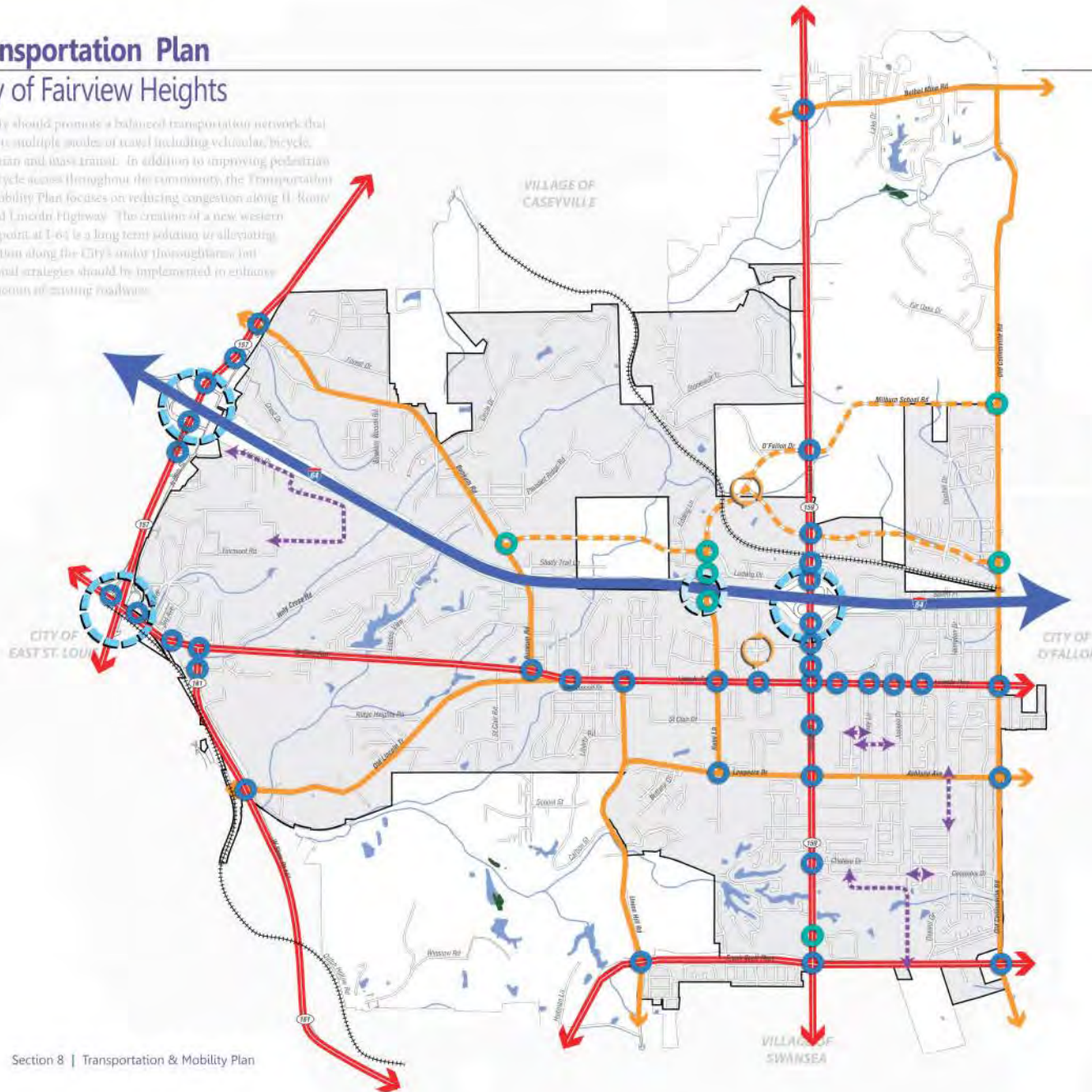
- 1** The St. Clair Square Mall and IL Route 159 interchange area will continue to be well suited for regional commercial uses. The creation of a new western access point at I-64 will make the area even more accessible to the larger Metro East region, creating the potential for new development and facilitating reinvestment in the area's existing retail centers.
- 2** The City should continue to its efforts to revitalize the Lincoln Highway corridor. While areas near the IL Route 159 intersection should continue to have a commercial focus, other types of development such as single family attached and multi-family residential should be encouraged for areas to the west of Union Hill Road. Streetscaping, design and development should establish a stronger pedestrian focus throughout the corridor.
- 3** The commercial corridors approaching the St. Clair Square mall area should complement, not compete with nearby regional commercial areas by providing more neighborhood-oriented retailers and service providers.
- 4** Old Collinsville Road is a key north-south route along the City's eastern edge with high traffic counts. However, shallow lot depths and proximity to residential neighborhoods make this corridor better suited for neighborhood level commercial.
- 5** The opportunity exists for a commercial node to be established along the Franklin Scott Parkway at Union Hill Road. This commercial node should provide goods and services to the established neighborhood to the south, new residential areas surrounding the intersection, and visitors passing along the parkway.
- 6** This area should develop as a more intense commercial node promoting business and uses which can capitalize on improved access to I-64 and complement existing regional commercial uses to the south. The costs of making necessary infrastructure/utility improvements and mitigating mine subsidence issues should be considered.
- 7** The opportunity exists for commercial node to be established at the intersection of St. Clair Avenue (Lincoln Highway) and IL Route 161. This commercial node should provide convenience-oriented goods and services to MetroLink users, passing motorists, and the French Village neighborhood to the north. Once a stable commercial node has begun to emerge, mixed use development should also be encouraged over the long term.
- 8** Neighborhood commercial nodes should be scattered throughout the community's growth areas to provide close-to-home shopping for nearby residents.



Transportation Plan

City of Fairview Heights

The City should promote a balanced transportation network that supports multiple modes of travel including vehicular, bicycle, pedestrian and mass transit. In addition to improving pedestrian and bicycle access throughout the community, the Transportation and Mobility Plan focuses on reducing congestion along U. Route 159 and Lincoln Highway. The creation of a new western access point at I-64 is a long term solution to alleviating congestion along the City's major thoroughfares. In addition, strategies should be implemented to enhance the function of existing roadways.

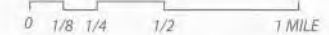
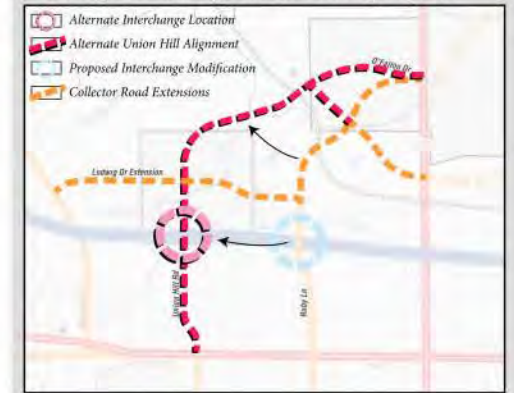


Transportation Legend

- Roadways**
- Interstate 64
- Arterial Street
- Existing Collector Street
- Proposed Collector Street
- Proposed Local Street
- Existing Interchange
- Proposed Modification
- Existing Signal
- Proposed Signal
- Proposed Roundabout Treatment

