



City of Fairview Heights

CITY COUNCIL MEETING AGENDA
10025 BUNKUM ROAD
FAIRVIEW HEIGHTS, IL 62208
December 02, 2025
7:00 P.M.

The City Council meeting will be held in the Council Chambers. Participation (only) join at <https://meet.goto.com/COFH> or dial in at 1 (786) 535-3211 - Access Code: 808-004-661 - Please mute your phone during the meeting. To install the application: <https://meet.goto.com/install>

A. Call to Order

F. Consent Agenda:

City Council Minutes – November 18, 2025

B. Pledge of Allegiance

C. Invocation

G. Committee Reports

D. Roll Call

H. Communications from Mayor

E. Public Participation

I. Communication from Elected Officials

J. UNFINISHED BUSINESS

Omnibus Reading – Proposed Ordinances No. 27-30-'25

Proposed Ordinance No. 27-'25 an Ordinance to provide for the levy of a tax for Library purposes, pursuant to the Local Library Act (15 ILCS 5/3-1), for the City of Fairview Heights, St. Clair County, IL for the fiscal year beginning May 1, 2026 and ending April 30, 2027. (Administration Committee)

Proposed Ordinance No. 28-'25 an Ordinance abating the tax hereto levied for Library purposes for the fiscal year starting May 1, 2026, and ending April 30, 2027, in the amount of NINE HUNDRED SIXTY-EIGHT THOUSAND TWO HUNDRED THIRTY-SIX DOLLARS (\$968,236.00). (Administration Committee)

Proposed Ordinance No. 29-'25 an Ordinance abating the tax hereto levied for the year 2025 to pay the principal of and interest on the NINE MILLION FOUR HUNDRED SEVENTY THOUSAND DOLLAR (\$9,470,000.00) General Obligation Bonds, Series 2017 of the City of Fairview Heights, St. Clair County, Illinois. (Administration Committee)

Proposed Ordinance No. 30-'25 an Ordinance abating the tax hereto levied for the year 2025 to pay the principal of and interest on the SEVEN MILLION NINE HUNDRED TWENTY-FIVE THOUSAND DOLLAR (\$7,925,000.00) General Obligation Bonds, Series 2018 of the City of Fairview Heights, St. Clair County, Illinois. (Administration Committee)

K. NEW BUSINESS

Proposed Ordinance No. 31-'25 an Ordinance adopting the Lincoln Trail Great Streets Plan for the Lincoln Trail Corridor within the City of Fairview Heights, Illinois. (Community Committee)

K. NEW BUSINESS - CONTINUED

Proposed Resolution No. 74-'25 a Resolution authorizing the Mayor on behalf of the City to enter into a Professional Services Agreement with Environmental Operations, Inc to provide Professional Environmental Services related to potential redevelopment of the Southeast Corner of Lincoln Trail and North Illinois Street. (Community Committee)

Proposed Resolution No. 75-'25 a Resolution authorizing the Mayor to enter into an agreement for Professional Services with Farnsworth Group for an Archeological Reconnaissance survey of three acres for the future expansion of The REC Complex and Pleasant Ridge Park Renovations. (Community Committee)

Proposed Resolution No. 76-'25 a Resolution authorizing the Mayor to enter into an agreement for professional services with Farnsworth Group for Value Engineering Services for the future expansion of The REC Complex and Pleasant Ridge Renovations. (Community Committee)

L. MOTION

None

M. ADJOURNMENT

**CITY OF FAIRVIEW HEIGHTS
CITY COUNCIL MINUTES
November 18, 2025**

The regular meeting of the Fairview Heights City Council was called to order at 7:00 p.m. by Alderman Frank Menn in the City Council Chambers, 10025 Bunkum Road, Fairview Heights, IL and also conducted virtually for guest attendees and City Council members per Resolution 4391-2021 with the Pledge of Allegiance and Invocation by City Clerk Karen Kaufhold.

ROLL CALL

Roll call of Aldermen present: Anthony Bill Poletti, Frank Menn, Derrick King, James Winkeler, Barbara Brumfield, Jeff Harris, Brenda Wagner, Pat Peck and Anthony LeFlore. Alderman Josh Frawley was absent – excused to attend virtually. City Clerk Karen Kaufhold and Attorney Andrew Hoerner were present.

PUBLIC PARTICIPATION

Land Use Director, Dallas Alley, discussed the Ribbon Cutting Ceremony for Dutch Bro's, being held on December 15, 2025.

CONSENT AGENDA

Alderman Bill Poletti moved to approve the November 04, 2025 City Council Meeting Minutes and Finance Director's Report and the bills and invoices presented for payment in the amount of \$3,052,885.85. Seconded by Alderman Barbara Brumfield.

Roll call on the November 04, 2025 City Council Meeting Minutes and Finance Director's Report and the bills and invoices presented for payment in the amount of \$3,052,885.85 showed Aldermen Poletti, Menn, Frawley, King, Winkeler, Brumfield, Harris, Wagner, Peck and LeFlore voting "Yea". Motion passes with 10 yeas.

COMMITTEE REPORTS

Alderman Menn announced that the Community Committee for November 19th, 2025 will be postponed and will be held on December 02, 2025 at 6:30 p.m. We will also have the City Council Meeting on December 2nd, 2025 starting at 7:00 P.M.

COMMUNICATIONS FROM ALDERMAN FRANK MENN

Alderman Frank Menn relayed a message from our Mayor, Mark Kupsy, sending warm greetings and thanks for all the help and support organizing the Winter Festival Tree Lighting. Alderman Menn stressed the importance of continuing donations to help the Food Pantry especially with the upcoming Holidays. Alderman stated the Santa Parade will be held at St. Claire Square on Wednesday, November 19, 2025.

COMMUNICATIONS FROM ELECTED OFFICIALS

Alderman Brenda Wagner discussed the Scouting for Food, donation bag collection that helps stocks the Food Pantry.

COMMUNICATIONS FROM ELECTED OFFICIALS – CONTINUED

Alderman Wagner also discussed the importance of attending local functions and how to get notified when and where they are happening.

Alderman Derrick King discussed a church he has affiliation with from O'Fallon, Illinois made a donation to the City of Fairview Heights local Food Pantry.

UNFINISHED BUSINESS

Proposed Ordinance No. 25-'25 an Ordinance authorizing a redevelopment agreement between the City of Fairview Heights, Illinois and Lincoln Place Capital, LLC for a Redevelopment Project at 6101 N Illinois Street in the City of Fairview Heights. Proposed Ordinance No. 25-'25 was read for the second time.

Roll call on Proposed Ordinance No. 25-'25 showed Aldermen Poletti, Menn, Frawley, King, Winkeler, Brumfield, Harris, Wagner, Peck and LeFlore voting "Yea". Motion passes with 10 yeas.

Proposed Resolution No. 25-'25 passed on 10 yeas

Proposed Resolution No. 25-'25 now becomes **ORDINANCE NO. 2009-2025**

NEW BUSINESS

Proposed Ordinance No. 26-'25 an Ordinance repealing Chapter 16, of Ordinance No. 190, "The Revised Code," Chapter 16, Fees and Salaries, Article I – Salaries, and establishing a new Article I Salaries; an Ordinance establishing salaries of appointed officials and employees of the City of Fairview Heights, IL 2025-2026. Motion made by Alderman Poletti. Seconded by Alderman Brumfield. Proposed Ordinance No. 26-'25 was read for the first time.

Motion by Alderman Poletti to advance Proposed Ordinance No. 26-'25 to the second reading. Seconded by Alderman Peck.

Roll call to advance Proposed Ordinance No. 26-'25 to the second showed Aldermen Poletti, Menn, Frawley, King, Winkeler, Brumfield, Harris, Wagner, Peck and LeFlore voting "Yea". Motion passed with 10 yeas.

Roll call on the Proposed Ordinance No. 26-'25 showed Aldermen Poletti, Menn, Frawley, King, Winkeler, Brumfield, Harris, Wagner, Peck and LeFlore voting "Yea". Motion passes with 10 yeas.

Proposed Ordinance No. 26-'25 passed on with 10 yeas.

Proposed Ordinance No. 26-'25 now becomes **ORDINANCE NO. 2010-2025**

Omnibus Reading – Proposed Ordinances No. 27-30-'25

Proposed Ordinance No. 27-'25 an Ordinance to provide for the levy of a tax for Library purposes, pursuant to the Local Library Act (15 ILCS 5/3-1), for the City of Fairview Heights, St. Clair County, IL for the fiscal year beginning May 1, 2026 and ending April 30, 2027.

Proposed Ordinance No. 28-'25 an Ordinance abating the tax hereto levied for Library purposes for the fiscal year starting May 1, 2026, and ending April 30, 2027, in the amount of NINE HUNDRED SIXTY-EIGHT THOUSAND TWO HUNDRED THIRTY-SIX DOLLARS (\$968,236.00).

Proposed Ordinance No. 29-'25 an Ordinance abating the tax hereto levied for the year 2025 to pay the principal of and interest on the NINE MILLION FOUR HUNDRED SEVENTY THOUSAND DOLLAR (\$9,470,000.00) General Obligation Bonds, Series 2017 of the City of Fairview Heights, St. Clair County, Illinois.

NEW BUSINESS – CONTINUED**Omnibus Reading – Proposed Ordinances No. 27-30-'25 - Continued**

Proposed Ordinance No. 30-'25 an Ordinance abating the tax hereto levied for the year 2025 to pay the principal of and interest on the SEVEN MILLION NINE HUNDRED TWENTY-FIVE THOUSAND DOLLAR (\$7,925,000.00) General Obligation Bonds, Series 2018 of the City of Fairview Heights, St. Clair County, Illinois.

Motion made by Alderman Brumfield. Seconded by Alderman Peck. Proposed Ordinance No. 27-'25, Proposed Ordinance No. 28-'25, Proposed Ordinance No. 29-'25, and Proposed Ordinance No. 30-'25 were read for the first time.

Proposed Resolution No. 72-'25 a Resolution authorizing the Mayor on behalf of the City to enter into an Engineering Services Agreement with Gonzalez Companies, LLC to provide Professional Engineering Services for the Second Phase of improvements to Longacre Drive from Ruby Lane to Union Hill Road. Motion made by Alderman Wagner. Seconded by Alderman Poletti.

Roll call on the Proposed Resolution No. 72-'25 showed Aldermen Poletti, Menn, Frawley, King, Winkeler, Brumfield, Harris, Wagner, Peck and LeFlore voting "Yea". Motion passes with 10 yeas.

Proposed Resolution No. 72-'25 passed on 10 yeas.

Proposed Resolution No. 72-'25 now becomes **RESOLUTION NO. 4675-2025**

Proposed Resolution No. 73-'25 a Resolution authorizing the Mayor on behalf of the City of Fairview Heights to enter into an agreement with the County of St. Clair, Village of Swansea, City of Fairview Heights and the JMT Enterprise Group, LLC for the construction of a Signalized Intersection at Frank Scott Parkway, DePaul Drive and Jennings Station Drive. Motion made by Alderman LeFlore. Seconded by Alderman Poletti.

Roll call on the Proposed Resolution No. 73-'25 showed Aldermen Poletti, Menn, Frawley, King, Winkeler, Brumfield, Harris, Wagner, Peck and LeFlore voting "Yea". Motion passes with 10 yeas.

Proposed Resolution No. 73-'25 passed on 10 yeas.

Proposed Resolution No. 73-'25 now becomes **RESOLUTION NO. 4676-2025**

Motion made by Alderman Peck moved to adjourn. Seconded by Alderman Harris. Motion carried.

Meeting adjourned at 7:15 P.M.

Respectfully submitted,

KAREN KAUFHOLD
CITY CLERK

PROPOSED ORDINANCE NO. 27-'25

AN ORDINANCE TO PROVIDE FOR THE LEVY OF A TAX FOR LIBRARY PURPOSES, PURSUANT TO THE LOCAL LIBRARY ACT (75 ILCS 5/3-1), FOR THE CITY OF FAIRVIEW HEIGHTS, ST. CLAIR COUNTY, IL FOR THE FISCAL YEAR BEGINNING MAY 1, 2026 AND ENDING APRIL 30, 2027.

WHEREAS, there exists a Public Library within the City of Fairview Heights which is operated by the Fairview Heights Public Library Board of Trustees;

WHEREAS, state statute requires the corporate authorities of the City of Fairview Heights to levy a tax for Library purposes;

WHEREAS, the City Council has found and determined and does hereby declare, that it is necessary and appropriate to proceed with the levy of the tax;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF FAIRVIEW HEIGHTS, ST. CLAIR COUNTY, ILLINOIS as follows:

SECTION 1. PURPOSE. That the amount hereinafter set forth, or so much thereof as may be authorized by law, and the same are hereby levied upon all property subject to taxation within the municipality as that property is assessed and equalized for the current year, and for such Library purposes for the City of Fairview Heights, St. Clair County, IL, for the fiscal year beginning May 1, 2026 and ending April 30, 2027.

SECTION 2. AMOUNTS LEVIED. The total amount of the budget legally made for all corporate and special purposes of the City of Fairview Heights Municipal Library to be provided for from the tax levy for the fiscal year beginning May 1, 2026 and ending April 30, 2027 is hereby ascertained by the corporate authorities of this City to be the sum of NINE HUNDRED SIXTY-EIGHT THOUSAND TWO HUNDRED THIRTY-SIX DOLLARS (\$968,236.00) as set forth in this Ordinance and detailed as follows:

Corporate Library Tax (75 ILCS 5/3-4)

\$741,561

Furnishing and equipment (75 ILCS 5/3-4)	98,875
Public Library Audit (65 ILCS 5/8-8-8)	10,000
IMRF (40 ILCS 5/7-101)	37,200
Purchase of Insurance (745 ILCS 10/9-107)	40,000
Medicare Social Security (40 ILCS 5/21-110)	40,600
<u>TOTAL LEVY</u>	\$968,236

SECTION 3. FILING OF ORDINANCE. That forthwith, upon the adoption of this Ordinance, the City Clerk of the City shall file a duly certified copy hereof with the County Clerk of the County of St. Clair, IL, on or before the last Tuesday in December.

SECTION 4. SEVERABILITY. That if any section, subdivision, or sentence of this Ordinance shall for any reason be held invalid or to be unconstitutional, such decision shall not affect the validity of the remaining portion of this Ordinance.

SECTION 5. SUPERSEDER AND EFFECTIVE DATE. All Ordinances, Resolutions and orders or parts thereof, in conflict herewith, are to the extent of such conflict hereby superseded; and this Ordinance shall be in full force and effect immediately upon its passage and approval as provided by law.

READ FIRST TIME: 11/18/2025

READ SECOND TIME:

PASSED:

APPROVED:

MARK T. KUPSKY – MAYOR
CITY OF FAIRVIEW HEIGHTS

ATTEST:

KAREN J. KAUFHOLD – CITY CLERK

CERTIFICATION

STATE OF ILLINOIS)
)
ST. CLAIR COUNTY) ss.
)
CITY OF FAIRVIEW HEIGHTS)

I, KAREN J. KAUFHOLD, do hereby certify that as the City Clerk of the City of Fairview Heights, Illinois, I am the keeper of the Records, Minutes, Ordinances and other Books, Records and Papers of the City, and that the foregoing is a true and correct copy of Ordinance No. XXXX-2025, AN ORDINANCE TO PROVIDE FOR THE LEVY OF A TAX FOR LIBRARY PURPOSES, PURSUANT TO THE LOCAL LIBRARY ACT (75 ILCS 5/3-5), FOR THE CITY OF FAIRVIEW HEIGHTS, ST. CLAIR COUNTY, IL FOR THE FISCAL YEAR BEGINNING MAY 1, 2026 AND ENDING APRIL 30, 2027, passed at the DATE XX, 2025 City Council meeting and approved by the Mayor DATE XX, 2025.

WITNESS, my hand and the Corporate Seal of the City of Fairview Heights, Illinois this XXth day of DATE 2025.

KAREN J. KAUFHOLD - CITY CLERK



Fairview Heights Public Library

RETURN TO AGENDA

10017 Bunkum Road • Fairview Heights, Illinois 62208 • Phone (618) 489-2070 • Fax (618) 489-2079
www.fhplibrary.org • E-mail: fhpl@fhplibrary.org

Mayor, Mark Kupsky
City of Fairview Heights

October 16, 2025

Attached is a document that is designed to meet the statutory requirement that the Library Board submit a levy request to the City Council each year.

The Library Board has made it clear that they will accept whatever method the City Council chooses to fund the library: either by levy, partial levy or substitution of other funds to displace the requested amounts.

I am available to meet with you and go over the document, if needed.

Sincerely,

Deborah Smith
Library Board President



Fairview Heights Public Library

RETURN TO AGENDA

10017 Bunkum Road • Fairview Heights, Illinois 62208 • Phone (618) 489-2070 • Fax (618) 489-2079
www.fhplibrary.org • E-mail: fhpl@fhplibrary.org

Mark Kupsky, Mayor
City of Fairview Heights
10025 Bunkum Rd.
Fairview Heights, IL 62208

October 16, 2025

RE: Public Library Levy Request

Dear Mayor Kupsky,

- 1) As you know, the undersigned is President of the Fairview Heights Public Library. In that capacity and at the direction of the Board of Library Trustees, I herewith notify you of this year's levy data for library taxes.
- 2) Pursuant to Section 5/3-5 of the Local Library Act [75 ILCS 5/3-5] and the various court cases interpreting the same, the library taxes provided in the Local Library Act shall be levied by the City Council "in the amounts determined by the Fairview Heights Public Library Board and collected in like manner with other general taxes of the city, village, incorporated town or township and the proceeds shall be deposited in a special fund, which shall be known as the library fund." Since under this law it is the Library Board of Trustees' responsibility to determine the amount required for the public library, on behalf of the Library Board, I will set out below its determination.
- 3) The Library's total financial requirements for **FY 2026-2027** are **\$968,236.00**. The following paragraphs will explain how that number was determined.
- 4) For the annual tax for the establishment and operation of the library (the maximum rate of .15% of the equalized assessed valuation as provided in 75 ILCS 5/3-4), the amount of **\$741,561.00**; for the furnishing and equipment of buildings and for the maintenance, repairs and alterations of library buildings and equipment (the maximum rate of which is .02% of the equalized assessed valuation under 75 ILCS 5/3-4), the amount of **\$98,875.00**; for purchase of insurance, payment of costs of protecting or defending itself, and for risk management and loss control programs (which has no rate limit as is pursuant to 745 ILCS 10/9-107) the amount of **\$40,000**; for a public library audit (the maximum rate of which is .005% of the equalized assessed valuation under 65 ILCS 5/8-8-8) the amount of **\$10,000**. Finally, for participation in the Illinois Municipal Retirement Fund (which has no rate limit and is pursuant to 40 ILCS 5/7-101, *et seq.* and 5/22-401, *et seq.*) the amount of **\$37,200.00**; and for payments of employer's share of Medicare and Social Security (which has no rate limit and is pursuant to 40 ILCS 5/21-110) the amount of **\$40,600.00**.



Fairview Heights Public Library

RETURN TO AGENDA

10017 Bunkum Road • Fairview Heights, Illinois 62208 • Phone (618) 489-2070 • Fax (618) 489-2079
www.fhplibrary.org • E-mail: fhpl@fhplibrary.org

- 5) I would like to remind you for purposes of the County Clerk in the Extension of tax collections and for the inclusion of this library determination in the city levy ordinance must be broken into the specific amounts and sections recited above.
- 6) Consistent with all past levy letters submitted to the City, this action should not be construed as a demand or a request by the Library Board for the City implementation and collection of a property tax on the residents of Fairview Heights. If the City of Fairview Heights, following its past practices and customs chooses to replace the requested revenues in whole or part with non-property tax revenues instead, we would support such a decision, as we believe the prerogative rests with the City officials to determine the source of the funds, though not the authorized amount of such funds. Additionally, pending the action of the City Council on these levies, the deadlines for filing will need to be kept in mind regarding the compliance timelines for the Truth in Taxation Act (35 ILCS 200/18-55 through 200/18-100).

If you have any questions in this regard or require our assistance in any respect, do not hesitate to contact the undersigned. We appreciate the fine support given to the library in the past and know it will continue into the future.

Sincerely,

Deborah Smith, President
Fairview Heights Public Library
Board of Trustees

PROPOSED ORDINANCE NO. 28-'25

AN ORDINANCE ABATING THE TAX HERETO LEVIED FOR LIBRARY PURPOSES FOR THE FISCAL YEAR STARTING MAY 1, 2026, AND ENDING APRIL 30, 2027, IN THE AMOUNT OF NINE HUNDRED SIXTY-EIGHT THOUSAND TWO HUNDRED THIRTY-SIX DOLLARS (\$968,236).

WHEREAS, the City Council (the "City Council") of the City of Fairview Heights, St. Clair County, Illinois (the "City"), by Ordinance No._____, adopted on the ____ day of _____ 2025 (the "Ordinance"), provided for the levy of a direct annual tax sufficient to pay NINE HUNDRED SIXTY-EIGHT THOUSAND TWO HUNDRED AND THIRTY-SIX DOLLARS (\$968,236.00) to the Library Fund of the Fairview Heights Public Library (the "Public Library"); and

WHEREAS, the City has moneys in the General Fund sufficient to pay that amount necessary for the Public Library to operate in the upcoming fiscal year and;

WHEREAS, it is necessary and in the best interest of the City that the tax levied for Library purposes be abated;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF FAIRVIEW HEIGHTS, ST. CLAIR COUNTY, ILLINOIS as follows:

SECTION 1. ABATEMENT OF TAX. The tax levied for the Fiscal Year starting May 1, 2026 and ending April 30, 2027, for Library purposes, namely NINE HUNDRED SIXTY-EIGHT THOUSAND TWO HUNDRED AND THIRTY-SIX DOLLARS (\$968,236.00), is hereby abated.

SECTION 2. FILING OF ORDINANCE. Forthwith, upon the adoption of this Ordinance, the City Clerk of the City shall file a certified copy hereof with the County Clerk

of the County of St. Clair, IL and it shall be the duty of said County Clerk to abate said tax levied for Library purposes for the tax year 2025 in its entirety.

SECTION 3. SUPERSEDER AND EFFECTIVE DATE. All Ordinances, Resolutions and orders or parts thereof, in conflict herewith, are to the extent of such conflict hereby superseded; and this Ordinance shall be in full force and effect immediately upon its passage and approval as provided by law.

READ FIRST TIME: 11/18/2025

READ SECOND TIME:

PASSED:

APPROVED:

MARK T. KUPSKY – MAYOR
CITY OF FAIRVIEW HEIGHTS

ATTEST:

KAREN J. KAUFHOLD – CITY CLERK

CERTIFICATION

STATE OF ILLINOIS)
)
ST. CLAIR COUNTY) ss.
)
CITY OF FAIRVIEW HEIGHTS)

I, KAREN J. KAUFHOLD, do hereby certify that as the City Clerk of the City of Fairview Heights, Illinois, I am the keeper of the Records, Minutes, Ordinances and other Books, Records and Papers of the City, and that the foregoing is a true and correct copy of Ordinance No. XXXX-2025, AN ORDINANCE ABATING THE TAX HERETO LEVIED FOR LIBRARY PURPOSES FOR THE FISCAL YEAR STARTING MAY 1, 2026, AND ENDING APRIL 30, 2027, IN THE AMOUNT OF NINE HUNDRED SIXTY-EIGHT THOUSAND TWO HUNDRED THIRTY-SIX DOLLARS (\$968,236.00) passed at the DATE XX, 2025 City Council meeting and approved by the Mayor DATE XX, 2025.

WITNESS, my hand and the Corporate Seal of the City of Fairview Heights, Illinois this XXth day of DATE 2025.

KAREN J. KAUFHOLD - CITY CLERK

PROPOSED ORDINANCE NO. 29-'25

AN ORDINANCE ABATING THE TAX HERETO LEVIED FOR THE YEAR 2025 TO PAY THE PRINCIPAL OF AND INTEREST ON THE NINE MILLION FOUR HUNDRED SEVENTY THOUSAND DOLLAR (\$9,470,000.00) GENERAL OBLIGATION BONDS, SERIES 2017 OF THE CITY OF FAIRVIEW HEIGHTS, ST. CLAIR COUNTY, ILLINOIS.

WHEREAS, the City Council (the "City Council") of the City of Fairview Heights, St. Clair County, Illinois (the "City"), by Ordinance Number 1792-2017, adopted on the 5th day of September 2017 (the "Ordinance"), did provide for the issuance of NINE MILLION FOUR HUNDRED SEVENTY THOUSAND DOLLAR (\$9,470,000.00) General Obligation Bonds, Series 2017, (the "Bonds"), and the levy of a direct annual tax sufficient to pay the principal of and interest on the Bonds; and;

WHEREAS, the City has moneys in the Bond Fund established pursuant to the Ordinance for the purpose of paying the principal of and interest on the bonds up to and including January 1, 2026 and;

WHEREAS, it is necessary and in the best interest of the City that the tax hereto levied for the year 2025 to pay the principal of and interest on the Bond to be abated;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF FAIRVIEW HEIGHTS, ST. CLAIR COUNTY, ILLINOIS as follows:

SECTION 1. ABATEMENT OF TAX. The tax hereto levied for the year 2025 in the Ordinance, namely FIVE HUNDRED EIGHTY-ONE THOUSAND SIX HUNDRED SEVENTY-FIVE (\$581,675.00), is hereby abated in its entirety.

SECTION 2. FILING OF ORDINANCE. Forthwith, upon the adoption of this Ordinance, the City Clerk of the City shall file a certified copy hereof with the County Clerk

PROPOSED ORDINANCE NO. 30-'25**AN ORDINANCE ABATING THE TAX HERETO LEVIED FOR THE YEAR 2025 TO PAY THE PRINCIPAL OF AND INTEREST ON THE SEVEN MILLION NINE HUNDRED TWENTY-FIVE THOUSAND DOLLAR (\$7,925,000.00) GENERAL OBLIGATION BONDS, SERIES 2018 OF THE CITY OF FAIRVIEW HEIGHTS, ST. CLAIR COUNTY, ILLINOIS.**

WHEREAS, the City Council (the "City Council") of the City of Fairview Heights, St. Clair County, Illinois (the "City"), by Ordinance Number 1792-2017, adopted on the 5th day of September 2017 (the "Ordinance"), did provide for the issuance of SEVEN MILLION NINE HUNDRED TWENTY-FIVE THOUSAND DOLLAR (\$7,925,000.00) General Obligation Bonds, Series 2018, (the "Bonds"), and the levy of a direct annual tax sufficient to pay the principal of and interest on the Bonds; and;

WHEREAS, the City has moneys in the Bond Fund established pursuant to the Ordinance for the purpose of paying the principal of and interest on the bonds up to and including January 1, 2026 and;

WHEREAS, it is necessary and in the best interest of the City that the tax hereto levied for the year 2025 to pay the principal of and interest on the Bond to be abated;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF FAIRVIEW HEIGHTS, ST. CLAIR COUNTY, ILLINOIS as follows:

SECTION 1. ABATEMENT OF TAX. The tax hereto levied for the year 2025 in the Ordinance, namely FOUR HUNDRED NINETY-EIGHT THOUSAND FOUR HUNDRED SEVENTY-FIVE DOLLARS (\$498,475.00), is hereby abated in its entirety.

SECTION 2. FILING OF ORDINANCE. Forthwith, upon the adoption of this Ordinance, the City Clerk of the City shall file a certified copy hereof with the County Clerk of the County of St. Clair, Illinois, and it shall be the duty of said County Clerk to abate said tax levied for the year 2025 in accordance with the provisions hereof.

SECTION 3. SUPERSEDER AND EFFECTIVE DATE. All Ordinances, Resolutions and orders or parts thereof, in conflict herewith, are to the extent of such conflict hereby superseded; and this Ordinance shall be in full force and effect immediately upon its passage and approval as provided by law.

READ FIRST TIME: 11/18/2025

READ SECOND TIME:

PASSED:

APPROVED:

MARK T. KUPSKY – MAYOR
CITY OF FAIRVIEW HEIGHTS

ATTEST:

KAREN J. KAUFHOLD – CITY CLERK

of the County of St. Clair, Illinois, and it shall be the duty of said County Clerk to abate said tax levied for the year 2025 in accordance with the provisions hereof.

SECTION 3. SUPERSEDER AND EFFECTIVE DATE. All Ordinances, Resolutions and orders or parts thereof, in conflict herewith, are to the extent of such conflict hereby superseded; and this Ordinance shall be in full force and effect immediately upon its passage and approval as provided by law.

READ FIRST TIME: 11/18/2025

READ SECOND TIME:

PASSED:

APPROVED:

MARK T. KUPSKY – MAYOR
CITY OF FAIRVIEW HEIGHTS

ATTEST:

KAREN J. KAUFHOLD – CITY CLERK

PROPOSED ORDINANCE NO. 31-‘25

**AN ORDINANCE ADOPTING THE LINCOLN TRAIL GREAT
STREETS PLAN FOR THE LINCOLN TRAIL CORRIDOR
WITHIN THE CITY OF FAIRVIEW HEIGHTS, ILLINOIS.**

WHEREAS, the Planning Commission on November 10, 2025, held the necessary Public Hearing on the Lincoln Trail Great Streets Plan and has transmitted its Advisory Report recommending approval to the City Council, and

WHEREAS, the Community Committee on December 2, 2025, reviewed the Lincoln Trail Great Streets Plan” and recommended forwarding same to the full City Council for consideration recommending adoption of the update.

NOW, THEREFORE, BE IT ORDAINED BY CITY COUNCIL OF THE CITY OF FAIRVIEW HEIGHTS, ILLINOIS:

SECTION 1. The Lincoln Trail Great Streets Plan for the City of Fairview Heights is hereby approved. A copy of the aforementioned plan is attached hereto, made a part hereof, and marked “Exhibit A”.

SECTION 2: All ordinances or parts of ordinances in conflict herewith are repealed to the extent of such conflict.

SECTION 3: This ordinance shall be in full force and effect from and following its passage, approval and publication as provided by law.

READ FIRST TIME:

READ SECOND TIME:

PASSED:

APPROVED:

PUBLISHED:

MARK T. KUPSKY - MAYOR

CITY OF FAIRVIEW HEIGHTS

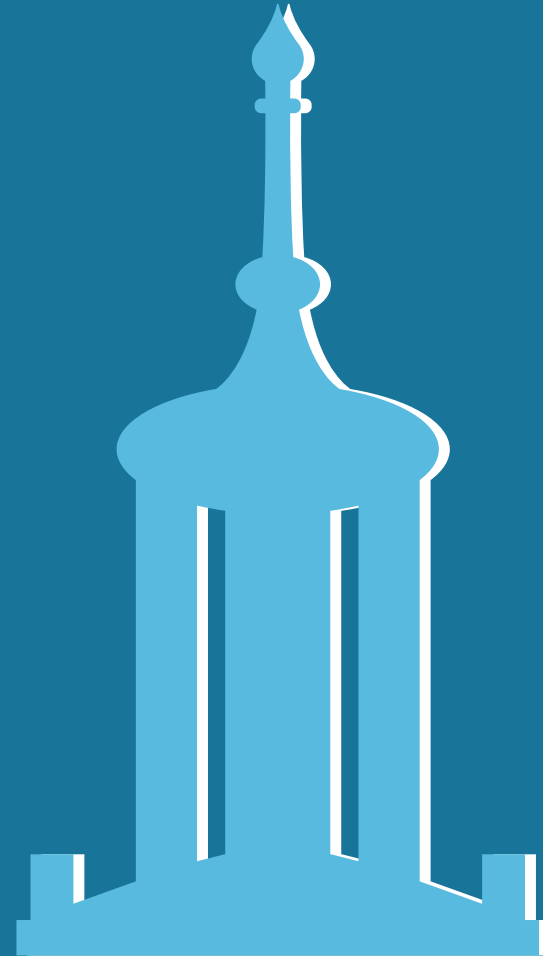
ATTEST:

KAREN J. KAUFHOLD - CITY CLERK

Sponsored by: Community Committee

Lincoln Trail Great Streets Plan

DRAFT 11-05-2025



EAST-WEST GATEWAY
Council of Governments

CONFLUENCE



LELAND
CONSULTING GROUP



VECTOR
COMMUNICATIONS

EDSI
ENGINEERING DESIGN SOURCE, INC.

Acknowledgments

TECHNICAL ADVISORY GROUP

- Angie Beaston, City of Fairview Heights Parks and Recreation
- Brenda Wagner, City of Fairview Heights Board of Aldermen, Ward 3
- Joe Monroe, Illinois Department of Transportation
- Joe Rushing, O'Fallon Water
- John Harty, City of Fairview Heights Public Works
- Ken Sharkey, St. Clair County Transit District
- Mike Elam, I3 Broadband
- Tom Quirk, City of Fairview Heights, Engineer

COMMUNITY ADVISORY GROUP

- Charlie Kassly, Business Alliance Commission
- Don Drouin, Property Owner
- Frank Kurtz, Fairview Heights Resident
- Kennard Tucker, Fairview Heights Resident
- Kim Cella, Citizens for Modern Transit
- Pastor William Fowler, Ignite Ministries and Fellowship Church
- Paula Nixon, Fairview Heights Resident
- Richard Erdmann, Rotary Club of Fairview Heights

CITY STAFF

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- Confluence
- CBB
- Leland Consulting Group
- Greensfelder Real Estate Strategy
- Vector Communications
- EDSI

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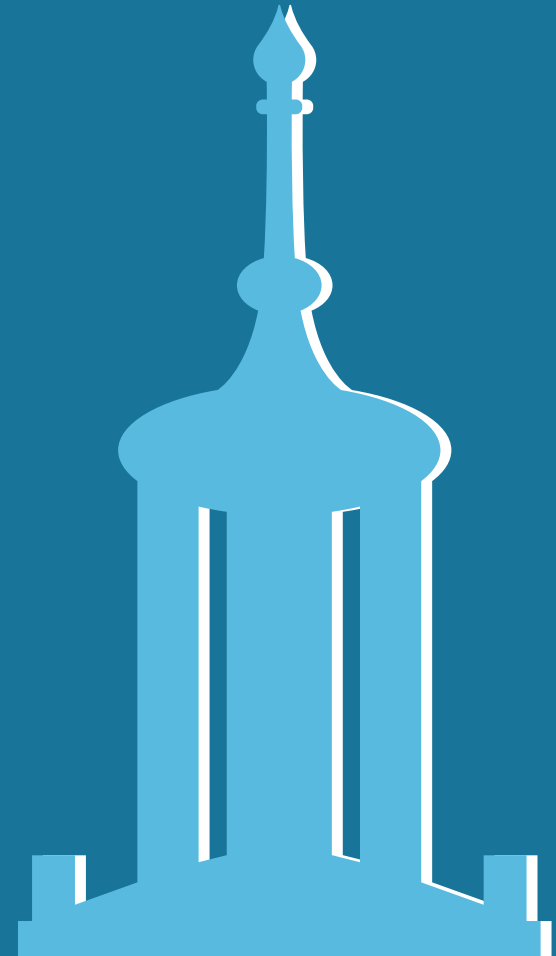
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Letter from the Mayor

**LETTER FROM THE MAYOR IS
FORTHCOMING.**

**LETTER FROM THE MAYOR IS
FORTHCOMING.**

Introduction



Introduction

ABOUT THE PROJECT

The Lincoln Trail Great Streets Plan was completed as part of the East-West Gateway's Great Streets Initiative over the course of 2025. This project, based in Fairview Heights, Illinois, aims to create vibrant places to live and spend time, improve mobility for all roadway users, and support economic viability throughout the community.

The project study area spans Lincoln Trail from Bunkum Road to Commerce Lane and the parcels connecting the corridor. The corridor today is dominated by vehicular traffic and a mix of commercial and residential properties. There is limited accessibility for pedestrians and bicyclists, no streetscaping elements, or true places to gather as a community for the residents and visitors of Fairview Heights. The two primary goals of the plan are:

GOAL 1: Mobility and Placemaking – The Lincoln Trail Great Streets Plan should transform the corridor with improvements to mobility and placemaking amenities.

GOAL 2: Thriving Corridor – The Lincoln Trail Great Streets Plan should create a vibrant mix of uses along the corridor through infill redevelopment and targeted development types to enhance quality of life in Fairview Heights.

This plan details the processes completed and recommendations included to help guide the vision of the Lincoln Trail Corridor for the City of Fairview Heights.

Project Schedule

The Lincoln Trail Great Streets Plan project schedule is presented in Figure 1. Each task had a series of milestones associated within it to ensure the consultant team, staff, and the community were engaged and providing feedback throughout the entire project timeline. The project kicked-off in January 2025 and **was adopted in December 2025**.

Task 1: Project Management/Administration	
Project Kick-Off Meeting City Staff	January 21, 2025
Bi-Weekly Check-In Meetings	Ongoing throughout planning process
Project Kick-Off with Advisory Committee (AC #1)	February 20, 2025
Task 2: Community Engagement + Collaboration	
Community Engagement Plan	February 2025
On-Site Engagement	Began in Feb. and continues through to adoption
Project Branding, Engagement Website, Pop-Up Events, Public Meetings	February 2025
Advisory Committee Meetings - Technical + Community	Ongoing throughout planning process
Public Workshop	February 20, 2025
Concept Review Public Open House	Fall 2025
Draft Plan Open House	Fall 2025
Task 3: Examination + Analysis of Existing Conditions	
Data Collection + Analysis	April 2025
Market and Capacity Analysis	April 2025
Retail Resilience	April 2025
Existing Conditions Summary of Findings Report	May 2025
Market and Capacity Analysis Summary Report	May 2025
Task 4: Goals, Objectives, Measures + Strategies Statement	
Public Workshop	Summer 2025
Key Stakeholder Interviews	Ongoing throughout planning process
Input, Visioning, and Goals Review Meeting with Advisory Committees	June 5, 2025
Key Recommendations + Strategies Report	June 27, 2025
Meeting Summary Reports	Ongoing throughout planning process
Task 5: Plan Options Assessment	
Concept Review Open House	July 30-August 1, 2025
Draft Plan Open House	September 23, 2025
Final Preferred Concept	October 2025
Task 6: Detailed Plan	
Final Plan + Implementation	Winter 2025
Final Plan Review + Approval from Planning Commission and Board of Aldermen	November 10 // November 19 // December 2
Plan Hand-Off Workshop	December 16, 2025

 Denotes estimated total number of months completed in project timeline.

FIGURE 1: LINCOLN TRAIL GREAT STREETS PLAN PROJECT SCHEDULE

DRAFT 11-05-2025

Introduction

Project Scope

The project scope for the Lincoln Trail Great Streets Plan was divided into six primary tasks or phases as outlined in the schedule presented in Figure 1 on the previous page. Within each phase, a key deliverable or checkpoint in the project was identified to maintain progress in the development of the overall plan.

Defining the Study Area

The Lincoln Trail Great Streets Plan includes two study areas: the primary study area and regional study area. The primary study area includes the Lincoln Trail Corridor from Bunkum Road to Commerce Lane. The primary study area was the central area of focus for the Lincoln Trail Great Streets Plan and is the center of all recommendations found within this plan.

A regional study area was included as part of the existing conditions analysis to help in the inventory of pre-existing amenities and facilities and ensure the Lincoln Trail Great Streets Plan's recommendations connects into the greater Fairview Heights area.

The regional study area was chosen for the numerous adjacent developments that impact activity and decision-making within the corridor. These include the:

- (A) MetroLink stop at St. Clair Avenue and Highway 161
- (B) The Rec Complex of Fairview Heights
- (C) Interstate 64 traffic and interchanges
- (D) Adjacent residential neighborhoods
- (E) Entertainment and office developments (north of Interstate 64)
- (F) St. Clair Square

These are important to take note of and consider for recommendations specific to Lincoln Trail and to support a variety of activities.