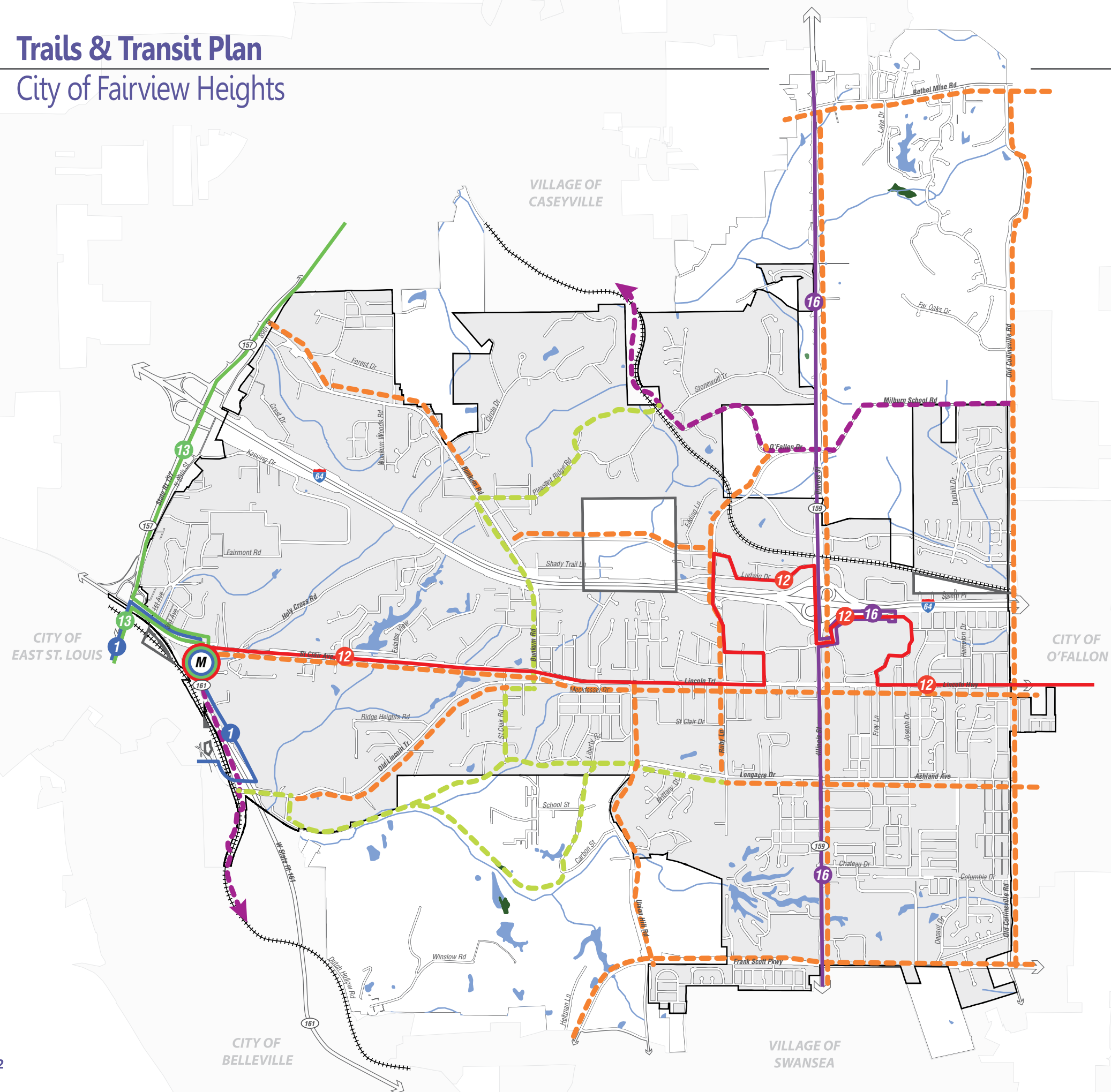
Union Hill Interchange Concept

This inset illustrates the location of a Union Hill Road interchange compared to the FHWA- approved and IDOT-supported Ruby Lane interchange modification.



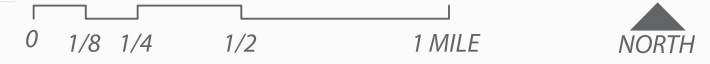
Trails & Transit Plan

City of Fairview Heights



Trails & Transit Legend

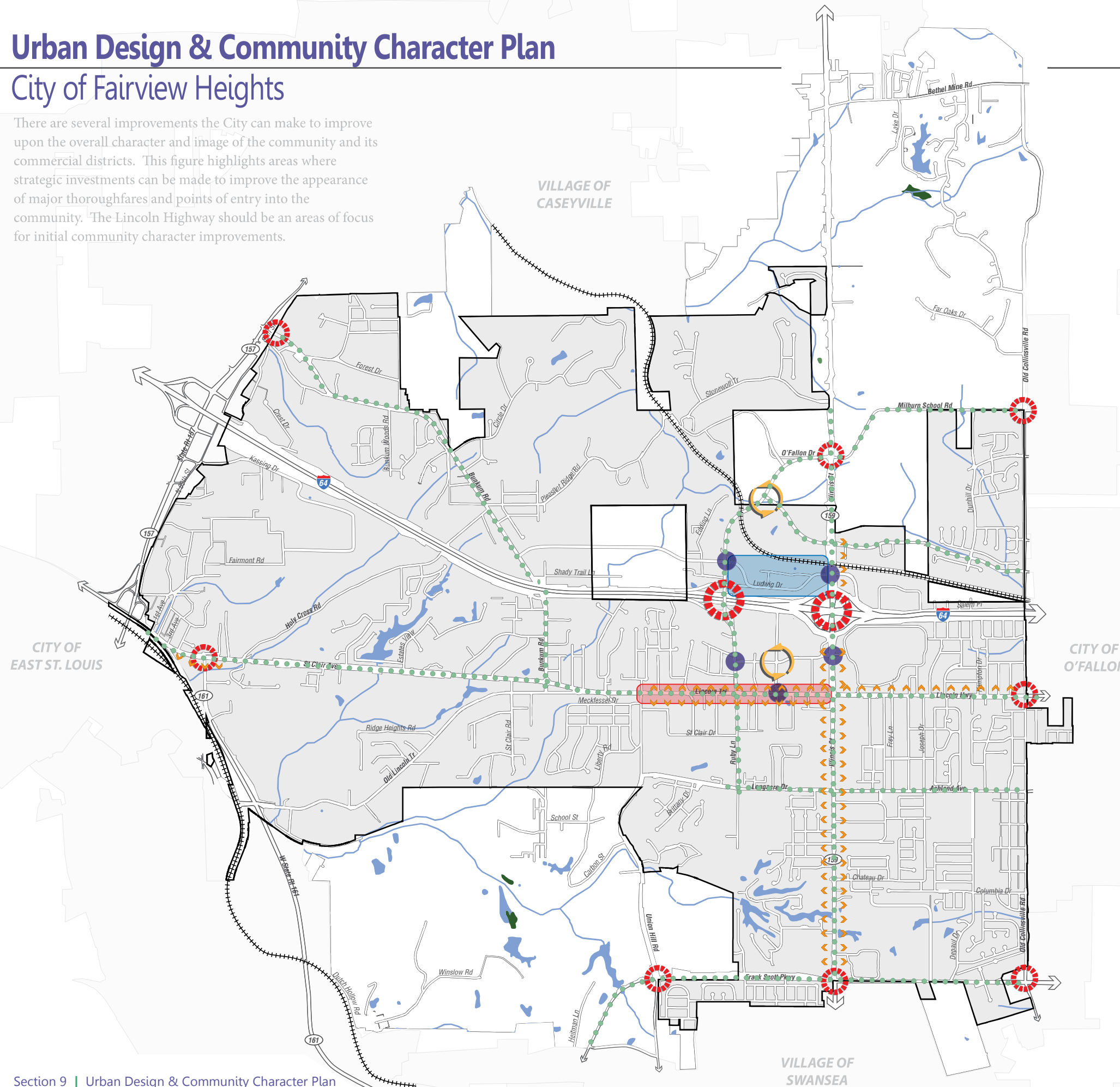
- Transit**
- MetroLink Station
 - Bus Route #1
 - Bus Route #12
 - Bus Route #13
 - Bus Route #16
- Trails/Bike Routes**
- Proposed Local Trail
 - Proposed Regional Trail
 - Proposed Bike Route



Urban Design & Community Character Plan

City of Fairview Heights

There are several improvements the City can make to improve upon the overall character and image of the community and its commercial districts. This figure highlights areas where strategic investments can be made to improve the appearance of major thoroughfares and points of entry into the community. The Lincoln Highway should be an areas of focus for initial community character improvements.



Community Character Legend

- Gateway Treatment
- Lincoln Corridor Focus
- Entertainment Zone
- Commercial Roundabout Treatment
- Directory Signage Location
- Streetscaping Improvements
- Overhead Utilities

Fairview Heights Great Streets Lincoln District project

Exhibit D

Fairview Heights Economic Development Strategy

Note: This exhibit contains excerpts from the 2019 Fairview Heights Economic Development Strategy Plan, the complete plan can be found at:

<https://www.cofh.org/documentcenter/view/817/economic-development-strategy-final-report---dec-2019?bidid=>



PURSUE GREAT STREETS FUNDING FOR WEST END

Pursue a Great Streets grant through East West Gateway Council of Governments to help plan for redevelopment along Lincoln Trail.

The City's comprehensive plan calls for commercial areas to transition to high density residential as this area redevelops. In addition, existing traffic volumes along Lincoln Trail are lower than what is needed for a four-lane roadway. Although a future traffic study is needed, there is likely an opportunity to reduce the number of lanes on Lincoln Trail from four lanes to two lanes with a central turn lane. This "road diet" will allow excess right-of-way to be used for streetscape enhancements including a multi-use trail for a bike/pedestrian network.

A Great Streets planning process will allow the City to collaborate with IDOT, property owners, and residents to further refine the vision for Lincoln Trail and move toward implementation.



Future vision for Lincoln Trail and the West End. See 'Place-Making' Chapter for details.

SIMPLIFY AND TARGET BUSINESS ASSISTANCE PROGRAM

Simplify Business Assistance Program application and process to grow usage by small businesses.

Target program to a focused area to create positive visual impact and ensure that public investment is consistent with desired redevelopment along Lincoln Trail.

ASSEMBLE PARCELS ALONG LINCOLN TRAIL

Conduct land assemblage along Lincoln Trail to support redevelopment.

Many existing commercial properties along Lincoln Trail, especially western sections of Lincoln Trail, have been distressed. Many of the parcels are small or irregular which makes redevelopment problematic.

The City should encourage parcel assembly along Lincoln Trail for redevelopment opportunities that can take advantage of larger sites. When opportunities arise, the City should acquire properties to assemble larger, development ready sites.

Parcel assemblage also helps to achieve goals of access management. Larger sites reduce the number of curb cuts along Lincoln Trail.

DISTRICT: WEST END

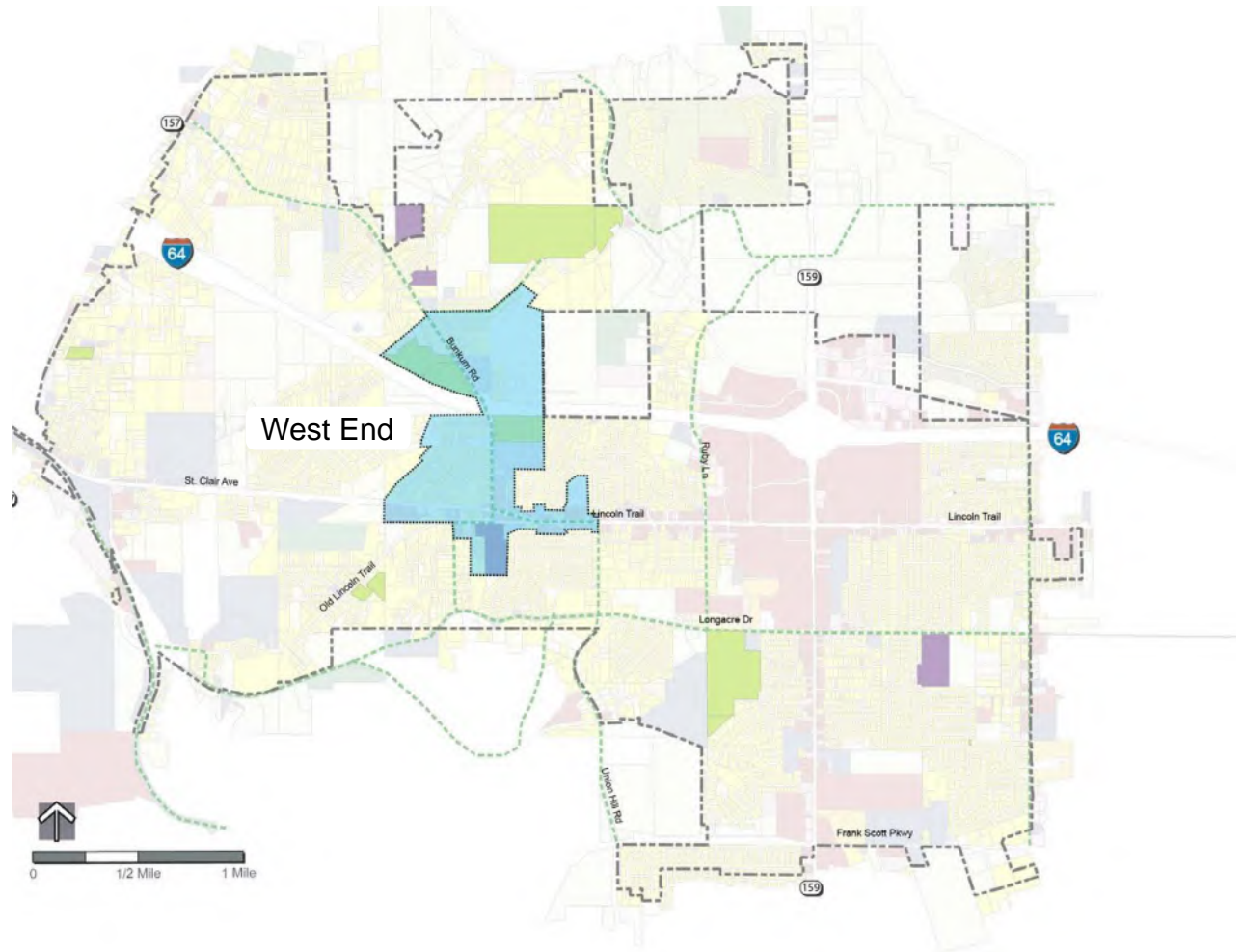
The West End Neighborhood centers around Bunkum Road and Lincoln Trail west of Union Hill. The West End includes multiple community assets including City Hall, the REC, Library, and Grant Middle School. In many ways, the West End is the center of Fairview Heights for residents.

The West End, however, also has several challenges. Distressed commercial along Lincoln Trail has led to vacancies. Although there are many neighborhood destinations, the area is not very walkable or bikable.

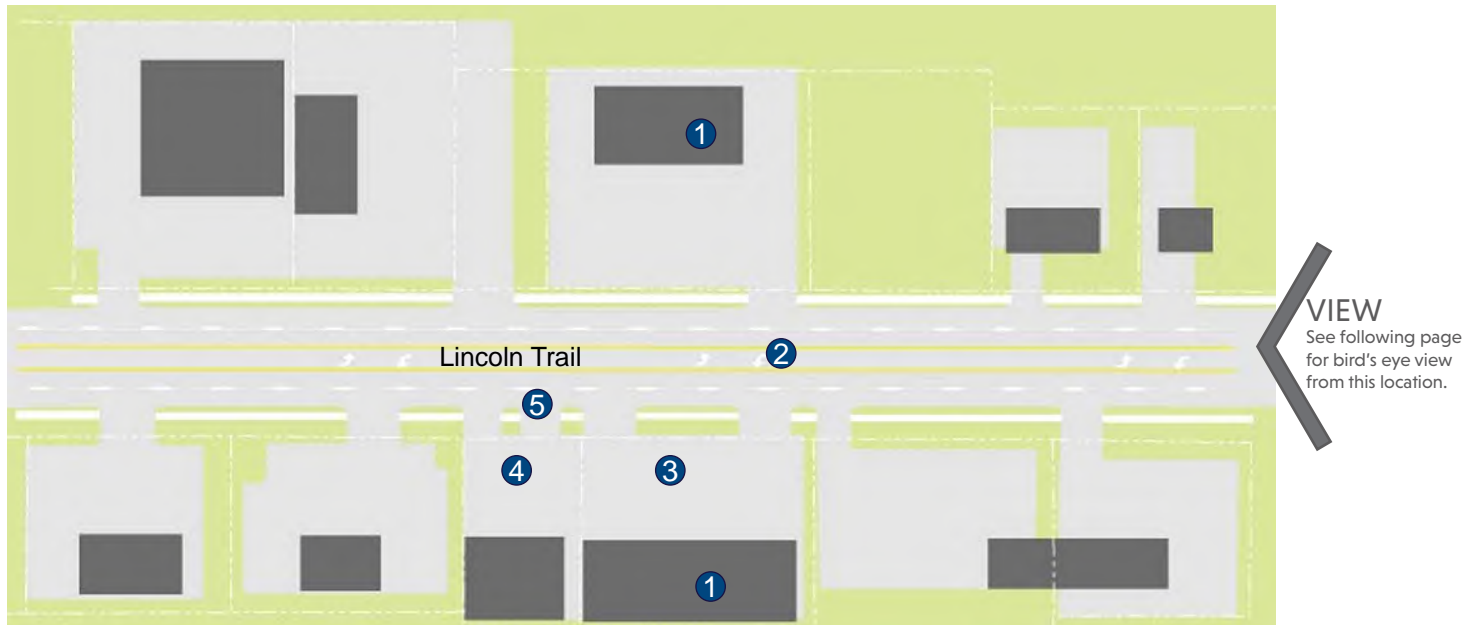
The opportunity for the West End is tremendous. New investment and redevelopment in the West End will provide an important anchor for Lincoln Trail and help strengthen commercial uses between the West End and IL-159. A strong West End will also help future investment further west along St. Clair Avenue and the Valley.