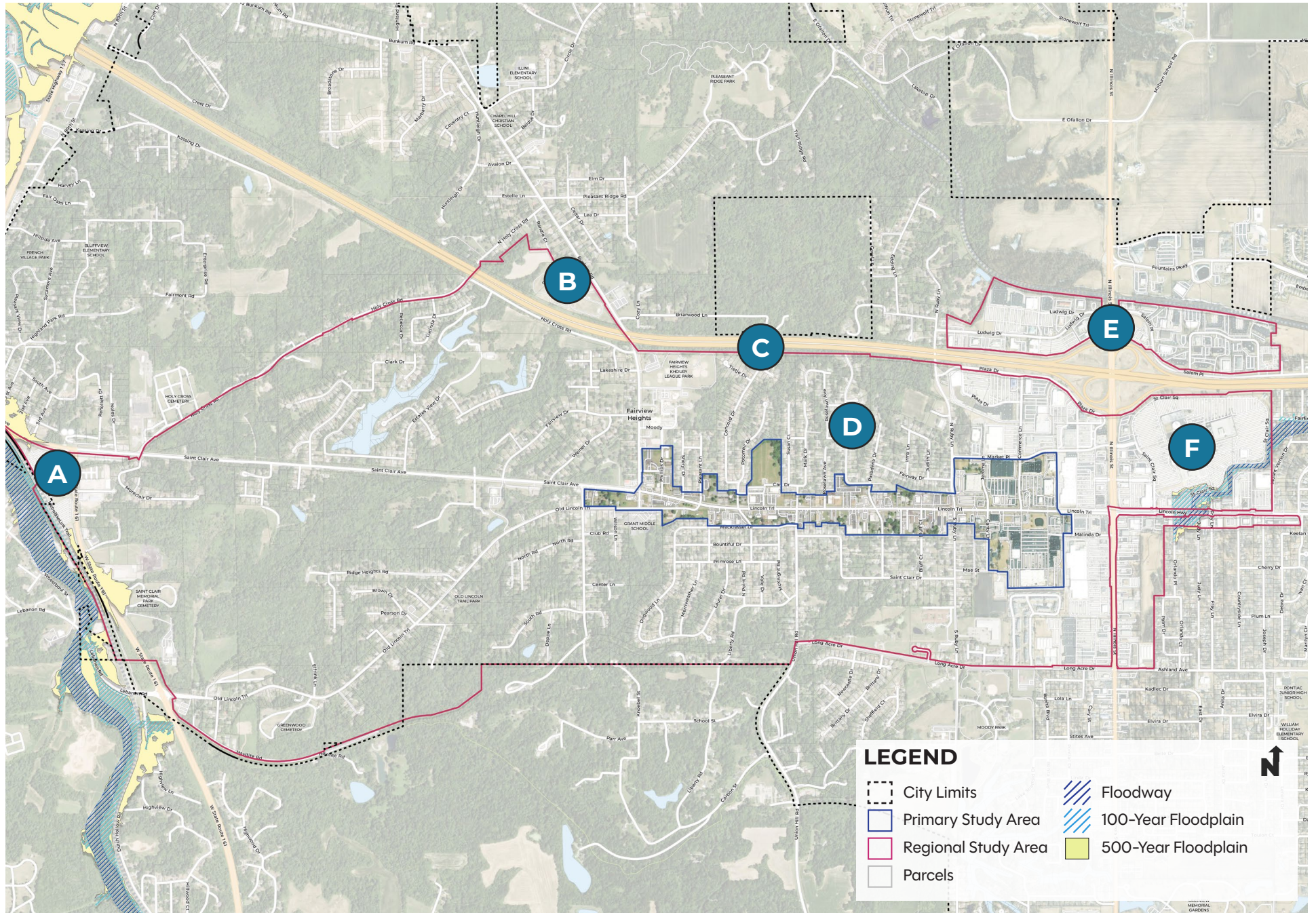


FIGURE 2: LINCOLN TRAIL CORRIDOR - STUDY AREA BASE MAP
 SOURCE: CONFLUENCE WITH INPUTS FROM FAIRVIEW HEIGHTS AND ST. CLAIR COUNTY

Introduction

GREAT STREETS INITIATIVE

In 2006, the East-West Gateway Council of Governments launched the Great Streets Initiative to challenge communities to envision streets as more than spaces for automotive travel, but as integrated conduits for moving people, improving connectivity, enhancing local economies, and creating attractive, interesting places – in brief, building stronger communities. Further, the Initiative focused on providing communities with tools and relevant examples to assist them in rethinking the relationships between streets and their social and economic objectives. Fairview Heights, Illinois was selected by East-West Gateway as one of the Great Streets projects in 2025 to address challenges with the Corridor's sense of place, economic viability, mobility, and environmental factors.

The key principles of the Great Streets Initiative are detailed below.

1 Great Streets are great places.

2 Great Streets integrate land use and transportation planning.

3 Great Streets accommodate all users and all modes.

4 Great Streets are economically vibrant.

5 Great Streets are environmentally responsible.

6 Great Streets rely on current thinking.

7 Great Streets are measureable.

8 Great Streets develop collaboratively.

To summarize the findings of [Appendix A: Existing Conditions Summary Report](#), four key topics were pulled out to highlight the current strengths, weaknesses, opportunities, and threats (S.W.O.T.) facing the Lincoln Trail Corridor. These key topics include: sense of place, economic viability, mobility, and environmental factors.

Sense of Place

Sense of place helps to define the character and identity of an area. Tangible features including amenities, streetscaping, signage and wayfinding, and local establishments help to anchor the community and improve quality of life for those that live and visit the area. Intangible features, such as creating spaces for all, ensuring people can move throughout the community without a vehicle, and other similar items help build a sense of community.

There is currently a limited stock of these features in place to help establish a sense of place along the Lincoln Trail Corridor. These limited features are observed in the following S.W.O.T. analysis:



The southeast parcel at the Bunkum Road/ Lincoln Trail intersection hosts rotating signage and information directing residents to upcoming attractions.

• STRENGTHS

- There are a number of attractions along or near the Corridor today. There are several activity nodes and amenities along and near the corridor that are opportunities to connect to and expand on: MetroLink, ArtsVillage, the Rec Complex, City Hall and other civic services, local food establishments, St. Clair Square, and more. Each of these activity types provide unique experiences and amenities to visitors and residents.

• WEAKNESSES

- There are no dedicated park facilities of any type (active or passive) located on the corridor today to provide much needed gathering spaces or reprieve from the hardscaping.
- There are little to no wayfinding or character components throughout the corridor to direct visitors or residents to the amenities and attractions located on or near the corridor.

• OPPORTUNITIES

- Streetscape enhancements, such as lighting, signage, and improved right-of-way configuration are one of the greatest opportunities to improve experiences along Lincoln Trail.
- There is a need to introduce gathering spaces, potentially both indoor and outdoor, along the corridor to enhance the sense of community and open up opportunities for local events throughout the year.
- Adding to the tree canopy is one way to improve character and sense of place.

• THREATS

- Acquiring land, funding for projects, and construction materials could be costly and time-consuming.

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WALKING TOUR SENSE OF PLACE SUMMARY



The consultant team completed a walking tour of the Corridor to kick off the project, inventory site conditions, and understand what character and identity is present today to build upon. The images present on this page were taken during the walking tour and highlight limited buffers, few landscaped areas, no character signage, and businesses pushed away from the roadway. These are consistent character trends along the entire Corridor. The streetscape varies greatly and does not create a consistent pattern for pedestrian or bicyclist flow, has an extremely limited tree canopy to provide shade and contribute to aesthetics of the roadway, and has little to no character signage to help define sense of place. There are a variety of opportunities to create nodes for activity, whether for people or industry, to help address these challenges present today.



FIGURE 3: SITE IMAGES FROM WALKING TOUR

Wayfinding Signage + Significant Landmarks

A uniform and distinct signage pattern is not currently present along the Corridor today. Wayfinding is helpful as it directs visitors and residents to nearby attractions, services, and amenities, such as City Hall or the Rec Complex. These signage packages are typically uniform in character with varying content depending on their location along the corridor or throughout the community. The lack of signage directing people to these services and amenities is one way in which spending activity and length of stays may be limited along Lincoln Trail as it is difficult to know what is nearby without being a local.

As noted in Figure 4, there are two distinct landmarks located on the corridor today that contribute to its character:

- Trailway Motel's historic welcome sign
- Blue Star Memorial Highway marker

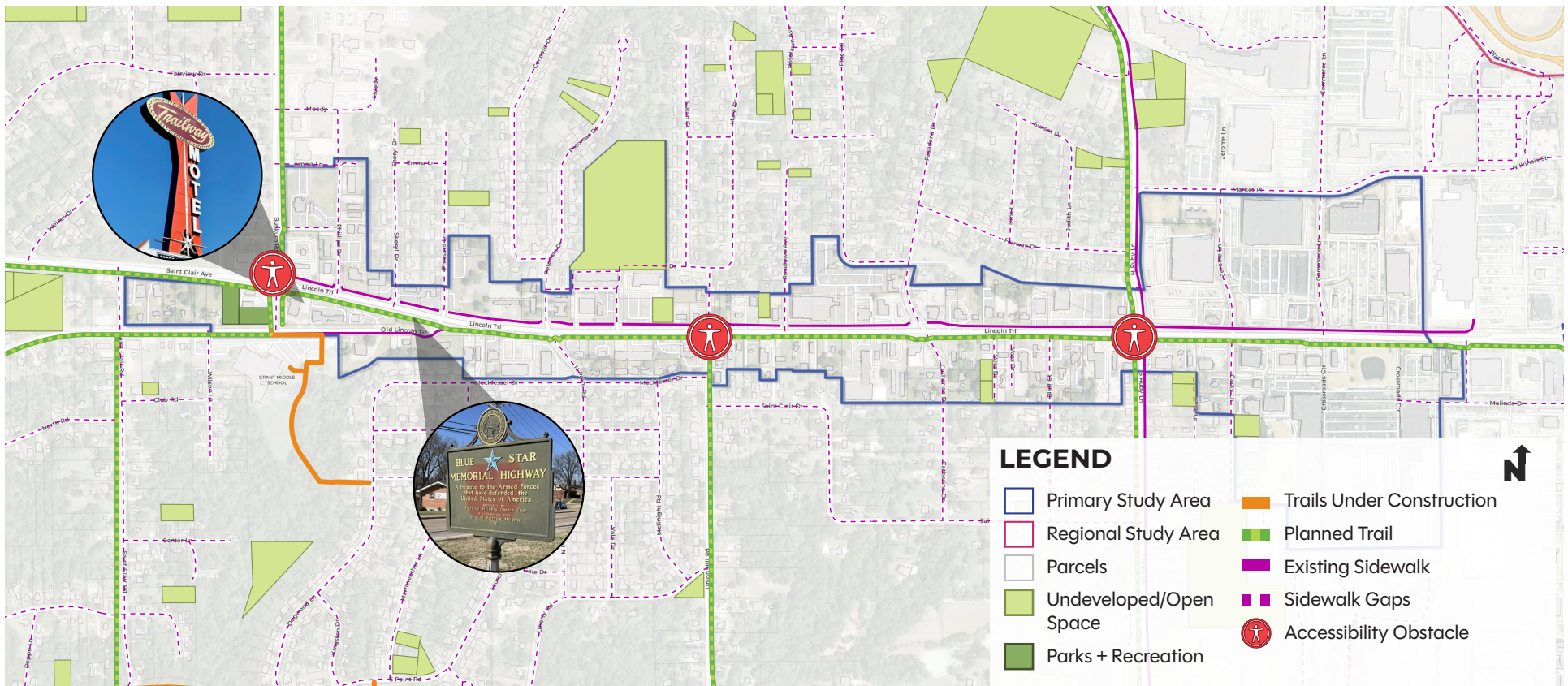


FIGURE 4: SIGNAGE, SIDEWALKS, AND ACCESSIBILITY MAP

SOURCE: CONFLUENCE WITH INPUTS FROM FAIRVIEW HEIGHTS AND ST. CLAIR COUNTY

Introduction

Economic Viability

Appendix A: Existing Conditions Summary Report also included a supplemental Market Analysis completed as part of the project to better understand current market conditions, future demand and trends, and opportunities to consider. Findings from this analysis can be summarized into the following S.W.O.T.:

STRENGTHS

- **Existing Infrastructure & Scale:** The presence of large-format centers allows for scalable leasing or redevelopment and can act as a strong shadow anchor for the study area. Strong utility access and existing commercial zoning streamline reuse.
- **Affordable Acquisition Costs:** There is potentially undervalued real estate with below-market rents and low-cost basis for buyers. This creates room for value creation via cosmetic improvements and re-tenanting.
- **Municipal Willingness to Collaborate:** Fairview Heights is viewed as proactive and open to incentive tools (TIF, tax rebates, signage grants). These open lines of communication between developers and City Staff help to attract opportunity and generate ideas in the Corridor.
- **Daytime Population Density:** There are a number of people commuting to the Corridor for work with employers for office workers, retail staff, and nearby Prairie Farms and St. Clair Square.

WEAKNESSES

- **Location & Visibility:** The Corridor serves as the central access point for the Metro East region with retail name recognition, however, while there is close proximity to I-64 with high daily traffic counts (~83,000+ vehicles/day), the study area is off the mark.
- **High Vacancy & Aging Retail Stock:** There are multiple vacancies that are starting to hurt the area's brand. Some dated infrastructure with high deferred maintenance costs (roofs, HVAC, ADA compliance) also serve as an obstacle.
- **Limited Recent Investment:** There have been few modern retail projects or pad developments in last 10+ years. Out-dated façades and signage reduce appeal to national tenants that there is investment in the area.
- **Tax & Regulatory Environment:** From an operational perspective, high commercial property and sales tax burdens in Illinois reduce competitiveness vs. Missouri for retailers. This can be perceived as less business-friendly for warehouse, logistics, or labor-intensive uses.
- **Demographic Shifts:** Family migration and new growth is concentrated in O'Fallon and Shiloh, away from the activity on the corridor. A declining perception of Fairview Heights as a "growth" market is leading developers away from the area.
- **Fragmented Ownership & Access Constraints:** Complicated parcel ownership slows land assembly or corridor-scale improvements. Access management along the corridor disrupts natural ingress/egress patterns and visitation to local businesses.
- **Varied Tenant Activity:** The Corridor has several churches, funeral parlors, and other institutions that, while serving a vital community need, create large gaps in the continuity of active uses, where those properties are only used sporadically throughout the week and do not contribute to retail vitality on a steady basis.

OPPORTUNITIES

- **Repositioning of Anchor Spaces:** Creative reuse of big boxes for entertainment, service retail, self-storage, or healthcare are very viable options to consider. Subdividing larger units into smaller, flex spaces can support leasing.
- **Public-Private Partnerships:** By leveraging TIF, sales tax rebates, and grant programs to attract tenants, the City positions itself as a co-investor in strategic sites (e.g., signage upgrades, access improvements).
- **Medical & Service-Oriented Retail:** Public input showcased strong demand for urgent care, dental, veterinary, and credit union uses along the Corridor. There are additional opportunities to fill gaps left by apparel or soft-goods retail.
- **Branding & Corridor Identity:** There is a definite need to refresh marketing, improve wayfinding signage, and promote Fairview Heights, and more specifically the Lincoln Trail Corridor, as a value-driven alternative to O'Fallon. City-supported roadshows and tenant outreach campaigns could differentiate the corridor.

THREATS

- **Continued Tenant Exodus:** There is potential that additional national chains could exit if vacancies persist or foot traffic declines further. This loss of destination anchors (e.g., Macey's, Best Buy) would accelerate corridor decline.
- **Retail Market Saturation:** Competing developments in newer submarkets (Edwardsville, Shiloh, O'Fallon) are pulling demand elsewhere. The City should utilize the recommendations outlined in the Lincoln Trail Great Streets Plan to help attract momentum and development back to the Corridor.
- **Perception Issues:** The aging aesthetics and scattered vacancies should be a key focus area for improvements along the Corridor. Coordinated investment, both public and private, could help shift the perception of the area.
- **Competition with Retail on 159:** The existing retailers located along Highway 159 present big box competition in the market. Lincoln Trail will need to reposition its market audience and experience to help stand apart from this nearby area.

Introduction

Population Trends

Fairview Heights is a city that has experienced population decline over the past 15 years, according to census data. After consistent growth from 1970 to 2010, the population trend has reversed course. The city's population peaked at about 17,250 residents in 2014, and has since declined by about -0.5 percent every year. By 2023, Fairview Heights' population had fallen to about 16,255 people. ESRI projects a further decline by 2029 to less than 16,000 residents. ESRI also estimates that there are about 5,000 people living in the corridor study area.

Fairview Heights' population trend is similar to St. Clair County's, while the St. Louis Metropolitan Statistical Area has grown in population very minimally (0.1% per year over the same ten-year period).

Fairview Heights' population trajectory is not unique. Beginning in the 1970s, many cities and towns in the Midwestern United States saw industry and jobs relocate to other regions, bringing workers, their families, and tax dollars with them. Some cities have been spared entirely, while communities like Fairview Heights did not experience sustained population decline until the 21st century.

In 2023, Fairview Heights' median age was 41.6, up from 40.7 in 2013. St. The City's 2023 median age is slightly older than the County (39.5) and the MSA (39.8).

Household Characteristics

There are fewer and smaller households in Fairview Heights in 2023 than in 2013. In 2023, there were about 7,090 total

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households (i.e., occupied housing units) in the city. This sum represents a decline of about 1 percent from 7,174 in 2013; however, the 2023 figure has bounced back from a ten-year low of 6,741 in 2020.

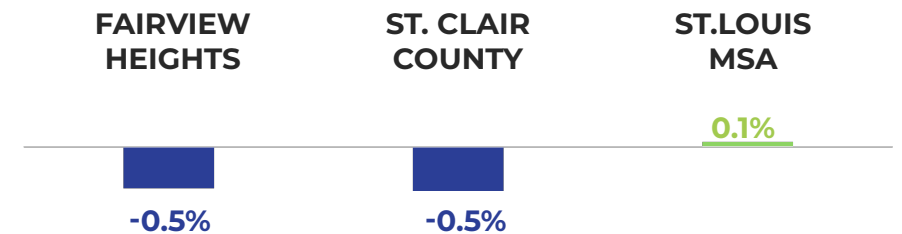


FIGURE 5: 2023 POPULATION AND AVERAGE ANNUAL GROWTH RATE SINCE 2013
SOURCE: AMERICAN COMMUNITY SURVEY

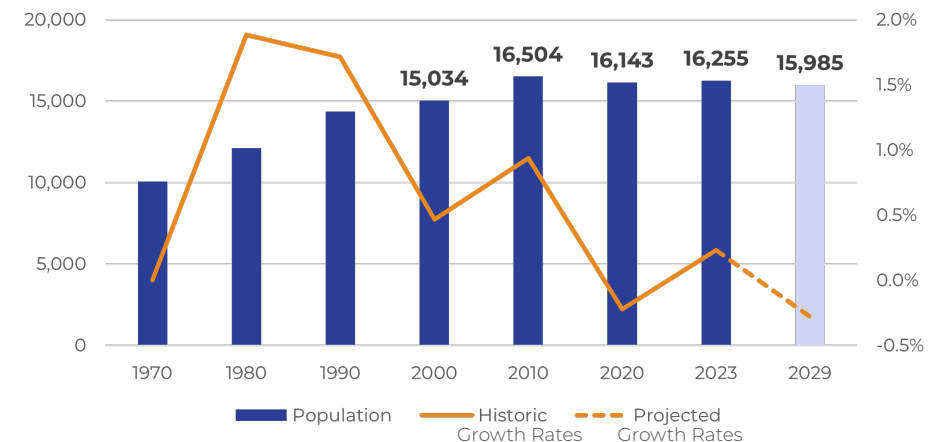


FIGURE 6: FAIRVIEW HEIGHTS POPULATION AND AVERAGE ANNUAL GROWTH RATE, 1970-2029

SOURCE: AMERICAN COMMUNITY SURVEY, ESRI, LCG

Commercial Real Estate Inventory

Fairview Heights is a retail powerhouse, but the city also has substantial office and hospitality real estate. According to Costar, the total rental buildable area (RBA) for retail is about 8.02 million square feet; the total RBA for office is about 2.4 million square feet; and the total RBA for hospitality is 1.1 million square feet.

The commercial area to the east of the corridor—straddling Illinois Route 159 and I-64—is home to the bulk of Fairview Heights' commercial real estate inventory. Of the four quadrants around the interchange, the southern quadrants are dominated by retail space, while the northern quadrants are more diversified with office and hospitality inventory.