The following pages describe in more detail specific recommendations. The following are highlights:

- Neighborhood stabilization including enhanced code enforcement and proactive property maintenance programs.
- Transition of land-uses from commercial to high density residential and mixed-use.
- Streetscape enhancements and a road diet of Lincoln Trail.
- Targeted site improvement programs.
- Priority location for bike/pedestrian network (connection from Moody Park to the REC).



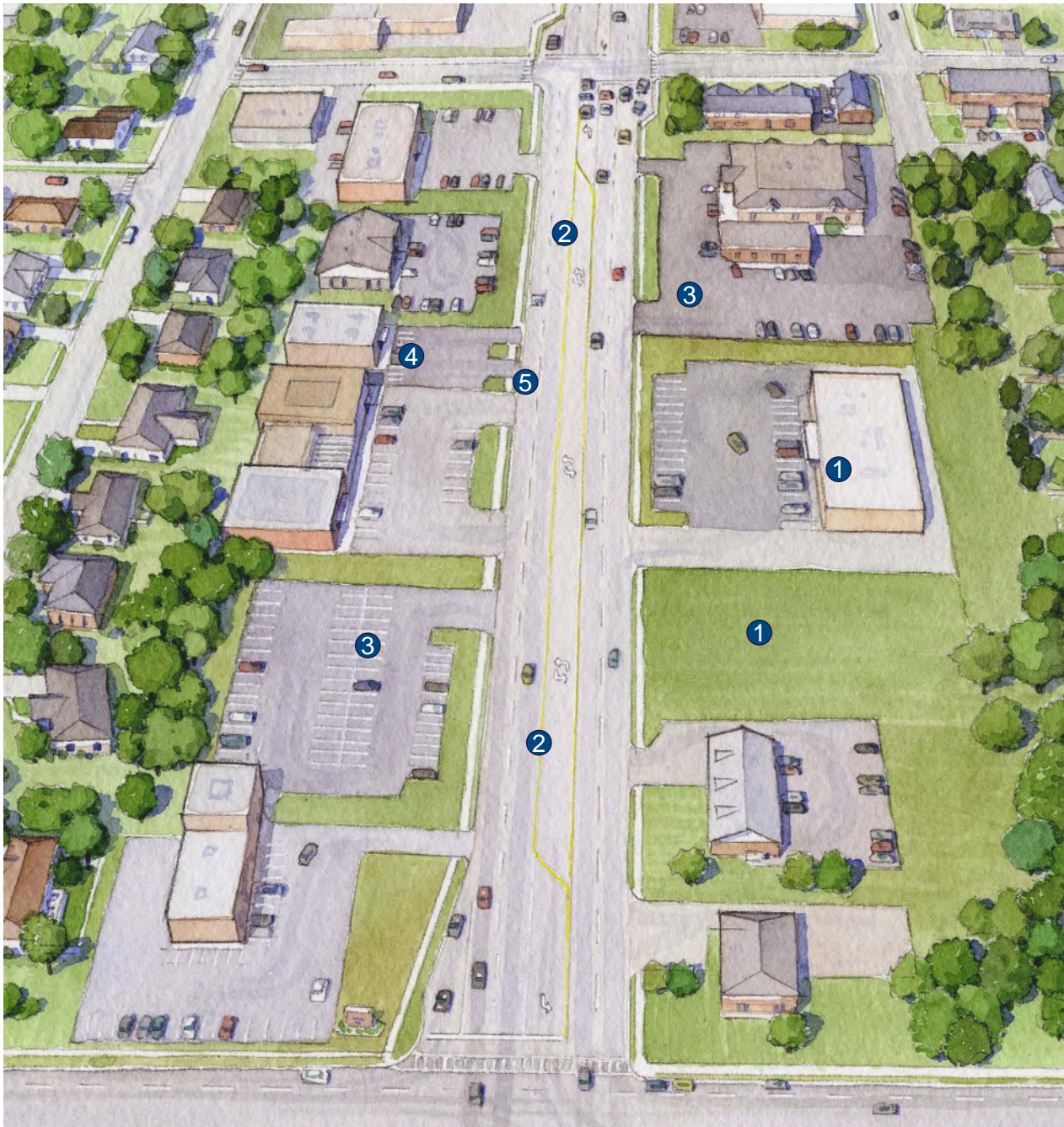
WEST END DISTRICT: EXISTING CONDITION



The above graphic is a prototypical representation of Lincoln Trail. These are not specific sites or parcels, but represents typical size and qualities of existing development.

- 1 Many existing retail and commercial sites along Lincoln Trail in the West End have struggled. Increased vacancies and decreased investments are key issues. Because of these issues, the 2011 Comprehensive Plan recommended a transition from commercial to higher density residential uses along Lincoln Trail.
- 2 Existing Lincoln Trail is a four-lane roadway with a turn lane. Based on existing traffic volumes, there is excess capacity. The four-lane roadway promotes higher traffic speeds which can be a detriment to neighborhood commercial. The higher speed roadway also discourages pedestrian and bicycle usage.
- 3 Large expanses of parking in front of buildings detracts from the overall streetscape experience.
- 4 Small parcels can be difficult to redevelopment or attract new investments.
- 5 Multiple access points can be a safety issue by creating multiple conflict points with traffic.

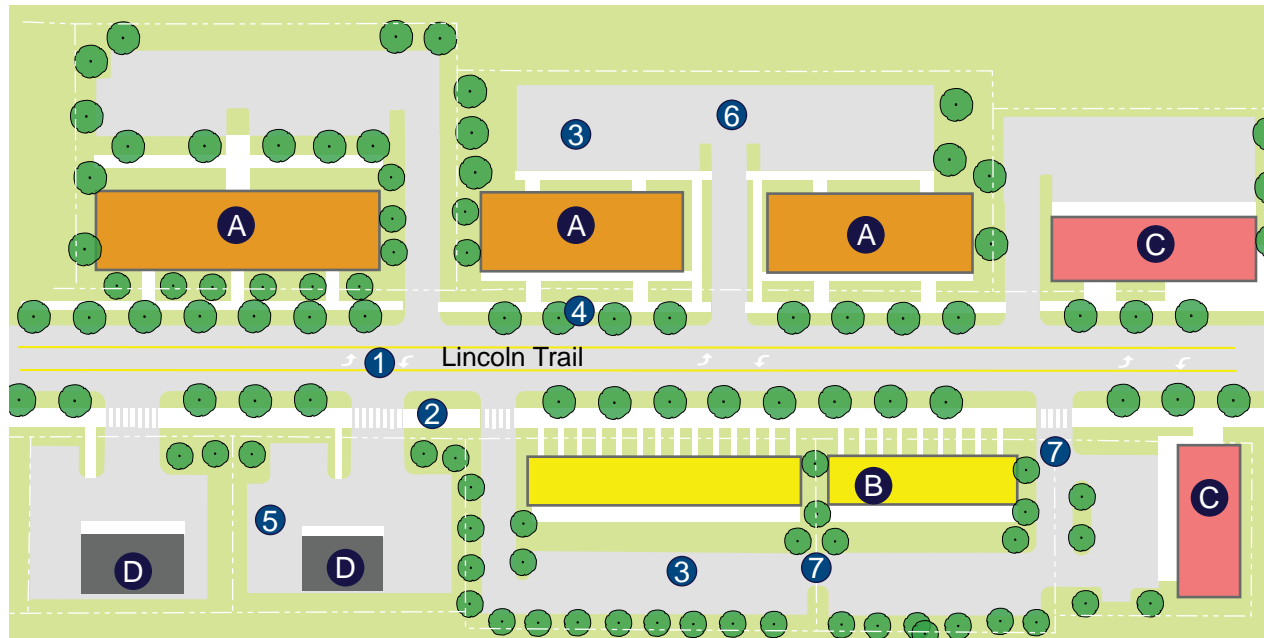
WEST END DISTRICT: EXISTING CONDITION (BIRD'S EYE VIEW)