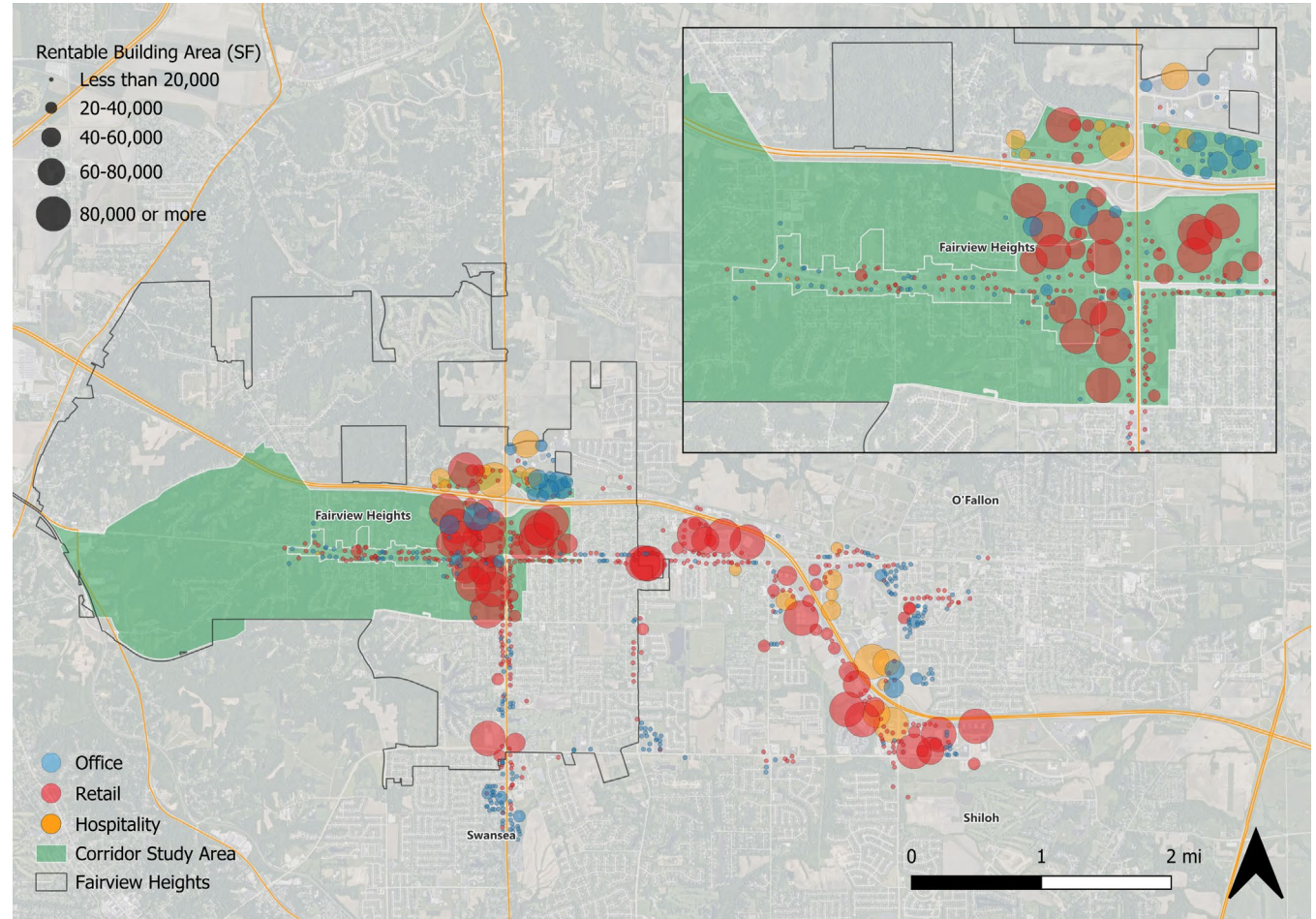


FIGURE 7: RETAIL, OFFICE, AND HOSPITALITY BY RENTABLE BUILDING AREA

SOURCE: COSTAR, 2025

Introduction

Vacancy Trends in the Retail Market

St. Louis

For the overall St. Louis market, Institutional Property Advisors reports that retail rents are flat to down even in the face of net 700,000 SF of space absorbed during 2024 (1,000,000 SF absorbed but 300,000 SF of new space was completed). The office market, a potential use to backfill retail space for which there is not demand, is similarly down in 2024 over the prior year. The following chart shows historical and projected vacancy rates in the St. Louis market:

Metro East

The same chart for the Metro East market shows historical and projected vacancy rates that are generally higher than for the market as a whole.

Costar reports that the overall St. Louis market has historically tight market conditions and speculates that these conditions are working to the benefit of Fairview Heights in today's market. Dick's Sporting Goods shuttering its Fenton store in favor of a Fairview Heights opening is cited as an example of this phenomenon. We note that market conditions are always evolving, so today's retail site selection decisions should not be interpreted as a long-term trend.

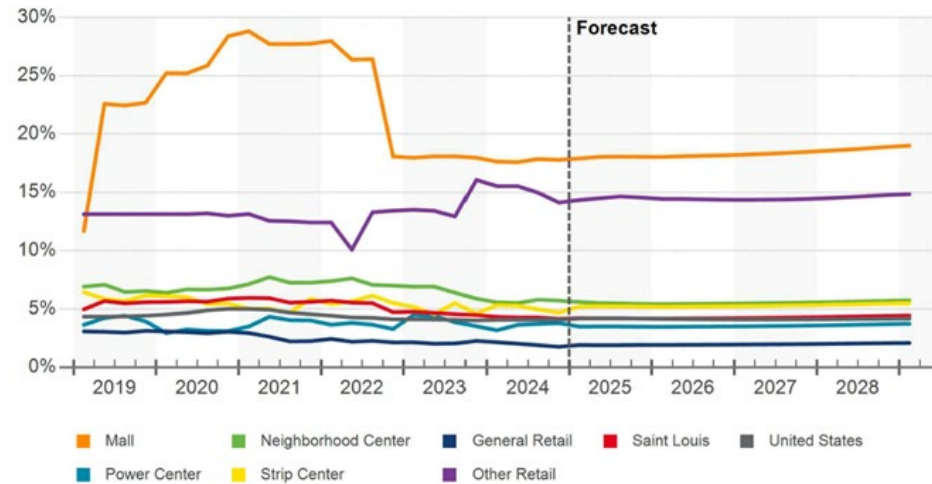


FIGURE 8: RETAIL HISTORIC AND PROJECTED VACANCY RATES IN ST. LOUIS

SOURCE: COSTAR, 2025

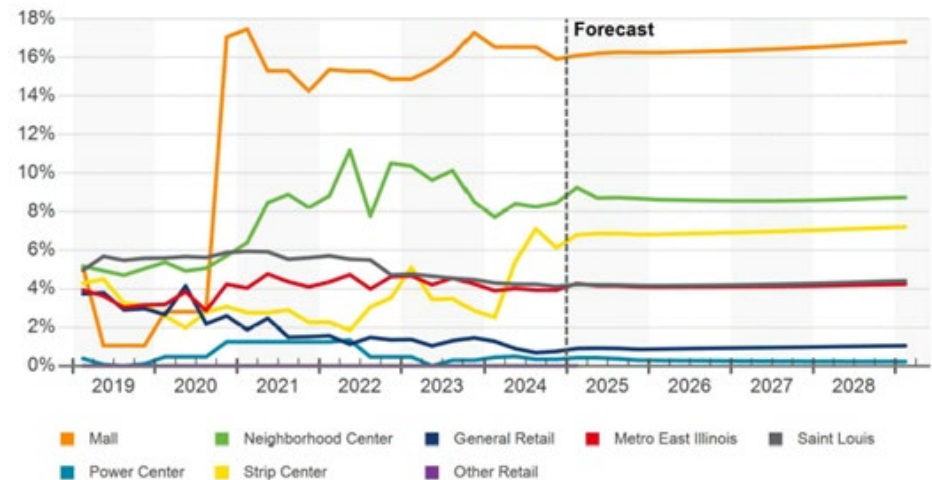


FIGURE 9: RETAIL HISTORIC AND PROJECTED VACANCY RATES IN METRO EAST

SOURCE: COSTAR, 2025

Opportunity Sites

Lincoln Trail corridor has several vacant and underutilized parcels throughout. There are seven vacant lots, fifteen parcels with vacant buildings, and eight parcels with buildings which have excess vacancy.

Segments of the corridor with higher concentrations of vacant and underutilized parcels include the intersection of Bunkum Road and Lincoln Trail, and the Concord Plaza area the large vacant lot behind Dollar General. While these clusters do have occupied parcels mixed in, clusters of vacancy could make targeted redevelopment projects easier, as they allow for more streamlined planning and larger investment in a single area.

The eastward cluster (Concord Plaza area) is particularly viable for redevelopment. According to city economic development officials, there is just one owner of the parcels in this cluster, which, as mentioned above, could streamline redevelopment. Also, the city had already engaged with a local developer interested in developing the site. The developer is interested in hearing project concepts from the city. Due to its shape and building heights along the corridor, the site is particularly ripe for a horizontally-integrated mixed-use development.

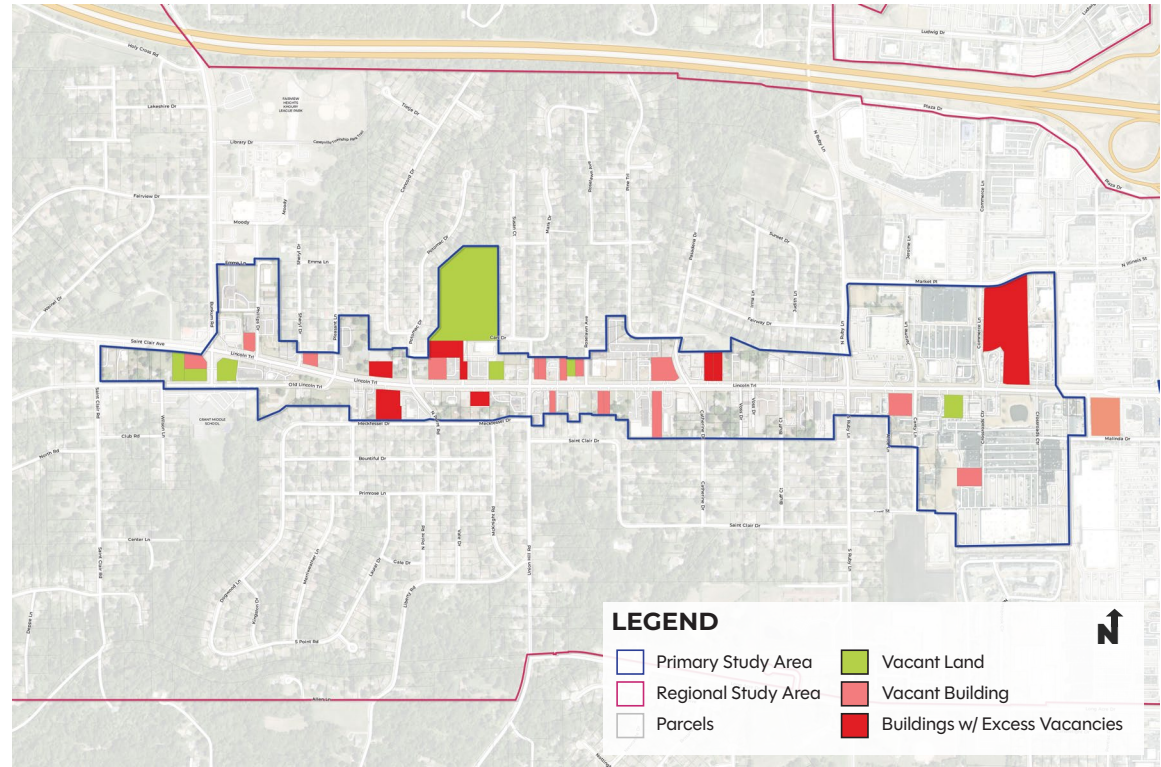


FIGURE 10: VACANT AND UNDERUTILIZED PARCELS
 SOURCE: CITY OF FAIRVIEW HEIGHTS, LCG, 2025

Introduction

Multi-Family Characteristics

There is evidence of unmet, pent-up demand for multifamily housing in Fairview Heights. On one hand, the effective rent per unit in Fairview Heights is over \$100 more expensive than in the county and MSA; however, the multifamily vacancy rate is lower than in both the county and MSA. This suggests that there is more demand for Fairview Heights housing than what City housing supply can accommodate, which drives prices of existing units upwards.

Analyzing these key trends are a part of any residential developer's due diligence in deciding to invest in a location. Fairview Heights' relatively-high rent and low vacancy may be attractive to multifamily developers, signaling that new units would be absorbed in a competitive local market.

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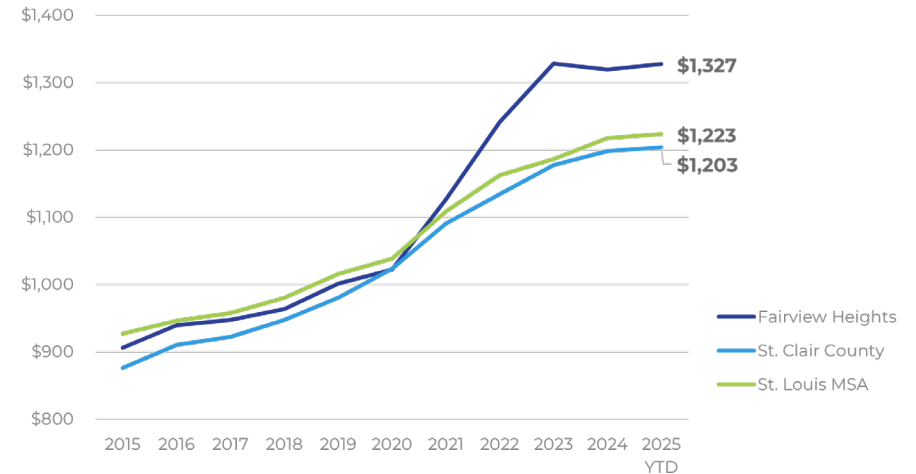


FIGURE 11: MULTI-FAMILY MARKET EFFECTIVE RENT PER UNIT
SOURCE: COSTAR, 2025



FIGURE 12: MULTI-FAMILY VACANCY RATE
SOURCE: COSTAR, 2025

The median year built of Fairview Heights' 21 multifamily apartment buildings is 1983, and the most recently built was in 2006. This median age is slightly newer than the 384 St. Clair County apartment buildings pictured here, with a median year built of 1978.

Much of Fairview Heights and the corridor lacks multifamily housing. There are a few larger developments near Lincoln Trail corridor, such as the Longacre Apartment Complex and Park Terrace Apartments to the south.

New multifamily development along the corridor could not only stimulate activity but also introduce fresh housing stock. The North Bend Residences (permitted in 2024) would be a positive addition to the corridor's general area. North Bend's planned 60-unit, age 55+, moderate income housing project will be a combination of single-family homes, duplexes, and triplexes.

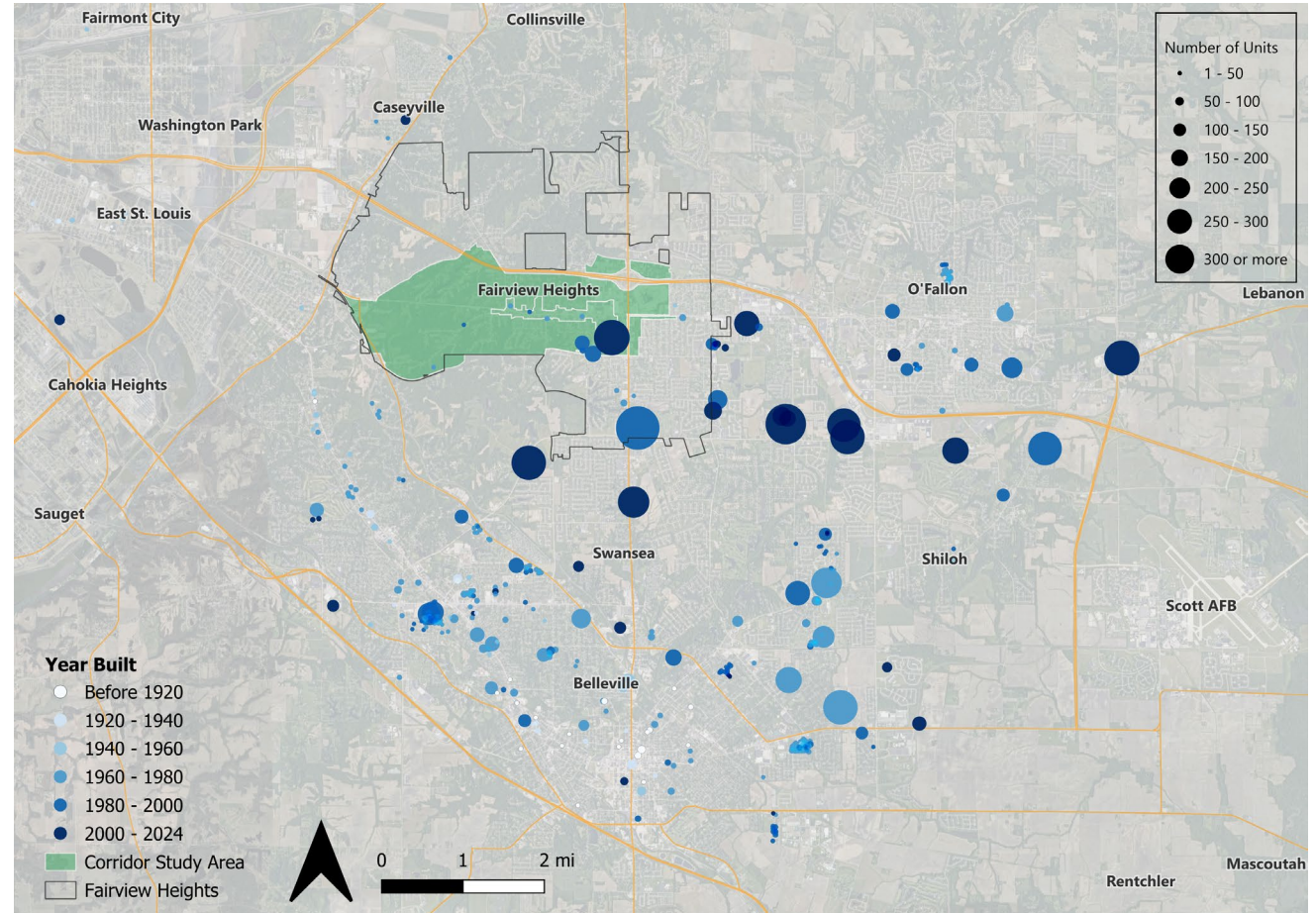


FIGURE 13: MULTI-FAMILY DEVELOPMENTS BY YEAR BUILT
SOURCE: COSTAR, 2025

Introduction

Mobility

In terms of the Lincoln Trail Great Streets Plan, mobility is an all-encompassing term for how people can move throughout the Corridor, whether via foot, bike, car, or transit. A S.W.O.T. analysis of the current conditions presents the following findings:

STRENGTHS

- **Existing Roadway Infrastructure:** The Lincoln Trail Corridor currently has a functional roadway with turn lanes and medians in some sections, facilitating vehicular movement well. The Corridor generally operates with sufficient traffic capacity during peak hours.
- **Transit Connectivity:** The presence of MetroBus service provides a baseline for public transportation, with a connection to the MetroLink station.
- **Planning Vision:** Local plans articulate a clear vision for a more balanced, multi-modal transportation system in and around the Corridor in the forms of shared-use paths and trails. These connections link key activity centers together and provide safe access to a walkable or bikeable network.

WEAKNESSES

- **Safety Concerns:** There are high crash rates, particularly at intersections, indicating that there are safety deficiencies that need addressed on the Corridor. These are further explored in the High Injury Network map in Appendix X. Existing Conditions Summary Report.
- **Pedestrian and Bicycle Deficiencies:** The gaps in the sidewalk network and lack of dedicated bicycle facilities limit non-motorized transportation. To support past planning projects and multi-modal network, the City and its partners should expand these networks.
- **Access Management Issues:** Numerous curb cuts and driveways along the Corridor today create conflict points and disrupt traffic flow. Consolidated access points and shared drives would be a potential solution to this matter.
- **Right-of-Way Constraints:** The varying right-of-way widths and encroachments complicate potential roadway and mobility improvements. Creative solutions and strategic partnerships will be necessary to bring this plan's vision to life.
- **Transit Ridership:** Today, transit ridership is relatively low, suggesting underutilization of existing transit options or unmet needs in the transit system (consistency, routes, services, etc.)

OPPORTUNITIES

- **Corridor Transformation:** The opportunity exists to transform Lincoln Trail into a more walkable, mixed-use corridor that prioritizes multi-modal transportation.
- **Safety Improvements:** There have been safety issues identified that provide a clear target for improvements, such as intersection modifications and access management strategies.
- **Connectivity Enhancements:** There are opportunities to improve pedestrian and bicycle connectivity through sidewalk extensions and the addition of bike facilities.
- **Transit Development:** Transit ridership can be increased by improving access to transit stops and integrating transit with land use development.
- **Alignment with Plans:** Project goals align with existing local plans, providing a strong foundation and consistent vision for implementation.