- 1 Many existing retail and commercial sites along Lincoln Trail in the West End have struggled. Increased vacancies and decreased investments are key issues. Because of these issues, the 2011 Comprehensive Plan recommended a transition from commercial to higher density residential uses along Lincoln Trail.
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The graphic is a prototypical representation of Lincoln Trail. These are not specific sites or parcels, but represents typical size and qualities of existing development.

WEST END DISTRICT: PROPOSED CONDITION



- A** Apartments / Condominiums (3-story)
- B** Townhomes (2-story)
- C** Live-Work (2-story). Office or neighborhood retail on first floor, residential on second floor.
- D** Existing Commercial Buildings

The above graphic represents an example of a potential “long-term” redevelopment scenario. It is a prototypical representation of Lincoln Trail. These are not specific sites or parcels.

The above scenario highlights increased high-density residential (consistent with the 2011 Comprehensive Plan).

- 1** Road-Diet for Lincoln Trail
Existing traffic volumes suggest that a road-diet (from four-lanes with a turn lane to two-lanes with a turn lane) is feasible. The benefits of a road-diet include traffic calming and the opportunity to utilize the excess right-of-way for streetscape and pedestrian enhancements.
- 2** Multi-Use Trail
The road-diet will allow right-of-way for a multi-use trail. A multi-use trail along Lincoln Trail is an important segment in a citywide trail network connecting The Rec and Moody Park with neighborhoods in the City.
- 3** Street Frontage Development
New development should front the street with parking in the rear. When rear parking isn’t possible, parking should be at the side.
- 4** Streetscape Enhancements
The road-diet will allow right-of-way for streetscape enhancements such as street trees, ornamental lighting, and wider sidewalks.
- 5** Re-Use of Existing Buildings and Sites
Redevelopment along Lincoln Trail will happen incrementally. Some buildings will remain viable in the long-term. Existing sites should take advantage of existing City grant programs for site enhancements.
- 6** Consolidation of Small Parcels
Consolidation of smaller parcels should be encouraged to have larger parcels that are more viable for redevelopment and investment.
- 7** Access Management
Encourage cross access between parcels and shared driveways.

WEST END DISTRICT: PROPOSED CONDITION (BIRD'S EYE VIEW)



- 1 Road-Diet for Lincoln Trail**

Existing traffic volumes suggest that a road-diet (from four-lanes with a turn lane to two-lanes with a turn lane) is feasible. The benefits of a road-diet include traffic calming and the opportunity to utilize the excess right-of-way for streetscape and pedestrian enhancements.
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- 7 Access Management**

Encourage cross access between parcels and shared driveways.

The graphic represents an example of a potential "long-term" redevelopment scenario. It is a prototypical representation of Lincoln Trail. These are not specific sites or parcels. The scenario highlights increased high-density residential (consistent with the 2011 Comprehensive Plan).

MULTI-USE TRAIL PRIORITY LOCATION



Investment in the West End will also help implement the priority location for a multi-use trail in the City. The 2011 Comprehensive Plan recommended a city-wide network of bicycle trails. In ensuing years, additional community interest led to recommendations for Complete Street policies. Biking and walking facilities are one of the top quality-of-life factors, especially for new residents.

The road-diet of Lincoln Trail will allow right-of-way for a multi-use trail. A multi-use trail along Lincoln Trail is an important segment in a citywide trail network connecting The Rec and Moody Park with neighborhoods in the City.

**Fairview Heights Great Streets Lincoln District
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Exhibit E

Fairview Heights Lincoln Trail Charette



Public Involvement

On December 8th a Charette was held at the Fairview Heights Rec Center (9950 Bunkum Road) to gather input from the community in relation to proposed redevelopment plans along Lincoln Trail from Pasadena Drive to St. Clair Road. Multiple displays were presented for public input and a survey was provided to participants. Approximately 75 individuals attended the event and engaged with City staff. The feedback from participants was very positive and has spurred further discussion with land owners, business owners, and prospective land owners, and business owners within the Lincoln Trail Corridor.

The survey results showed that the vast majority of attendees feel that the revitalization of the Lincoln Trail Corridor is imperative to improve the economic stature of the west end of Fairview Heights, further participants want to see mixed use with an emphasis on drawing residents and visitors back into the area. Over 70% of the respondents stated that the high percentage of vacant businesses is concerning and drawing new business should be a priority. Multiple individuals indicated that the placement of improved sidewalks and streetscape components similar to other projects completed by the City would help to stabilize an area hard hit both before and during the COVID-19 pandemic. Overall the responses indicate a desire for a walkable district with entertainment, retail options, restaurants, and a significant draw, such as the proposed Art Village.



**Fairview Heights Great Streets Lincoln District
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Exhibit F

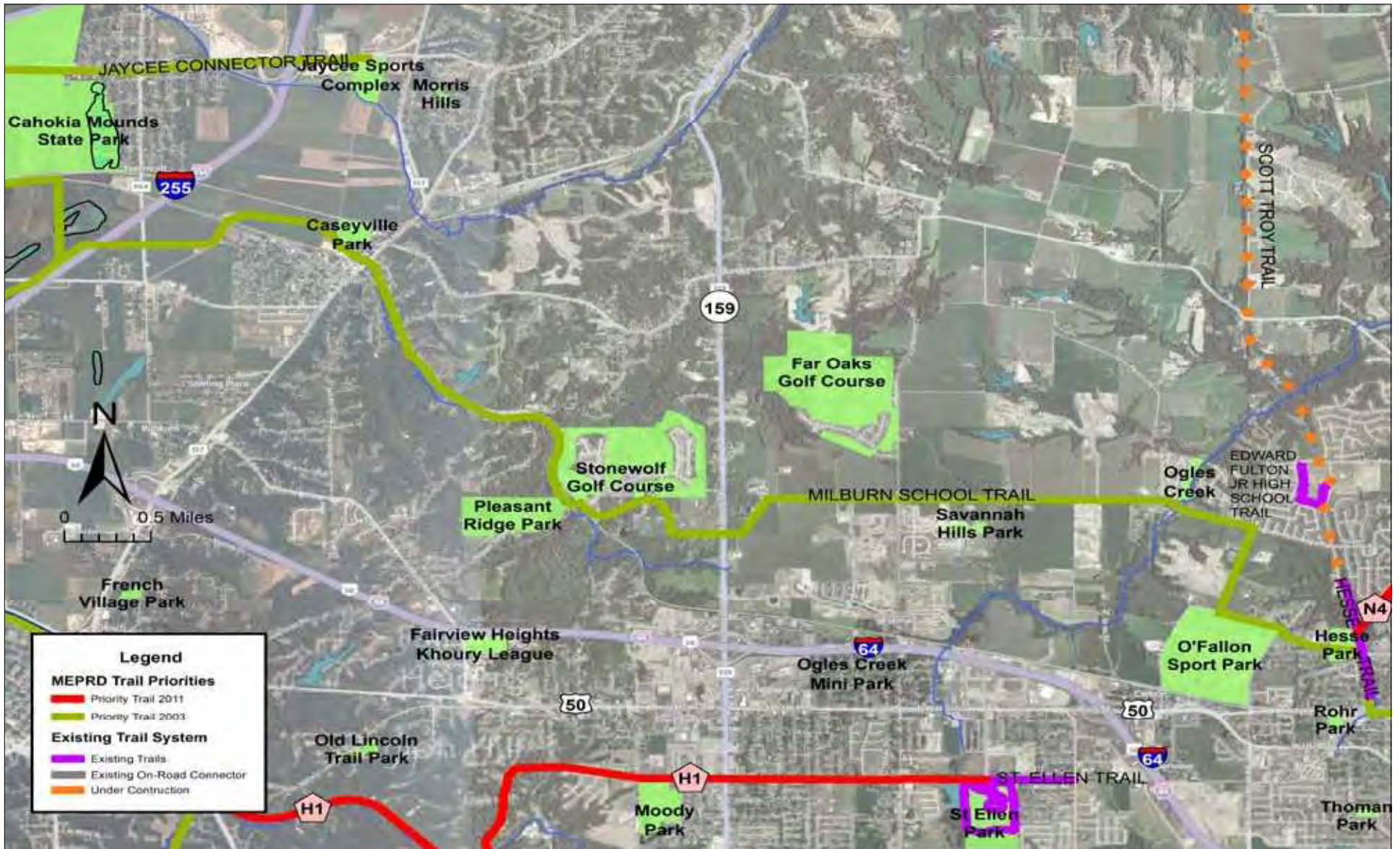
**Metro East Parks and Recreation District
Long Range Development Plan**