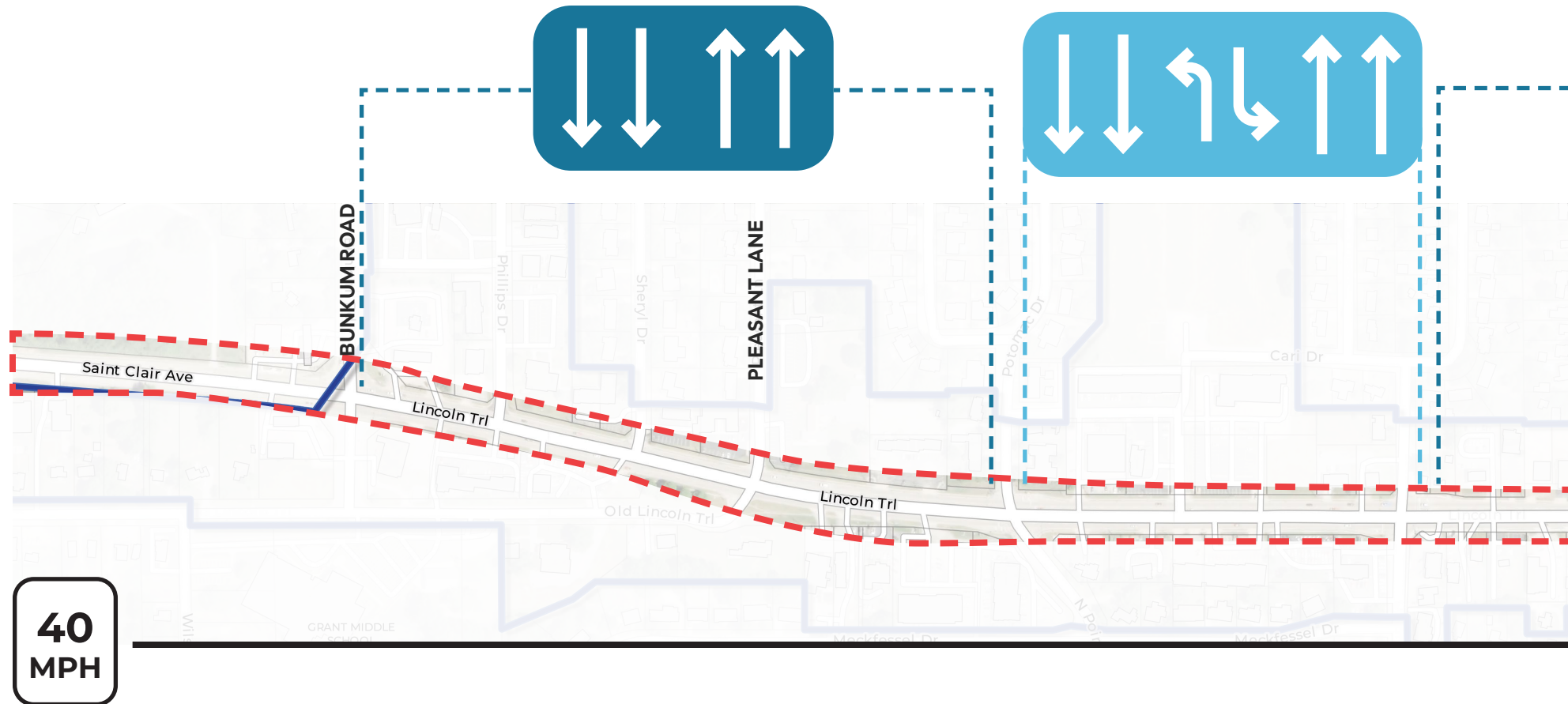
THREATS

- **Funding Constraints:** Securing funding for transportation improvements may be a challenge. Layering funding sources may increase project viability.
- **Right-of-Way Acquisition:** Acquiring right-of-way for improvements could be costly and time-consuming, especially with existing encroachments.
- **Coordination Challenges:** Coordinating with IDOT and other agencies will be necessary but could introduce complexities in completing projects.
- **Development Patterns:** Existing auto-oriented development patterns may be resistant to change.
- **Traffic Disruption:** Construction activities could disrupt traffic flow and access to businesses. Communication and minimizing disruptions will be critical to supporting businesses during construction periods.

Introduction

Existing Roadway Characteristics

Appendix A: Existing Conditions Summary Report provides information on the current roadway classifications and configurations that serve as the foundation for the recommendations outlined in this section of the Lincoln Trail Great Streets Plan. The graphic below depicts the traffic patterns and major characteristics along Lincoln Trail. The roadway is primarily four-lanes with two lanes in each direction with a small section that has a center two-way-left-turn lane (TWLTL). The entire extent of the Corridor operates under a 40 miles per hour speed limit. Sidewalk facilities are available on either side of the road; however, the large number of curb cuts and quality of the existing sidewalk impairs the overall safety and pedestrian experience along Lincoln Trail.



Lincoln Trail is Characterized by:



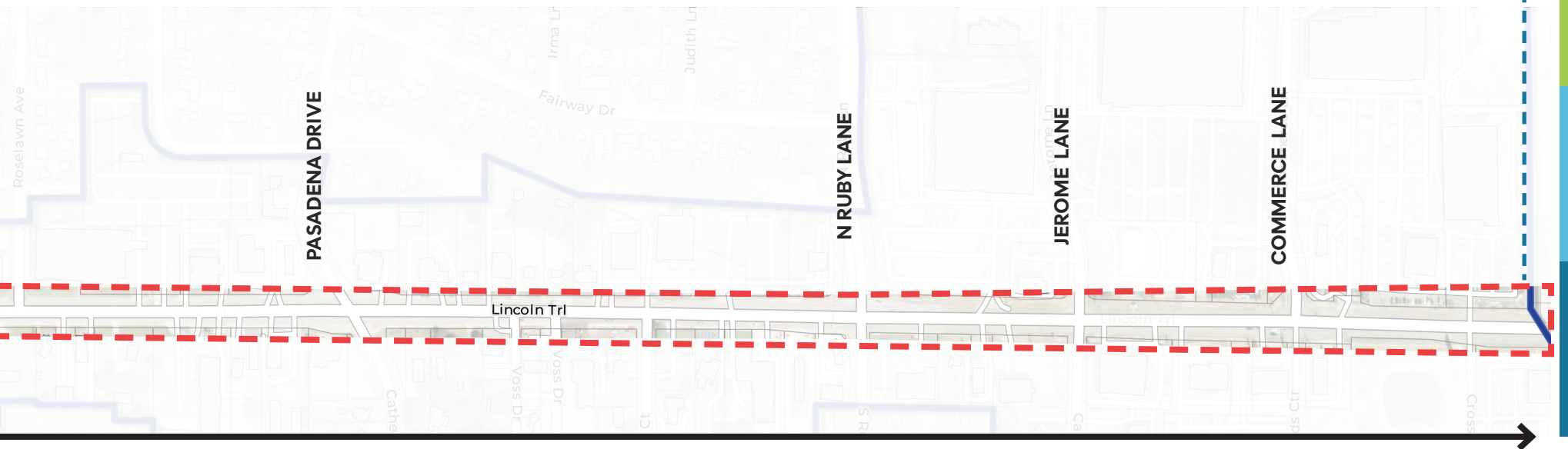
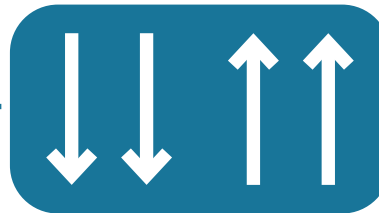
12' wide drive lanes with
some 14' wide turn lanes



Existing pedestrian facilities on
both sides of the road



Challenges with access
management and curb cuts



Introduction

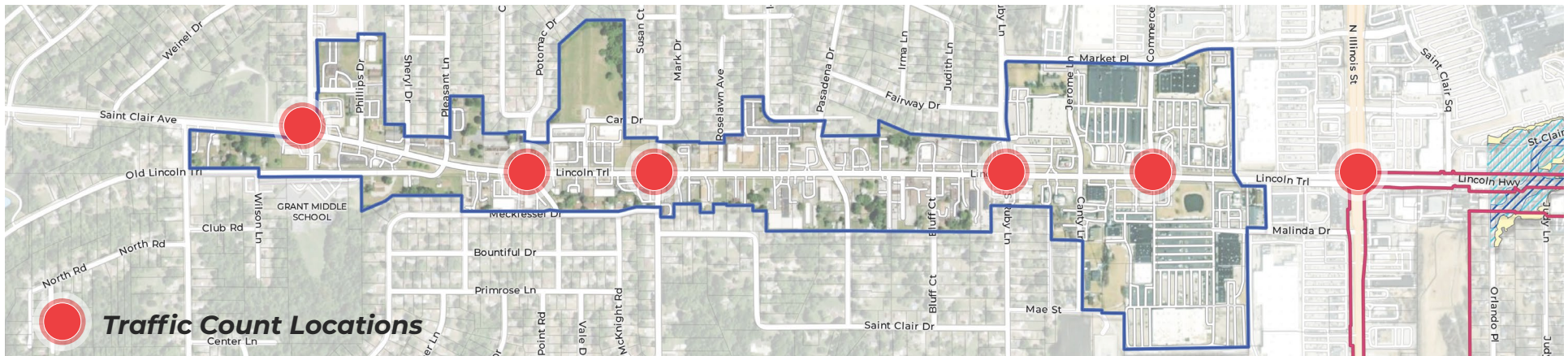
Existing Traffic Volumes

Video turning movement traffic counts were conducted on Saturday, March 1, 2025, during the weekend midday/afternoon (12:00– 4:00 p.m.), Wednesday, March 5, 2025, during the weekday morning (7:00 – 9:00 a.m.), and Thursday, March 6, 2025, during the weekday morning (7:00 – 9:00 a.m.) and afternoon (3:00 – 6:00 p.m.) at the following intersections:

- Lincoln Trail and Illinois 159;
- Lincoln Trail and Commerce Lane;
- Lincoln Trail and Ruby Lane;
- Lincoln Trail and Union Hill Road/Mark Drive;
- Lincoln Trail and North Point Road/Potomac Drive; and
- Lincoln Trail and Bunkum Road.

Based on the traffic data collected, the Saturday peak hour occurred between 1:15 and 2:15 p.m., the AM peak hour occurred between 7:45 and 8:45 a.m., and the PM peak hour occurred between 4:30 and 5:30 p.m.

Given the traffic characteristics in the area, the analyzed peak periods would represent a “worst-case scenario” with regards to the traffic impact. If traffic operations are acceptable during these peak periods, it can be reasoned that conditions would be acceptable throughout the remainder of the day.



Speed Data

Speed data was collected by radar units starting on Monday, March 3, 2025, at 9:30 AM and ending on Monday, March 10, 2025, at 9:30 AM. Radar units were placed on both sides of Lincoln Trail to gather data for the westbound and eastbound directions between Union Hill/Mark Drive and Ruby Lane and between Bunkum Road and North Point Road/Potomac Drive.

The speed data is shown by speed distribution graphs below. The east-bound and west-bound Lincoln Trail vehicle speed distributions between Union Hill/Mark Drive and Ruby Lane are shown in Figure 14 and Figure 15, respectively. This data shows that most people drive close to the posted speed limit of 40 mph.

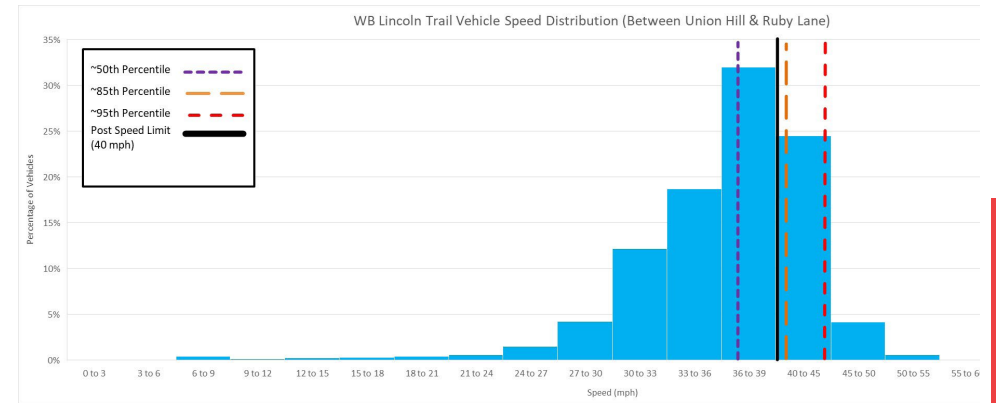


FIGURE 14: WESTBOUND LINCOLN TRAIL VEHICLE SPEED DISTRIBUTION (BETWEEN UNION HILL/MARK DRIVE & RUBY LANE)

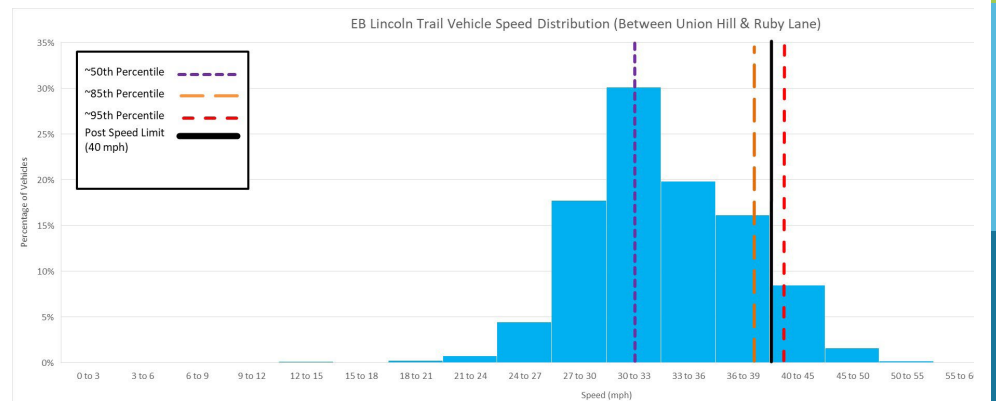


FIGURE 15: EASTBOUND LINCOLN TRAIL VEHICLE SPEED DISTRIBUTION (BETWEEN UNION HILL/MARK DRIVE & RUBY LANE)



Review Appendix X. Existing Conditions Report

This report feature additional information on previous analyses related to traffic safety, crash data, and other mobility-related factors.

Introduction

ACCESS MANAGEMENT

Access management is a systematic approach used to regulate the location, design, spacing, and operation of driveways, median openings, interchanges, and street connections along a roadway to improve traffic flow and safety. According to FHWA, effective access management minimizes the number of conflict points between vehicles and pedestrians, reduces crashes, and improves roadway capacity and function by controlling access to the transportation network. When properly implemented, it allows roads to operate efficiently, safely, and sustainably while supporting and advancing both local and regional transportation objectives.

Access management is achieved through a coordinated set of design and policy strategies that consider traffic flow, land use, and roadway classification. Some examples include limiting the number of access points, consolidating driveways, providing appropriate spacing between signals, implementing roundabouts, and designing medians to separate opposing traffic flows. These measures work together to reduce congestion and crashes while promoting consistent speeds and predictable driving behavior. The planning and engineering practices behind access management are most effective when integrated into long range transportation planning, local ordinances, and development review processes.

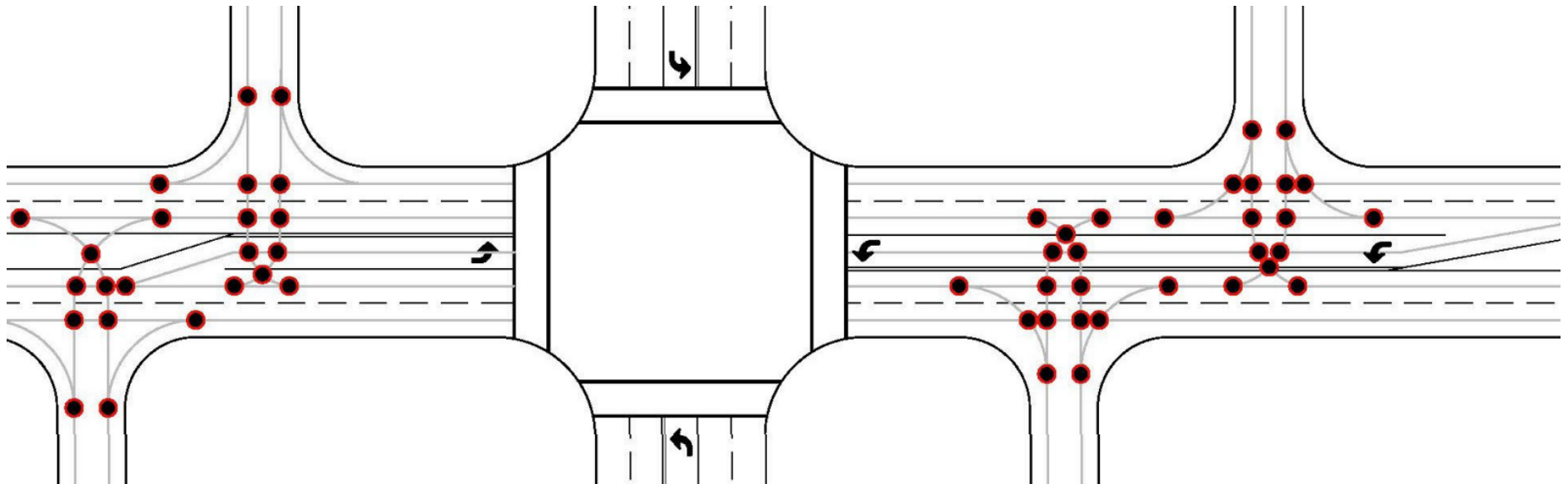


FIGURE 16: ACCESS MANAGEMENT DIAGRAM AND VARYING POINTS OF CONFLICT
SOURCE: FHWA

The FHWA plays a leadership role in promoting access management across state and local agencies. It provides research, policy guidance, and technical assistance to support uniform implementation and data driven decision making. The agency shares best practices and coordinates demonstration projects to highlight the effectiveness of access management in improving traffic operations and corridor performance.

Implementing access management can be challenging due to competing interests, existing land use patterns, and limited coordination among agencies. The FHWA notes that balancing mobility with property access often creates tension, particularly in developed corridors with multiple property owners. Resistance from businesses and inconsistent local policies can further complicate adoption. According to FHWA, success depends on strong collaboration between transportation and planning agencies, consistent regulations, and public understanding of long-term benefits.

A successful access management plan delivers measurable safety, operational, and economic benefits. The FHWA highlights that well-designed access management reduces crash rates by minimizing conflict points and improves roadway efficiency through smoother traffic flow and fewer delays. It also extends pavement life and lowers maintenance costs by reducing turning movements and stop and go driving. Beyond transportation performance, such plans improve corridor appearance, support pedestrian and bicycle safety, and strengthen local economies by improving access to businesses and creating a more predictable travel environment.

Introduction

Environmental Factors

A number of negative environmental factors are present along the Corridor today ranging from a limited tree canopy to high quantities of impervious surfaces. This section details the findings related to this key topic and ideas for how to address these patterns overtime with new investments and developments.

STRENGTHS

- **At a Crossroads for Change:** The Lincoln Trail Corridor is facing a pivotal shift in character and experience, energized by growing momentum and a shared commitment to progress. New development practices and a desire for a stronger sense of place by the community indicates this is the right time and right location for community investment.
- **Flexibility in Approach:** Due to such a high amount of impervious surfaces and some vacancies along the Corridor, there is flexibility in testing out solutions to respond to the negative environmental factors.

WEAKNESSES

- **High Percentage Impervious Surfaces:** The surface type analysis (see page 37) revealed concerns related to the high percentages of impervious surfaces that remain unbalanced due to the lack of pervious surfaces and greenscaping on the Corridor.
- **No Park Facilities:** As indicated in the sense of place key topic, there are no dedicated park facilities of any type located on the corridor today. While these park spaces provided necessary community spaces, they are also areas where stormwater facilities, greenscaping, and similar amenities are integrated to help alleviate other environmental impacts.
- **Limited Tree Canopy:** There is a severely limited tree canopy along the Corridor today. This is worth noting as it is typically the tree canopy that helps to offset the urban heat island effects that are dominating the Corridor today.

OPPORTUNITIES

- **Parking Lot Infill Redevelopment:** The parking stall analysis revealed there are areas that are overparked throughout the study areas. These are potentially viable opportunities to support infill redevelopment and reduce parking ratios that would encourage a more walkable built environment.
- **Lane Reconfiguration + Streetscaping:** Lane reconfigurations reorganize the roadway to introduce opportunities for landscaped buffers and return more space to the community for other uses. These types of streetscape improvements offer new locations for added environmental features including trees, native plantings, stormwater facilities, bioswales, and more.

THREATS

- **Funding for Progress:** Acquiring right-of-way, funding for projects, and materials could be costly and time-consuming. Pairing multiple projects can help to ensure efficient use of investment dollars and push progress on multiple projects.
- **Lack of Intervention:** Without continued momentum or strategic intervention, the corridor risks stagnation and the persistence—or worsening—of issues related to natural features, stormwater runoff, and the urban heat island effect.

Introduction

Urban Heat Island Effect

Urban heat island datasets work to illustrate areas with significantly higher temperatures than surrounding areas. Urban heat island data tracks factors such as roads, parking lots, buildings, pavement, and other hardscaped or built elements to identify 'hot spots' in the area. Mapping this phenomenon is important for a variety of reasons, some of which include:

- These are areas with significantly less greenscaping, open space, tree canopy and other natural features.
- Impervious surfaces, such as roads or parking lots, are heat conductors.
- These hardscaped areas are not supportive of healthy and robust stormwater runoff systems and result in a strain on the overall system and downstream communities.
- Not supportive of a walkable or lively environment that would foster community as these areas are predominately built for the car and pedestrians or bicyclists are an afterthought.

Lincoln Trail's Urban Heat Island

Figure 17 (left) and Figure 18 (right) illustrate the 2022 and 2023 Urban Heat Island datasets for Lincoln Trail. The darker the color shown on the map, the higher the concentration of heat. In 2022, roughly 96 percent of the primary study area was in the highest index of the data. The periphery had significantly high tracts of land in moderate zones heat. The 2023 dataset shows that the concentration of hot spots continues to grow and amplify as time goes on with little to no intervention of greenscaping or added tree canopy. Without intervention, such as increasing pervious surfaces, there is a risk of continuing to amplify the heat island effect in and around the Lincoln Trail Corridor in the years to come. These will be critical considerations for the study area and the plan's recommendations to aid in supporting a walkable environment with opportunities to gather.

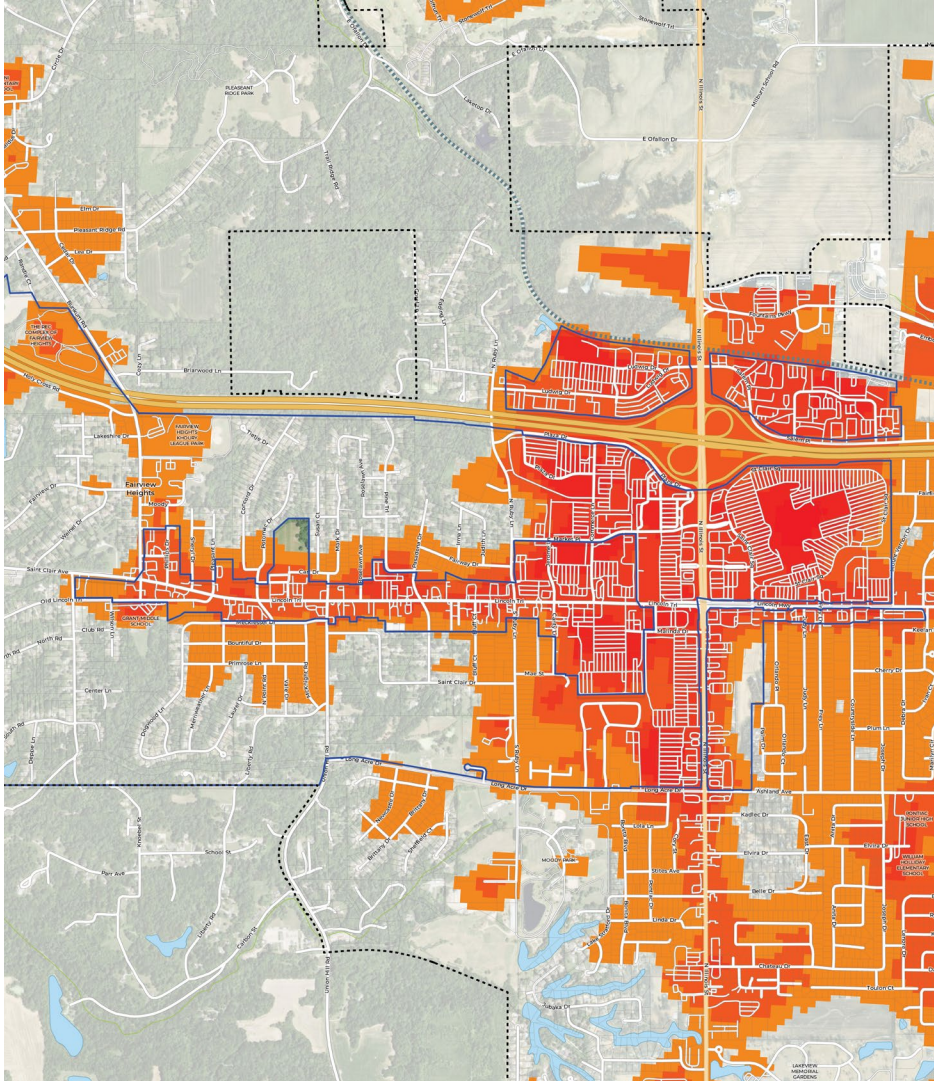


FIGURE 17: 2022 URBAN HEAT ISLAND MAP
SOURCE: CONFLUENCE WITH INPUTS FROM ESRI

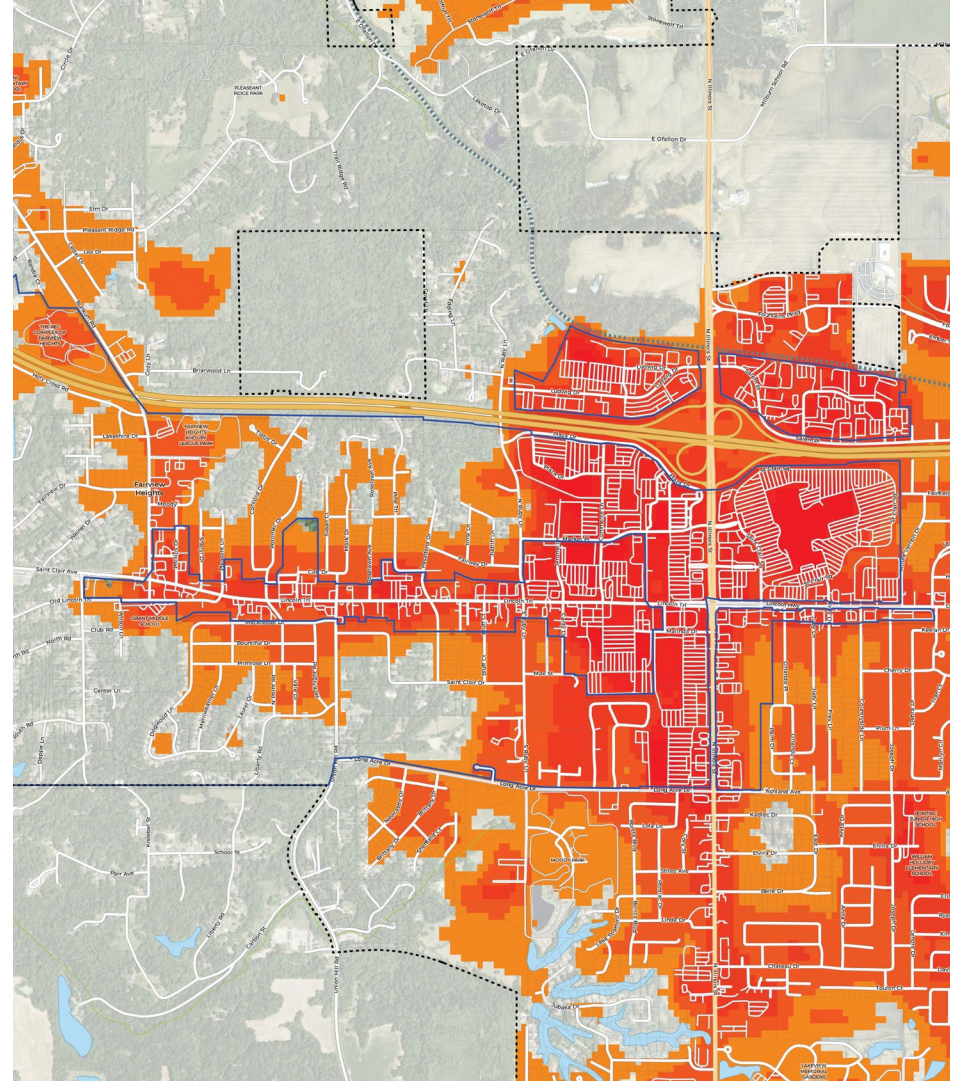


FIGURE 18: 2023 URBAN HEAT ISLAND MAP
SOURCE: CONFLUENCE WITH INPUTS FROM ESRI

Introduction

Surface Type Analysis

Figure 19 presents the general composition of pervious and impervious surface types throughout the primary study area following a parcel-by-parcel surface type analysis. The areas shown in green represent land comprised by a majority of pervious surfaces, such as grass lawns or vegetation. These pervious areas are primarily located west of Union Hill Road, away from the more consistent big box development typologies. The areas shown in red represent the land that is comprised by a majority of impervious surfaces. The impervious surface types dominate the primary study area, assuming 84.4 percent of the total land coverage as shown in Table 1. These impervious surfaces come in the form of paved parking lots, structures, sidewalks, and driveways. The following page investigates the number of parking stalls found throughout the primary study area and adjacent areas to identify if there are opportunities to add infill treatments and densities.

The high percentages of impervious surfaces and findings from the Urban Heat Island and National Land Cover datasets continue to highlight the growing need for interventions along Lincoln Trail. These interventions could include but are not limited to added tree canopy, stormwater infrastructure such as bioswales or rain gardens, increased landscaping, and much more. Opportunities for these types of improvements will be further explored as part of the scenario development process.

RETURN TO AGENDA

PERVIOUS SURFACES

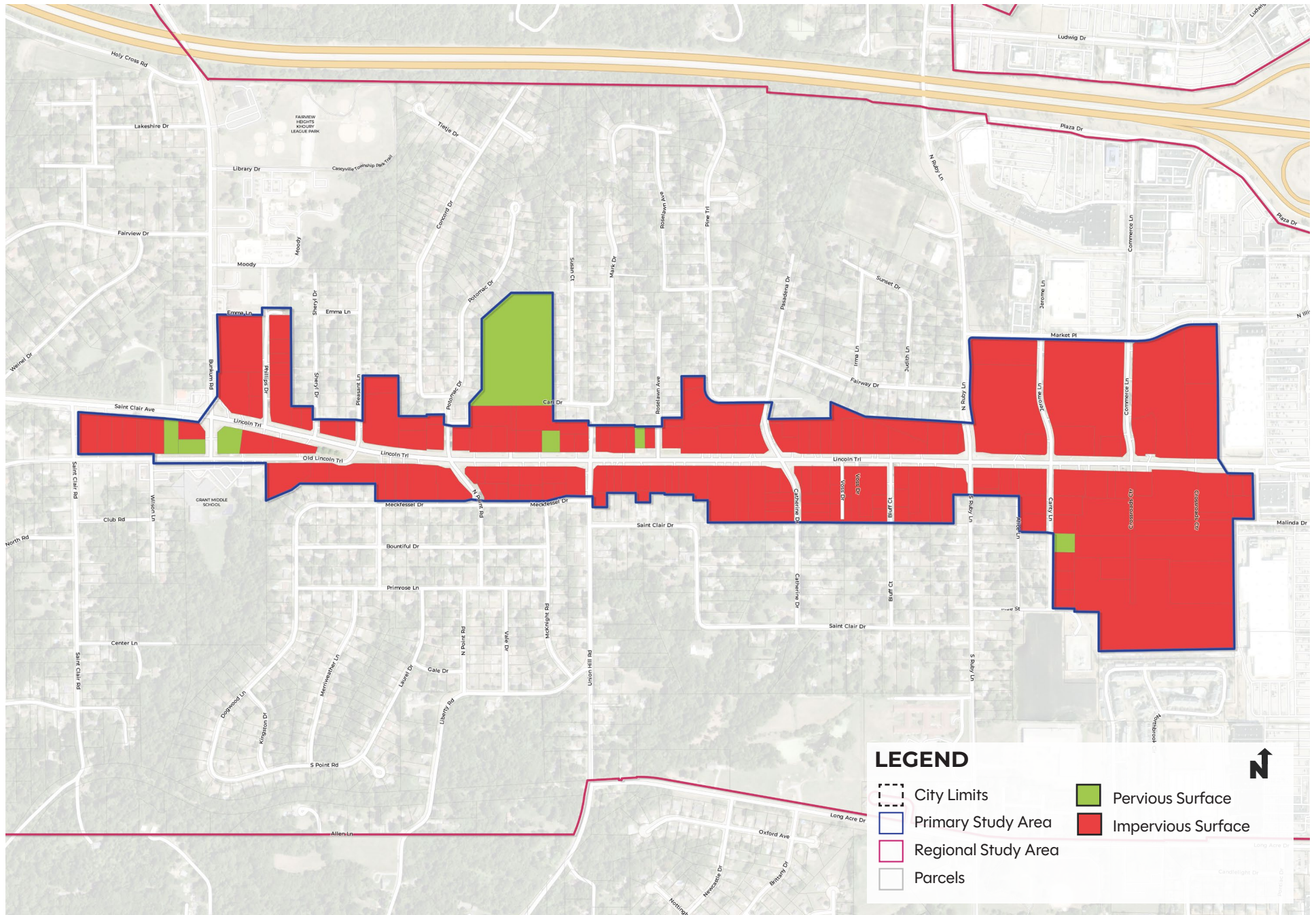
Pervious surfaces allow water to soak into the soil, filter out pollutants, recharge the water table, and reduce intense stormwater impacts. Grass, vegetation, rain gardens, green roofs, and other softscaping materials similar to those support surface drainage.

IMPERVIOUS SURFACES

Impervious surfaces do not allow water to pass through or infiltrate the soil. These surface types include pavement, asphalt, sidewalks, driveways, buildings, rooftops, and other hardscaping materials similar to those. The key issue with having large quantities of impervious surfaces is that it often results in storm surges, erodes streambeds, reduces groundwater infiltration, and carries pollutants into waterbodies.

Surface Type	Acres	Percent Share
Pervious Surfaces	23.0	15.6%
Impervious Surfaces	124.9	84.4%
TOTALS	147.9	100.0%

TABLE 1: PRIMARY STUDY AREA - PERVIOUS/IMPERVIOUS SURFACE
SOURCE: CONFLUENCE WITH INPUTS FROM USGS



Introduction

Parking Opportunity Redevelopment Site Analysis

Following the walking tour of the study areas and the adjacent retail sites, it was evident that there were numerous potentially over-parked developments. This led to further inquiry into the estimated parking stalls in and adjacent to the study area and investigating if there is a surplus or sufficient amount of parking present today. The areas highlighted in orange in Figure 20 present the locations used for parking counts within the primary study area. The blue areas highlight parking adjacent to the study area and were chosen due to the vast amount of parking present today and the opportunities to potentially reduce parking and add density through infill redevelopment. Table 2 presents the estimated parking stalls for each parking count type.

Utilizing the City's updated zoning code and stalls per 1,000 gross floor area (GFA) calculations, the average parking ratio for the primary and adjacent study areas are 5.33 and 5.58 stalls per 1,000 GFA respectively. Typically, the ratio is recommended to be closer to 3.3; therefore, there are areas throughout both study areas that are overparked and parking may be reduced to support added density and more dynamic built environments. These opportunities will be further explored in the proposed scenarios and recommendations for the Lincoln Trail Great Streets Plan.

Location	Primary Study Area Parking Stall Counts	Adjacent Area Parking Stall Counts
1	116 stalls	312 stalls
2	251 stalls	1,000 stalls
3	229 stalls	268 stalls
4	328 stalls	208 stalls
5	195 stalls	772 stalls
6	406 stalls	837 stalls
7	477 stalls	1,220 stalls
8	532 stalls	-
9	1,681 stalls	-
10	309 stalls	-
11	190 stalls	-
12	165 stalls	-
13	158 stalls	-
TOTAL	5,037 STALLS	4,617 STALLS

TABLE 2: ESTIMATED PARKING STALL COUNTS
SOURCE: CONFLUENCE

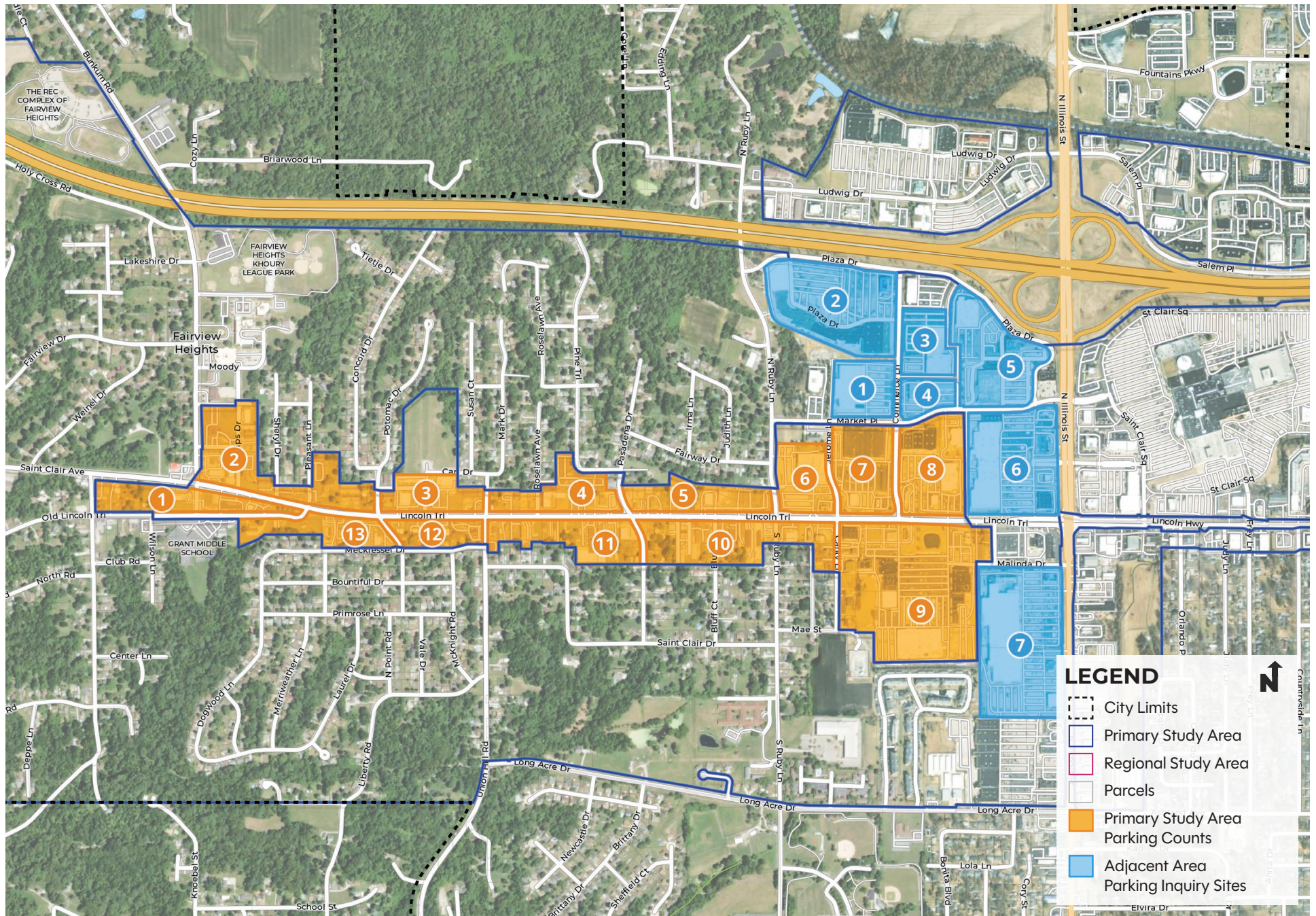
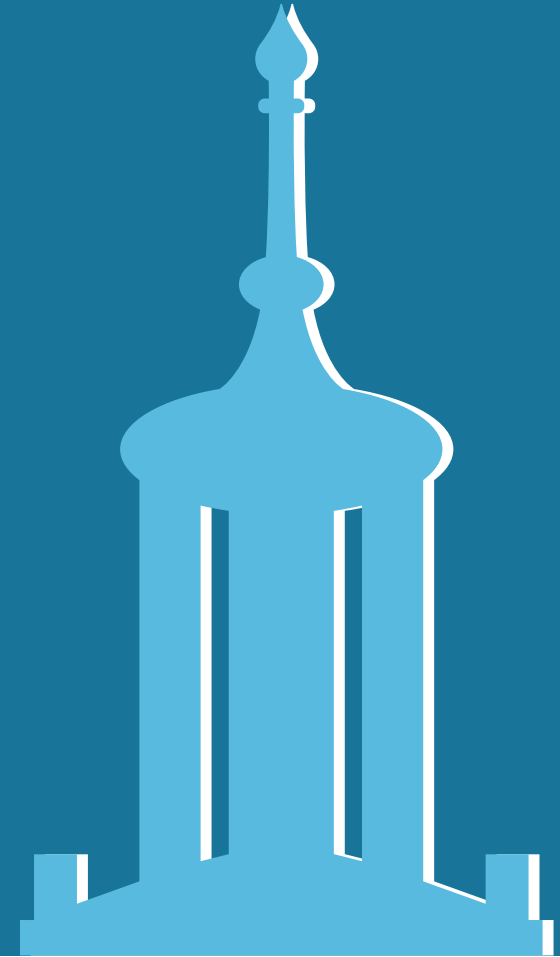


FIGURE 20: PARKING REDEVELOPMENT OPPORTUNITY SITES

SOURCE: CONFLUENCE WITH INPUTS FROM FAIRVIEW HEIGHTS AND ST. CLAIR COUNTY

History of Lincoln Trail



History of Lincoln Trail

PREVIOUS PLANNING EFFORTS RELATED TO RETAIL AND MARKET STRATEGIES

2012 Comprehensive Plan

The City's 2012 Comprehensive Plan update articulated a vision and set a number of goals relevant to retail and the study area specifically. The City identified the following key points as part of the vision in the 2012 Update, framed as things that were hoped to have occurred by 2022:

• **Commercial Area Revitalization**

- Aging commercial areas have been enhanced with new lifestyle retail, mixed-use developments, and high-quality multi-family housing.
- Fairview Heights continues to maintain a strong retail base and serves as a key employment hub in the region.
- Ongoing investment in local services, recreation, arts, and culture has strengthened the city's appeal as a place to live, work, shop, and play.

• **Key Retail Anchors and Corridors**

- St. Clair Square remains a major anchor for retail and dining.
- The intersection of Illinois Route 159 and Lincoln Highway continues to serve as the region's primary shopping hub.
- West Lincoln Highway has been revitalized with mixed-use development, transforming aging centers into dynamic destinations.