**Note: This exhibit contains excerpts from the 2011
Metro East Park and Recreation District Long
Range Development Plan, the complete plan can
be found at:**

**[https://www.meprd.org/PDFs/MEPRD-2011-LRDP-
low-res-8MB.pdf](https://www.meprd.org/PDFs/MEPRD-2011-LRDP-low-res-8MB.pdf)**



Milburn School Trail



**Fairview Heights Great Streets Lincoln District
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Exhibit G

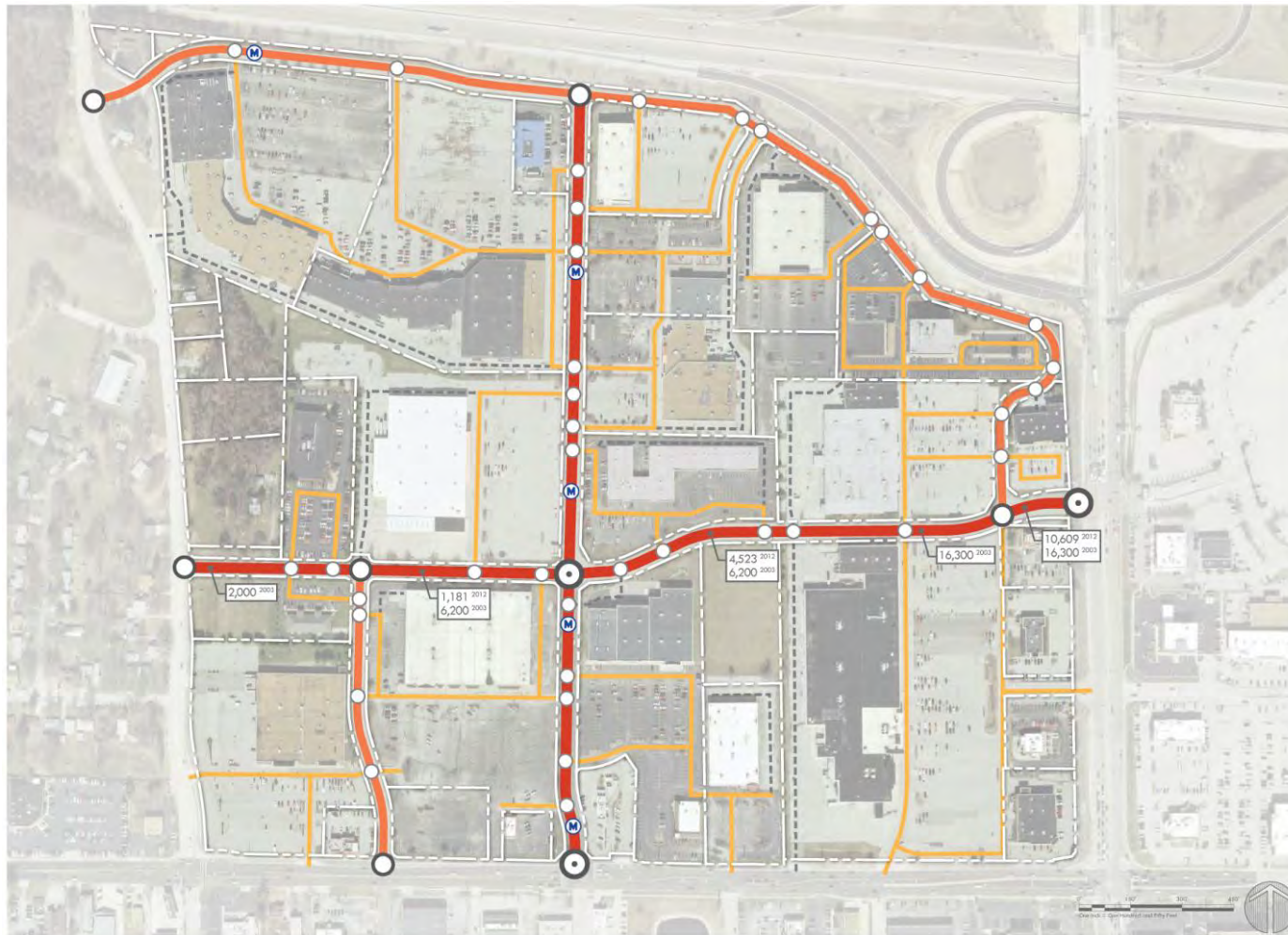
**Fairview Heights Market Place Streetscape
Plan**

**Note: This exhibit contains excerpts from the
Fairview Heights Market Place Streetscape Plan,
the complete plan can be found at:**

<https://www.cofh.org/documentcenter/view/411/lincoln-trail-tif-streetscape-project-pdf>