- The Market Place area has experienced renewed growth through outlot development and the redevelopment of large big-box sites.

• **Transportation and Infrastructure**

- A new I-64 access point was recommended to reduce congestion, improve traffic flow, and support commercial development along Lincoln Highway.
- Enhancing connections between commercial and residential areas will improve local access while minimizing cut-through traffic.

• **Planning and Development Goals**

- Maintain vibrant commercial areas that position Fairview Heights as Metro East's leading destination for shopping, dining, and entertainment.
- Encourage redevelopment along Lincoln Highway to include a mix of neighborhood commercial and residential uses with pedestrian-friendly design.
- Support the development of a formal pedestrian zone, such as a plaza or boulevard, along the Lincoln Trail Corridor to create a central community space.
- Promote appropriately scaled commercial development near future interstate access points to ensure compatibility with adjacent neighborhoods.

• **Economic Tools and Incentives**

- Review existing Lincoln Trail Business District TIF programs, including façade improvements.

- Evaluate expanding TIF incentives to include demolition grants and site assembly support.

- **Long-Term Vision**

- Encourage the creation of a central gathering area with downtown-style characteristics, including a denser mix of uses and pedestrian-scale development along the Lincoln Highway corridor.
- Implement corridor enhancements such as gateways, perimeter landscaping, undergrounding utilities, improved signage, and City-owned directory signage.

2018 ULI Technical Advisory Panel

The 2018 ULI Technical Advisory Panel suggested that the Ludwig Drive study area could be a demonstration of how the City could be (re)developed going forward. With that in mind, the following observations and recommendations could apply to the Lincoln Trail study area if the study area were thought of as a large project.

- **Vision & Branding:** Define a clear vision for Lincoln Trail, focusing on green space, walkability, and placemaking rather than competing with existing retail. Use branding to support this vision and encourage lingering through events like concerts, markets, and lawn games.
- **Programming & Activation:** Encourage uses that support community engagement—such as craft breweries, indoor sports/tournament facilities, entertainment venues, and office space—especially those that open to green spaces.

- **City Investment & Business District:** The City, with Business District support, can fund pedestrian improvements. Establishing a Business District would also enable access to funding tools like a 1% sales tax and TIF revenue from new construction.
- **Access & Parking Strategy:** Require reciprocal access between properties and implement shared parking strategies to better use land and support redevelopment viability.
- **Street Design & Infrastructure:** Redesign the corridor to support placemaking goals, including protected bike/pedestrian paths and enhanced landscaping, in response to current traffic volumes.
- **Governance & Development Framework:** Form a Business District Advisory Committee to guide governance and coordinate with the City. Require development agreements to address financing, land use mix, and zoning alignment.
- **Leverage Financing Tools:** Take advantage of financing tools suggested in the TAP including:
 - Any property tax-based incentive will come through the TIF (new construction);
 - Business District (streetscape, new construction, renovation of space) – lends support also to pedestrian improvements;
 - Sales Tax Exemption on Building Materials through Enterprise Zone; and
 - State programs for “gap financing” and job-creating infrastructure improvements.

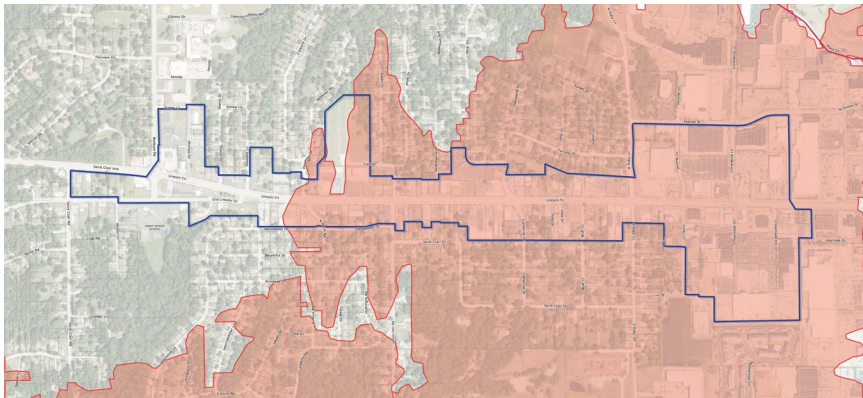
History of Lincoln Trail

HISTORY OF FAIRVIEW HEIGHTS AND THE LINCOLN TRAIL CORRIDOR

Fairview Heights is a suburban community in the greater St. Louis Metro Area, located on the Illinois side of the Mississippi River. The community was initially settled as a rural oasis in St. Clair County in the mid-1800s and later incorporated in 1969. Pockets of this rural lifestyle and ag-background are retained throughout the city today, calling back to the community's history.

Coal Mining

Coal mining has played a critical role in the city's history and economy. Several underground mines were in operation throughout the community, with the Black Eagle mine locating along and around Lincoln Trail. The St. Louis and O'Fallon Coal Companies were the most active groups operating in the community. Most of the mines in Fairview Heights closed between the 1930s and 1950s, resulting in a loss of industry for the local economy.



Retail and Local Economic Growth

While there was a loss of industry as the coal mines were closing operations, the 1960s and 1970s introduced a shift in the local economy and community development. During this time period, St. Clair Mall and Interstate 64 were constructed and introduced a prominent attraction and anchor to the Highway 50 and Highway 159 corridors. Larger, big box retailers continued to locate in Fairview Heights throughout the 1990s and early 2000s, primarily locating along the Highway 159 corridor. On a local economy scale, bakeries, auto service businesses, restaurants, shopping centers, and appliance and furniture stores were quickly becoming local establishments and community activity hubs in and around the Lincoln Trail Corridor.



Transit and Mobility

The early 2000s brought about the MetroLink transit and MetroBikeLink extensions provided by St. Clair County Transit. There are two bus lines that extend along the Lincoln Trail Corridor, with a park-and-ride location west of the project study area. This access to transit has increased mobility and added a layer of active-transportation options for a corridor dominated by the automobile. Through this next wave of planning with the Lincoln Trail Great Streets Plan, further consideration for additional opportunities to increase mobility, safety, and active transportation will be incorporated into the vision of the corridor.



History of Lincoln Trail

Lincoln Trail Corridor as a Local Main Street

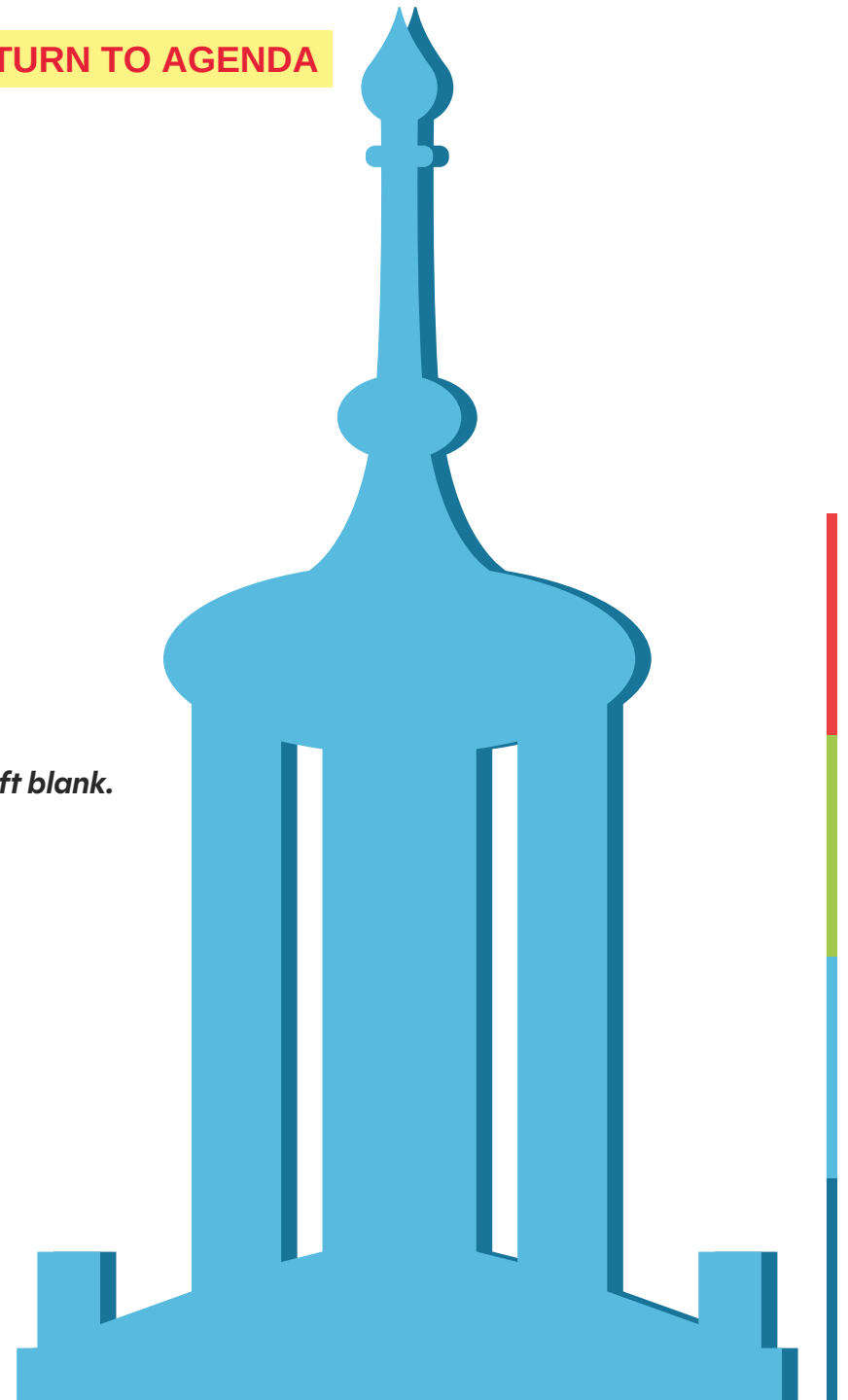
Historically, Lincoln Trail has served as a critical east–west connector within Fairview Heights, linking residential neighborhoods to regional destinations and employment centers. Before the construction of I-64, Lincoln Trail was one of the primary routes carrying travelers, workers, and retail goods between nearby communities such as O’Fallon or Belleville. Over time, as development spread outward from Highway 159 and eastward, Lincoln Trail evolved into a mixed corridor of legacy small businesses, community services, and residential pockets. Its blend of long-standing establishments and newer uses reflects the broader evolution of Fairview Heights from a rural community to a regional commercial hub.

Why Now?

Today, the Lincoln Trail Corridor stands at a crossroads for change. Much of the Corridor’s original development dates back several decades and past development practices are negatively impacting quality of life and experiences along the Corridor. Evolving retail market and spending patterns, multi-modal transportation needs, and shifting regional demographics are reshaping how people live, shop, and move through Fairview Heights.

The community has a unique opportunity to reimagine Lincoln Trail as a vibrant, multi-modal corridor that reflects modern needs while celebrating its local character and history. The Lincoln Trail Great Streets Plan will guide future reinvestment, support small business vitality, enhance mobility and safety, and create a cohesive sense of place that strengthens Fairview Heights’ identity for generations to come.

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Public Input Summary



Public Input Summary

OVERVIEW

Throughout the planning process a series of engagement events and opportunities to provide feedback were made available to the residents and stakeholders of Fairview Heights. These events and opportunities are presented in Table 3. Participation and attendance throughout the planning process was consistent and resulted in high-quality feedback on the visioning, draft concept development, and final concept plan discussions.

Engagement Type	Location	Date
Community + Technical Advisory Group Kick-Off Meeting	Recreation Room at City Hall	February 20, 2025
Public Workshop #1	Recreation Room at City Hall	February 20, 2025
Online Interactive Engagement Launched	Online Website	February 20, 2025
Stakeholder Interviews	Virtual Meetings	Spring 2025
Community + Technical Advisory Group Meeting	Holland Room at the Rec Complex	April 23 and 24, 2025
Public Workshop #2	Holland Room at the Rec Complex	April 24, 2025
Community + Technical Advisory Group Meeting	Virtual	June 5, 2025
Community + Technical Advisory Group Meeting	Holland Room at the Rec Complex	July 30 and 31, 2025
Public Workshop #3	Recreation Room at City Hall	July 31, 2025
Midwest Salute to the Arts Pop-Up	In-Person Event	August 22-23, 2025
Public Open House – Refined Concept Plan	Holland Room at the Rec Complex	September 23, 2025
Lincoln Trail Street Team	Throughout the community	INSERT DATES HERE

TABLE 3: SUMMARY OF ENGAGEMENT EVENTS AND OPPORTUNITIES FOR FEEDBACK

COMMUNITY AND TECHNICAL ADVISORY GROUPS

The Lincoln Trail Great Streets Plan utilized a Community Advisory Group (CAG) and Technical Advisory Group (TAG) to help guide recommendations and deliverables for the final plan and concept. These groups were formed in collaboration with City Staff to ensure we had both resident experts and technical experts engaged in the planning process.

Throughout the project, there were a series of checkpoints and meetings along the way to present findings, relay engagement feedback, review draft concepts, and discuss opportunities to improve the plan. These meetings were critical to the success and coordination of the overall project.

Members of the CAG and TAG are presented to the right and were instrumental in the Lincoln Trail Great Streets Plan.

COMMUNITY ADVISORY GROUP MEMBERS

- **Charlie Kassly**, Business Alliance Commission
- **Don Drouin**, Property Owner
- **Frank Kurtz**, Fairview Heights Resident
- **Kennard Tucker**, Fairview Heights Resident
- **Kim Cella**, Citizens for Modern Transit
- **Pastor William Fowler**, Ignite Ministries and Fellowship Church
- **Paula Nixon**, Fairview Heights Resident
- **Richard Erdmann**, Rotary Club of Fairview Heights

TECHNICAL ADVISORY GROUP MEMBERS

- **Angie Beaston**, City of Fairview Heights Parks and Recreation
- **Brenda Wagner**, City of Fairview Heights Board of Aldermen, Ward 3
- **Joe Monroe**, Illinois Department of Transportation
- **Joe Rushing**, O'Fallon Water
- **John Harty**, City of Fairview Heights Public Works
- **Ken Sharkey**, St. Clair County Transit District
- **Mike Elam**, I3 Broadband
- **Tom Quirk**, City of Fairview Heights, Engineer

Public Input Summary

PUBLIC WORKSHOP #1

Public Workshop #1 kicked-off the community engagement process. At this event, the public was invited to learn more about the project scope, purpose of the project and answer a series of visioning questions. Some of the responses from the visioning questions are presented below.

WHAT ARE THE GEMS OF THE CORRIDOR TODAY? WHAT IS WORKING WELL? WHAT SHOULD WE RETAIN AND ENHANCE AS PART OF THE PROJECT?

Frequent responses included:

- Variety of local businesses (Chuckwagon, Kleins, AutoSpa, Napa, and TC's Treats were often mentioned)
- Arts sculpture park
- Traffic flow and access from major highways
- Multiple transit routes with opportunity for additional routes (bike/pedestrian facilities)

WHAT HELPS DEFINE THE CHARACTER AND IDENTITY OF THE CORRIDOR?

Frequent responses included:

- Local business corridor, few chains located on the corridor
- In general, the corridor was described as dated, run-down, in disrepair, and needed assistance in finding its new identity

WHAT PIECES OF COAL COULD ULTIMATELY BE GEMS WITH INVESTMENT AND SUPPORT?

Frequent responses included:

- The sculpture park area
- Refreshed bus stops
- Sidewalks, crosswalks, and safe, usable bike lanes
- Corridor landscaping and streetscaping
- Facade rehabilitation for local storefronts
- Opportunities for additional green space or parks

WHAT ARE 3-5 CHANGES YOU WOULD LIKE TO SEE MADE IN THE CORRIDOR?

Frequent responses included:

- Improved sidewalk connections and conditions
- More green space and landscaping
- Creation of a community hub or gathering space
- More food and dining options
- Entertainment amenities and venues, such as amphitheater or food truck locations

INTERACTIVE ENGAGEMENT WEBSITE

To ensure the engagement activities were accessible to those unable to join events in-person, an interactive engagement website was launched and maintained throughout the duration of the project.

This website launched following the February 20th Public Workshop and included a brief survey, idea wall, and mapping activity to reflect the in-person questions and activities. A highlight of the engagement website activities and its adaptations throughout the project are presented on the following pages.

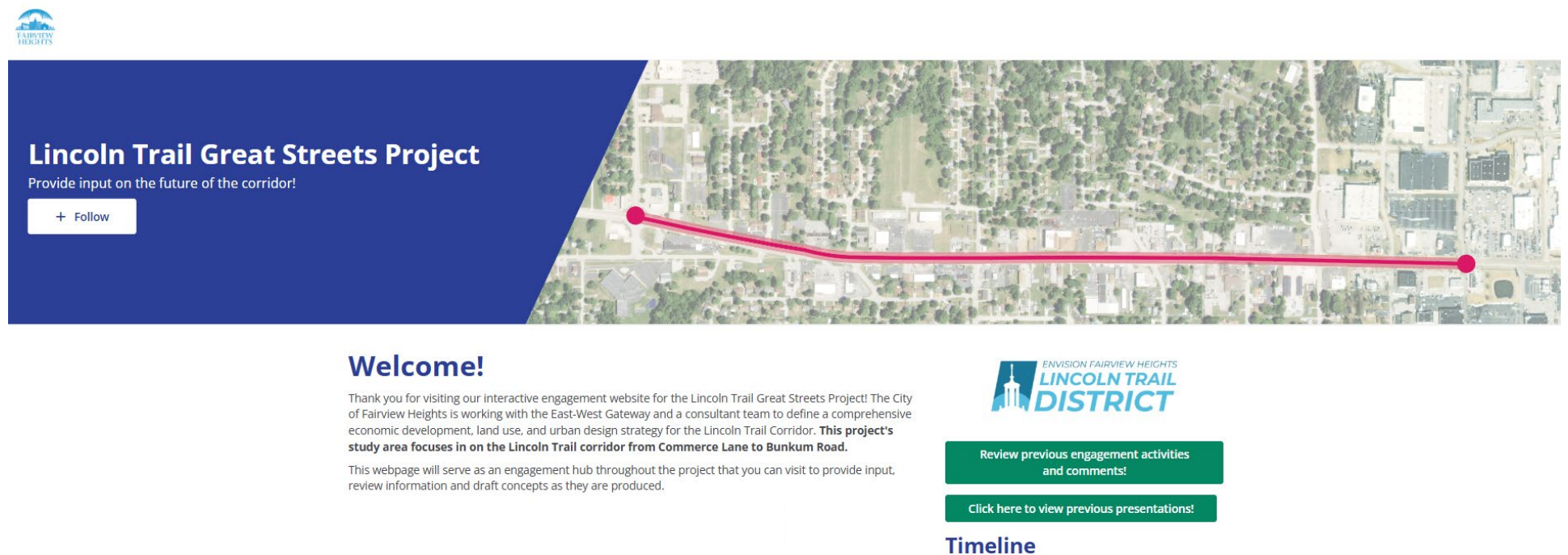


FIGURE 21: INTERACTIVE ENGAGEMENT WEBSITE HOME PAGE

Public Input Summary

Engagement Website Part One

During the first phase of the project, the engagement website featured a mapping activity, brief survey, and idea wall.

The **mapping activity** featured a series of comment types including: beautification idea, development idea, favorite place, key to the corridor, roadway improvement, and area of concern. Comments generally related to a strong desire for community gathering spaces and recreation spaces, improved walkability and safety throughout the corridor, and general clean up of the corridor through facade rehabilitation, consistent design and signage standards, and landscaping.

The **survey** included the same visioning questions from Public Workshop #1. Responses were consistent in identifying gems as the long-lasting local businesses and growing art and sculpture park. Code enforcement, reducing sizes of parking lots, filling vacancies (either through new leases or redeveloping the site), and landscaping were often noted as ways to improve the corridor. Respondents called for improved traffic patterns and sidewalks, service-oriented commercial businesses (such as urgent cares or restaurants), burying power lines, and additional gathering spaces.

The **idea wall** had limited participation but in the posts received, most all of the comments related to introducing gathering spaces for residents to host events and support local businesses. The top liked and commented on post is shown in Figure 23.