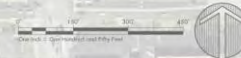
Vehicular Circulation Plan



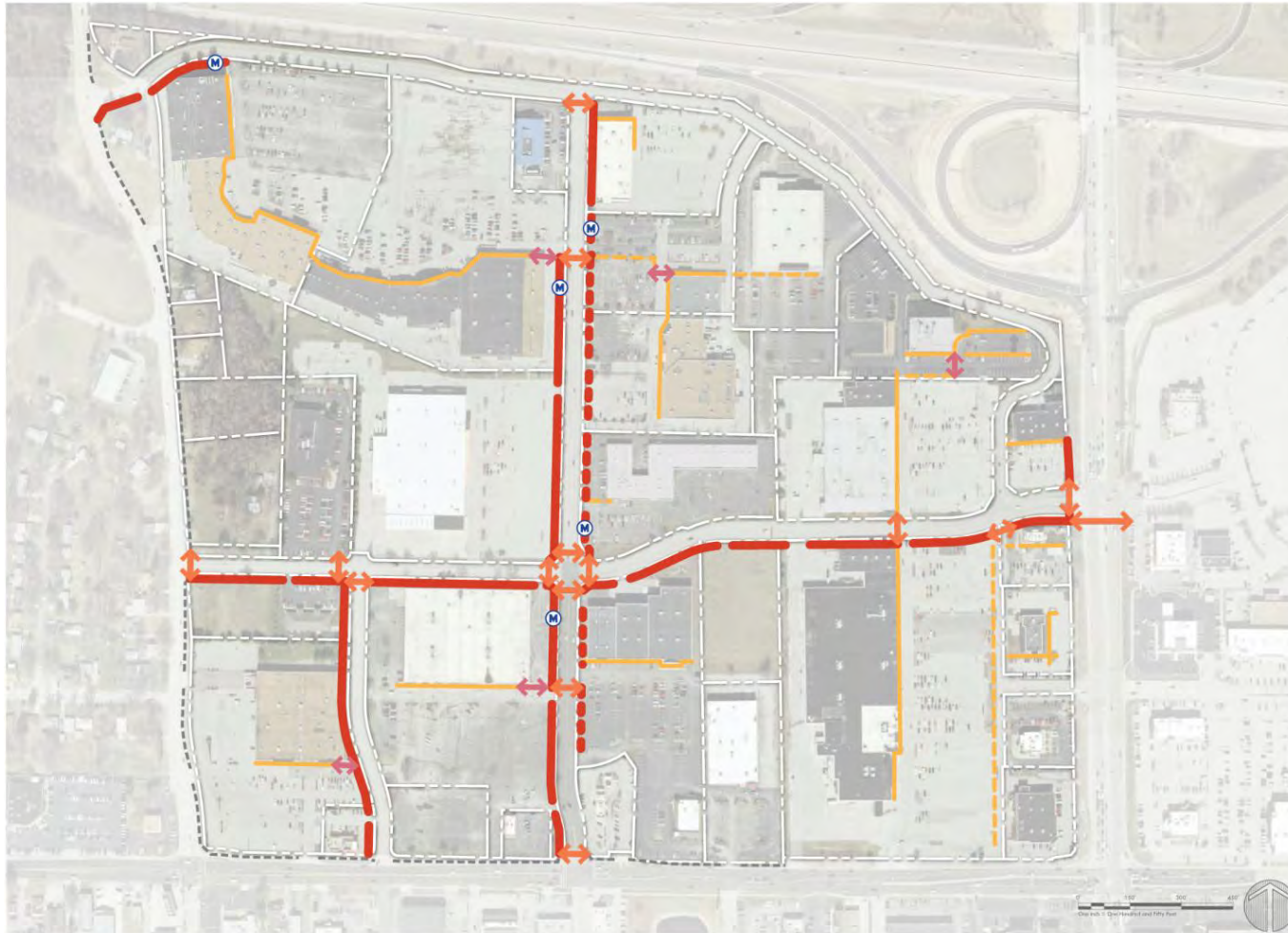
LEGEND

- PRIMARY CIRCULATION
- SECONDARY CIRCULATION
- PRIVATE CIRCULATION
- SERVICE ACCESS CIRCULATION
- PRIMARY INTERSECTION
- SECONDARY INTERSECTION
- PRIVATE INTERSECTION
- METRO BUS STOP
- PROPERTY LINE
- AVERAGE DAILY TRAFFIC

Source: KSS Fuels

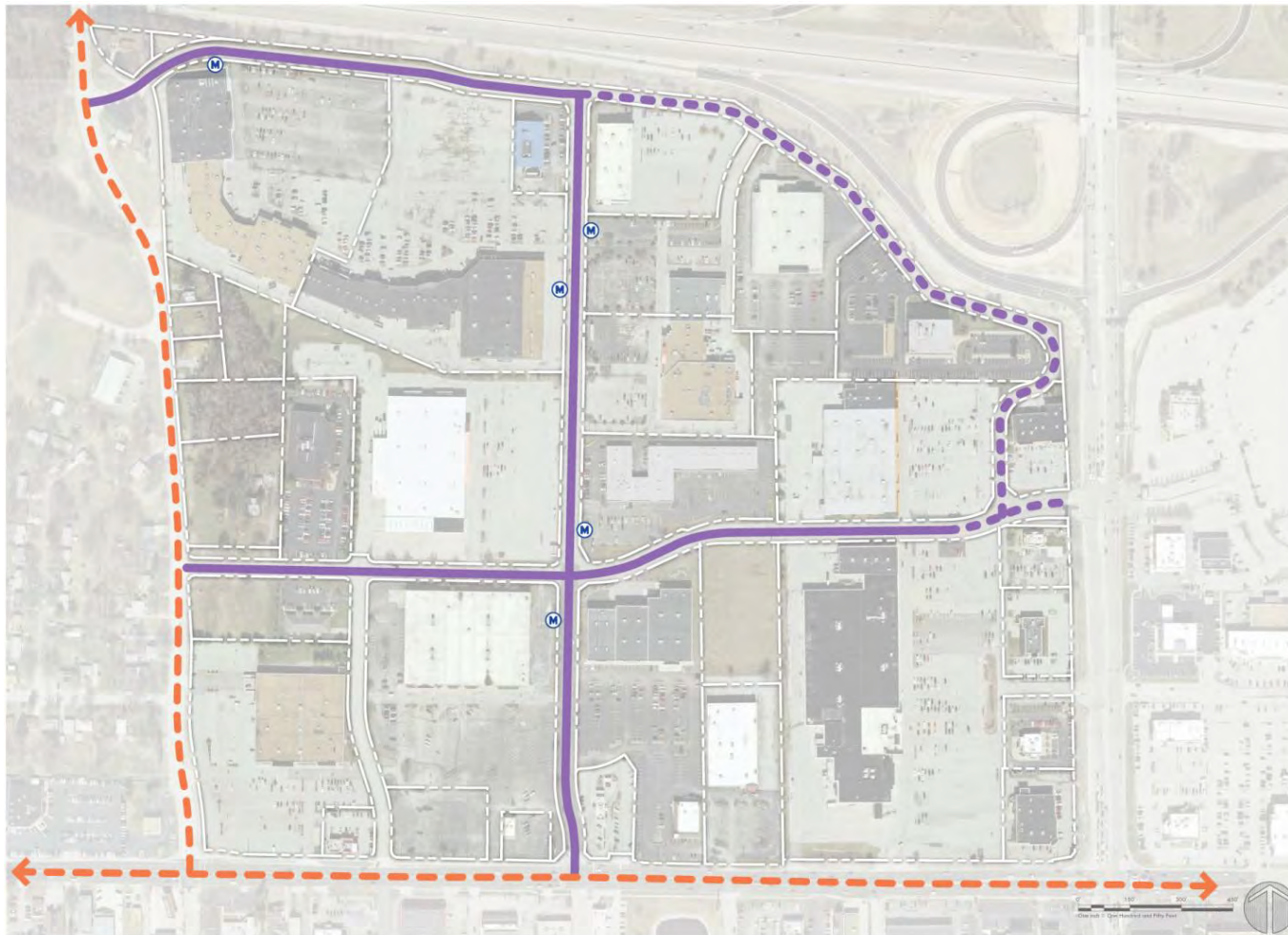


Pedestrian Circulation Plan



LEGEND	
PUBLIC CIRCULATION	
PROPOSED CIRCULATION	
ALTERNATIVE CIRCULATION	
EXISTING CIRCULATION	
CROSSWALK	
METRO BUS STOP	
PRIVATE CIRCULATION	
RECOMMENDED CIRCULATION	
EXISTING CIRCULATION	
CROSSWALK	
PROPERTY LINE	

Bicycle Circulation Plan



- LEGEND**
- PROPOSED BIKE LANE
 - PROPOSED SHARED TRAFFIC LANE
 - PROPOSED BIKE ROUTE
(FROM CITY COMPREHENSIVE PLAN)
(ABOVE INDICATE BICYCLE FACILITIES TRAVELING BOTH DIRECTIONS)
 - ST. CLAIR TRANSIT BUS STOP
 - PROPERTY LINE

**Fairview Heights Great Streets Lincoln District
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Exhibit H

**Fairview Heights Art Village Proposed
Sculpture Park**



SCULPTURE PARK



LEGEND

- A. Art Village Entrance
- B. Connection Walk
- C. Iconic Sculpture
- D. Diversity Walk
- E. Expectation Path
- F. Garden Wall
- G. Backstage
- H. Art Display Wall
- I. Rabbit Trail
- J. Expression View
- K. Together Expression
- L. Bunkum Parking

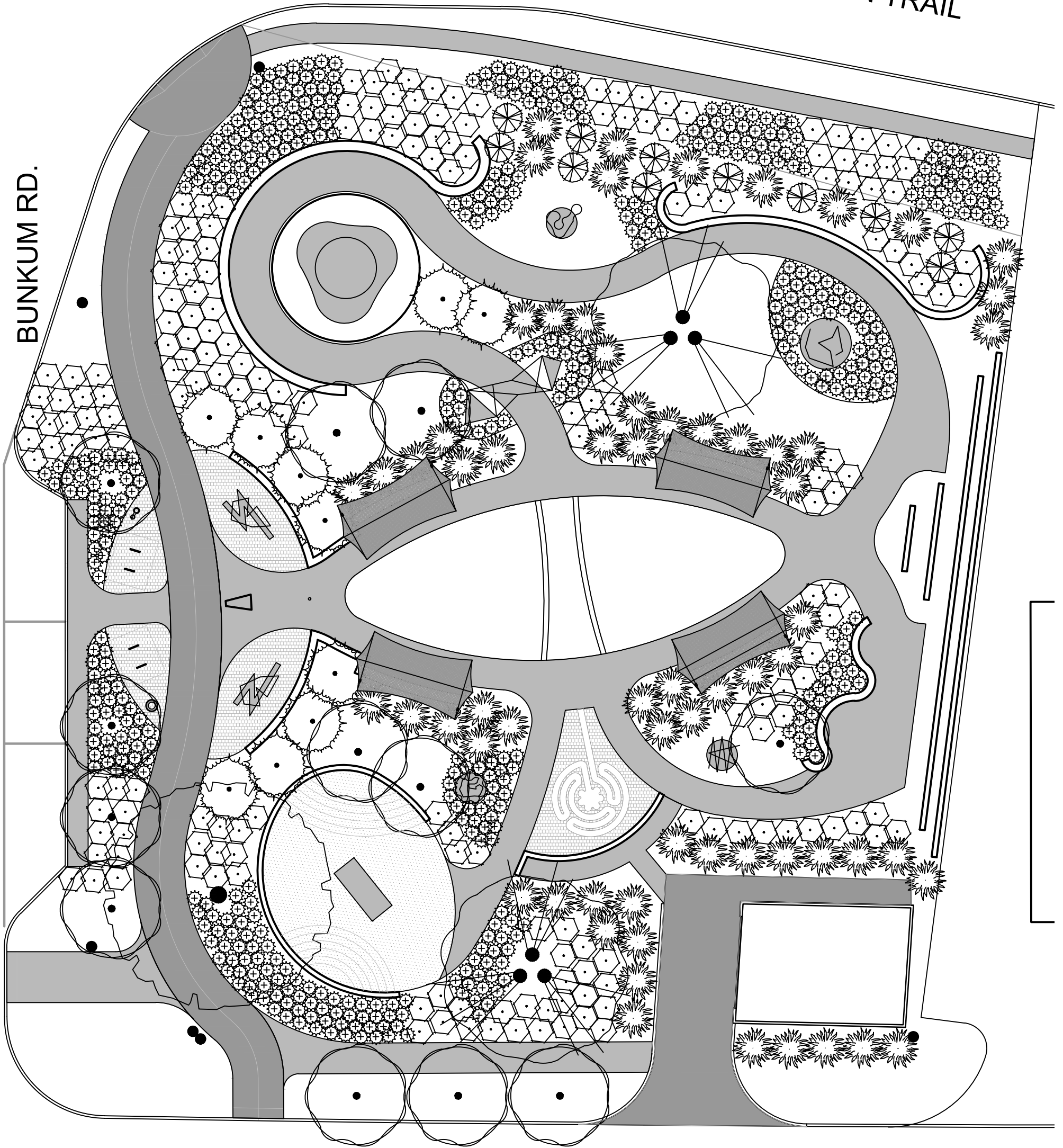


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LINCOLN TRAIL

BUNKUM RD.



OLD LINCOLN TRAIL

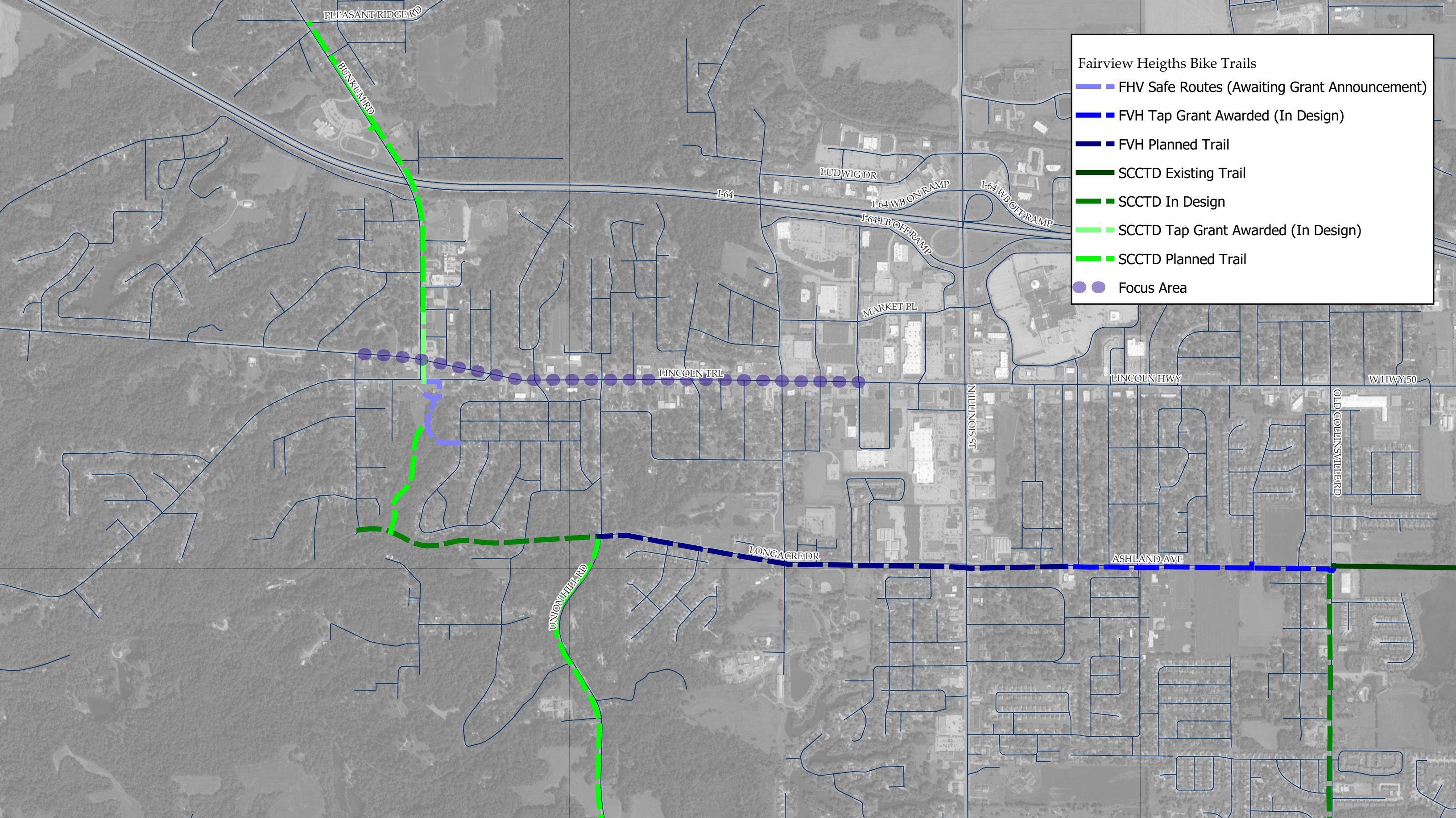


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Exhibit J

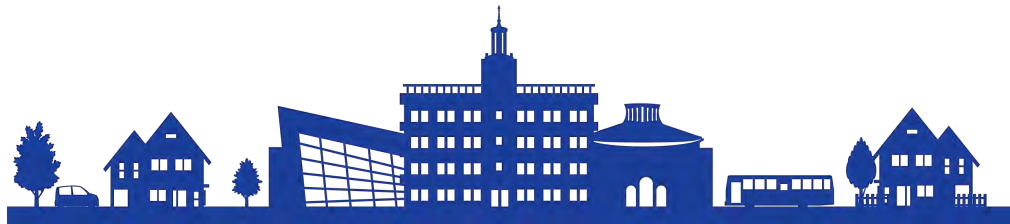
Comprehensive Bike Trail Plan Map





Fairview Heights Bike Trails

- FHV Safe Routes (Awaiting Grant Announcement)
- - FVH Tap Grant Awarded (In Design)
- - - FVH Planned Trail
- SCCTD Existing Trail
- - SCCTD In Design
- - - SCCTD Tap Grant Awarded (In Design)
- - - - SCCTD Planned Trail
- Focus Area



Fairview Heights, Illinois

Great Streets Initiative - Bike Trails