RETURN TO AGENDA

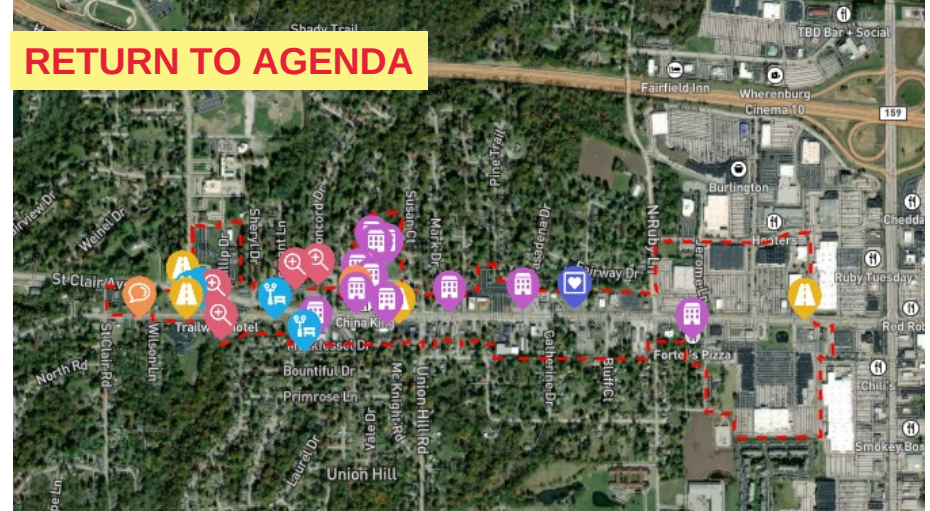


FIGURE 22: MAPPING ACTIVITY AND COMMENTS POSTED



Farmers Market with live music, food trucks, and special events

The City should utilize the knowledge they have gained about community events to create a space that will host a weekly farmers market, live music, food trucks, and special events. Since Tower Grove and O'Fallon have farmers markets on Saturdays, don't try to Saturdays, instead focus on Friday afternoon and evening. The space should have flexibility for a variety of events, but should always include a weekly farmers market during the appropriate seasons. During the winter when the farmers market isn't active consider hosting events that tie into the greater holiday campaign the City started last year.



Likes (5)



Comments (2)

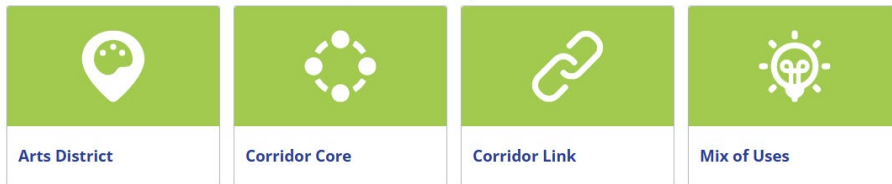
FIGURE 23: MOST LIKED AND COMMENTED ON IDEA POST

Engagement Website Part Two

The second phase of the engagement website was updated to include the preliminary drafts of the concepts throughout the Corridor by character areas (See page 82 for more information on the character areas along the Lincoln Trail Corridor). Separated by Arts District, Corridor Core, Corridor Link, and Mix of Uses, these survey questions included slider scale images to see before and afters of each concept option and included follow-up survey questions. Figures 24 illustrates the website setup in this phase.

The feedback received during this phase, paired with in-person events, helped to refine concepts for the draft plan open house in September 2025.

Click the links below to view each area's draft concepts!



Click the images below and rank the streetscape options!



FIGURE 24: UPDATED WEBSITE ACTIVITIES FOR PART TWO

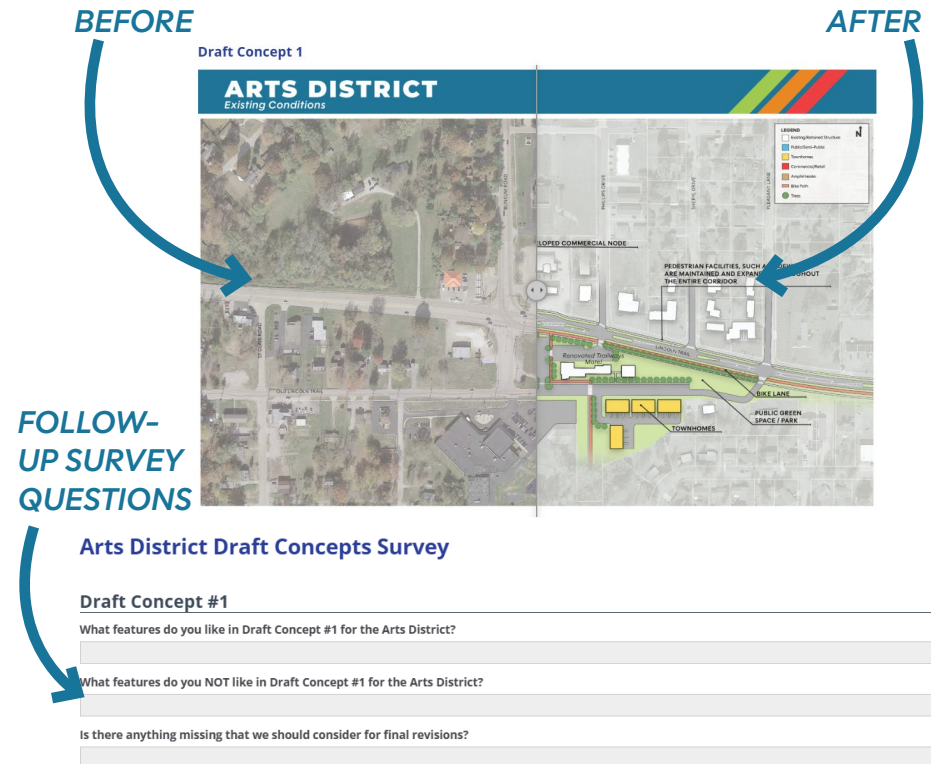


FIGURE 25: CONCEPT BEFORE/AFTERS AND FOLLOW-UP SURVEY QUESTIONS

Public Input Summary

PUBLIC WORKSHOP #2

Public Workshop #2 was hosted in the Holland Room at the Rec Complex on April 24, 2025. This meeting was open to the public and had roughly 60 people in attendance. This event included a summary of the existing condition analysis findings and more map-based visioning activities to begin developing ideas for the future of the corridor.



RETURN TO AGENDA



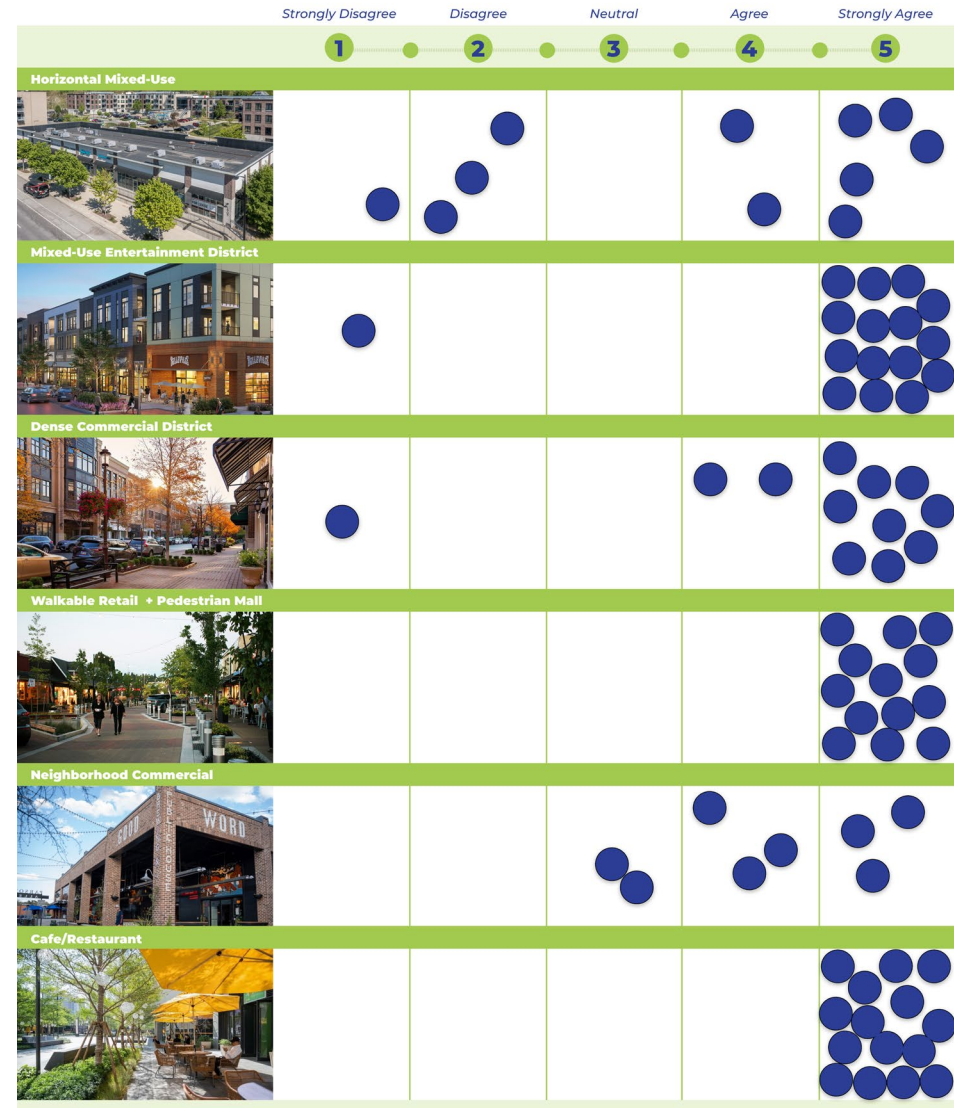
Development Types - Commercial

Vote on the images by placing a sticker in the column to tell us what types or buildings or land uses you agree or disagree with being constructed in the study areas. Please focus on the land use and development and not the architecture of the buildings.

Dot Voting Image Boards

A series of image dot voting boards were available throughout the room for participants to vote on their level of agreement toward the development or amenity types shown. These results are shown in the figures on the following pages. General themes from the results include:

- Support for the creation of dense, vibrant commercial developments. Special focus and anecdotal commentary emphasized a preference toward neighborhood-scale developments and gathering spots for eating and events.
- There was mixed support for the residential typologies shown, which included more dense options such as cottage courts, townhomes, and apartments.
- Streetscape amenities were supported with each installation type presented. Additional feedback revealed the need to redefine the character and identity of the Lincoln Trail Corridor.
- Small office and/or event spaces and small business incubator spaces were the most preferred options from the business/office board. Light industrial uses were not favored for this area.
- The wayfinding/identity board reinforced the public's desire for entertainment spaces to host community events.



CONFLUENCE VECTOR
PUBLIC WORKSHOP CHARETTE // APRIL 24, 2025

CONFLUENCE VECTOR

IMAGE VOTING

Development Types - Residential

Vote on the images by placing a sticker in the column to tell us what types or buildings or land uses you agree or disagree with being constructed in the study areas. Please focus on the land use and development and not the architecture of the buildings.

	Strongly Disagree 1	Disagree 2	Neutral 3	Agree 4	Strongly Agree 5
Mixed-Densities of Residential Uses 	● ● ● ● ●	● ●		●	● ● ● ● ●
Cottage Court, Single-Family Homes 	● ● ● ● ●		●	● ● ● ● ●	● ● ● ● ●
Medium-Density Residential, Rowhouses 	● ●	●	●	● ●	
Modern, 4-Story Apartment 	● ● ● ●	●	●	●	● ● ● ● ● ● ● ●
Senior (55+) Housing 	● ●	●	●	● ● ● ● ●	● ● ● ● ●
4+ Story Apartment Complex 	● ● ● ●	● ● ●	●	●	●

IMAGE VOTING

Streetscape

Vote on the images by placing a sticker in the column to tell us what types or buildings or land uses you agree or disagree with being constructed in the study areas. Please focus on the land use and development and not the architecture of the buildings.

	Strongly Disagree 1	Disagree 2	Neutral 3	Agree 4	Strongly Agree 5
Commercial District Streetscape 				● ● ● ● ●	● ● ● ● ● ● ● ●
Neighborhood Mixed-Use Streetscape 			●	● ● ● ● ●	● ● ● ● ● ● ● ●
Urban Corridor Streetscape 				● ● ● ● ●	● ● ● ● ●
Native Plantings 				●	● ● ● ● ● ● ● ●
Uniform Street Planting 				● ● ● ● ●	● ● ● ● ● ● ● ●
Sustainability/Stormwater Treatments 					● ● ● ● ● ● ● ●

IMAGE VOTING

Development Types - Business / Office

Vote on the images by placing a sticker in the column to tell us what types or buildings or land uses you agree or disagree with being constructed in the study areas. Please focus on the land use and development and not the architecture of the buildings.

	Strongly Disagree 1	Disagree 2	Neutral 3	Agree 4	Strongly Agree 5
Office and Small Distribution Space 	3	2	1	2	2
Office and Meeting Spaces 	1	0	2	3	4
Business and/or Arts Incubator 	1	0	2	1	4
2+ Story Office/Commercial Building 	1	0	2	0	3
Single-Use Commercial/Distribution Space 	3	1	2	0	2
Moderate-Scale Office Space 	4	1	2	1	1



PUBLIC WORKSHOP CHARETTE // APRIL 24, 2025

CONFLUENCE VECTRA

DRAFT 11-05-2025

Lincoln Trail Great Streets Plan

RETURN TO AGENDA

IMAGE VOTING

Development Types - Wayfinding + Identity

Vote on the images by placing a sticker in the column to tell us what types or buildings or land uses you agree or disagree with being constructed in the study areas. Please focus on the land use and development and not the architecture of the buildings.

	Strongly Disagree 1	Disagree 2	Neutral 3	Agree 4	Strongly Agree 5
Night Life and Entertainment 	0	0	1	3	4
Arts and Entertainment 	0	0	0	2	4
Public Events + Festivals 	0	0	0	2	5
District Brand Signage 	1	0	2	3	4
Highway-Scale Signage 	3	1	1	1	3
District-Scale Signage 	2	0	0	3	3



PUBLIC WORKSHOP CHARETTE // APRIL 24, 2025

CONFLUENCE VECTRA

Public Input Summary

Strategic Opportunity Mapping Activity

The strategic opportunity mapping activity engaged participants in a critical thinking and visioning exercise for the future of the Lincoln Trail Corridor. There were six large print maps of the corridor around the room for participants to use visioning pieces and pin them to the map to build their vision of the Corridor. The visioning pieces included:

- Gateway to help identify where signage should be located to welcome people to the area.
- Hidden treasure to locate the local hubs of character, scenic viewpoints, local establishments, parks, etc.
- Streetscape improvements to note where along the corridor these are needed. Streetscaping could include sidewalks, trees, signage, lighting, benches, and other similar improvements.
- Move-up housing to help diversify the housing stock and improve inward housing mobility in Fairview Heights.
- Wayfinding to direct visitors and residents to Corridor-specific and nearby amenities and services.
- Neighborhood park to locate needed small-scale park space for the nearby neighborhoods.
- Industry opportunity to help locate areas where a range of development types could be viable.
- Intersection improvements included three options to locate good (green), in need of improvement (yellow), and dangerous (red) intersections.
- Yellow and red yarns were provided to help note areas for new sidewalk and trail connections (yellow) and roadways (red).

RETURN TO AGENDA



Key takeaways from Public Workshop #2 that helped guide the initial concept options are presented below.



Alignment in comment themes and desires throughout all mapping activity groups.



Interest and support for expanding arts and culture elements throughout the corridor.



Creating gathering spaces and connections throughout the corridor.



Letting the market drive development and activity as it comes.



Improve and expand the pedestrian facilities and network in and around the corridor.



Support for added density and diversity in housing choice.



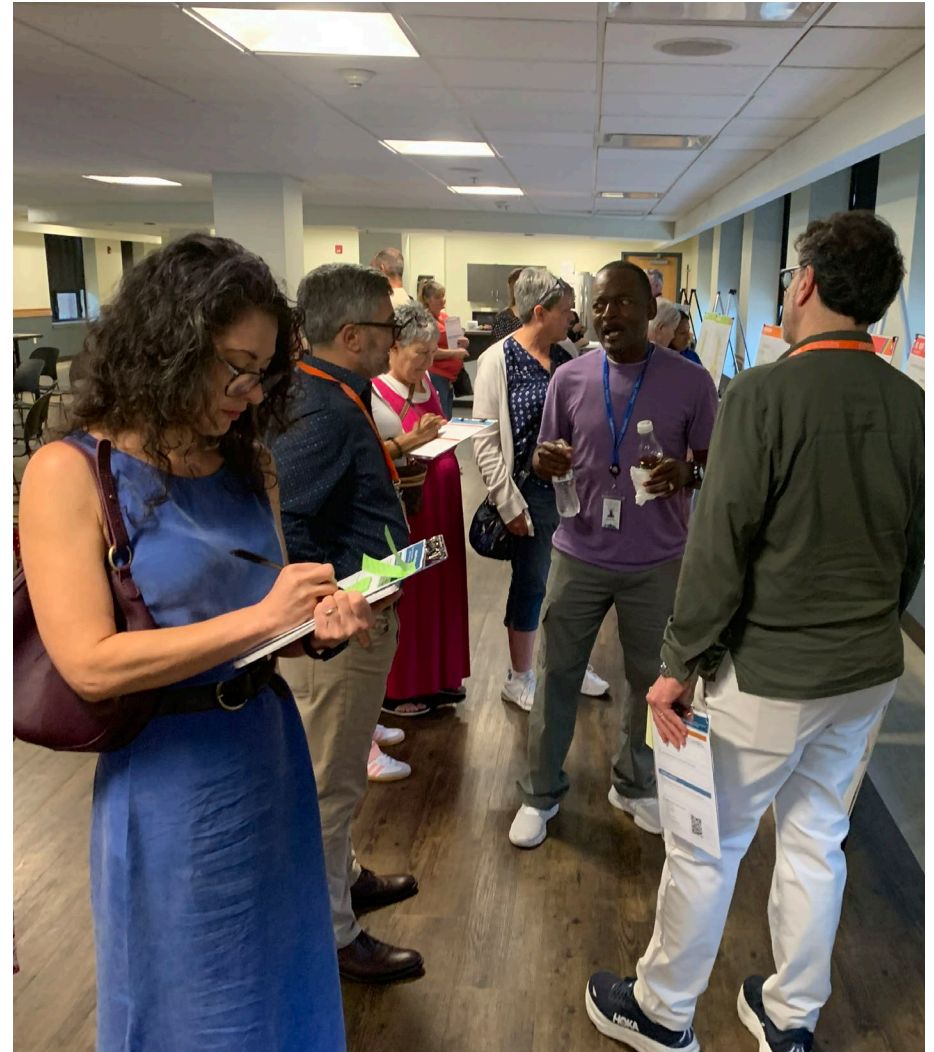
Desire for consistent and distinct streetscaping and wayfinding.

Public Input Summary

PUBLIC WORKSHOP #3

Public Workshop #3 included the reveal of the preliminary draft concepts for the Lincoln Trail Corridor. This event was hosted on July 31, 2025 at the Recreation Room at City Hall and included a brief recap of the public input received to-date, overview of the concepts and proposed improvements, and then conversations around each concept board to gather feedback from the attendees.

The interactive engagement website was also updated to remove part one's engagement activities and replace them with part two's activities. These included the slider bar before-and-after graphics for each concept and a brief survey that reflected the engagement opportunities available at the in-person event.





Attendance from Fairview Heights' Residents + Stakeholders

One truly inspiring aspect of the public engagement process for the Lincoln Trail Great Streets Plan was the consistent attendance and participation by Fairview Heights' residents and stakeholders.

At each in-person event, a majority of the room was comprised of repeat attendees following project progress and providing input as needed. The picture to the left depicts the question "How many of you were as our previous meeting?" from the Public Workshop in July 2025.

Public Input Summary

PUBLIC OPEN HOUSE - REFINED CONCEPT PLAN

The final public engagement event was hosted on September 23, 2025 in the Holland Room at the Rec Complex. The intent of this meeting was to review all input received related to the concepts and how this directed the consultant team into final revisions of the concept plan for the Lincoln Trail Corridor. A brief presentation discussed the July 2025 event, feedback received on each character area and the revised concepts for the corridor and streetscape. Throughout the room, there were large print boards available to allow participants to investigate and provide comments on the overall corridor plan, individual character areas, streetscape design package, and the proposed land reconfigurations.



LINCOLN TRAIL STREET TEAM

On Saturday, February 15th, four street team members spent three hours canvassing Lincoln Trail promoting the February 20th Public Workshop. Two team members were stationed at the Community Center, engaging with guests as they entered and exited to share details about the workshop. The community response was overwhelmingly positive, with many residents expressing genuine interest in the project and enthusiasm about attending the workshop. The team recorded 132 individual engagements. Meanwhile, two additional team members canvassed local businesses along Lincoln Trail, between Bunkum Road and Commerce Lane. They distributed flyers, spoke with business owners, and encouraged participation in the workshop. Flyers were placed on counters for customers, and several businesses agreed to display them prominently.

On April 12th, the Vector Communications street team participated in the Fairview Heights Easter Egg Hunt at Moody Park to promote the Lincoln Trail Great Streets project and collect community feedback through surveys. The event provided an excellent opportunity to connect with residents in a family-friendly setting and raise awareness about the initiative.

The team recorded a total of 30 interactions, completing 13 iPad surveys and 3 paper surveys. Overall, engagement was steady, and participants were generally receptive to learning about the project.

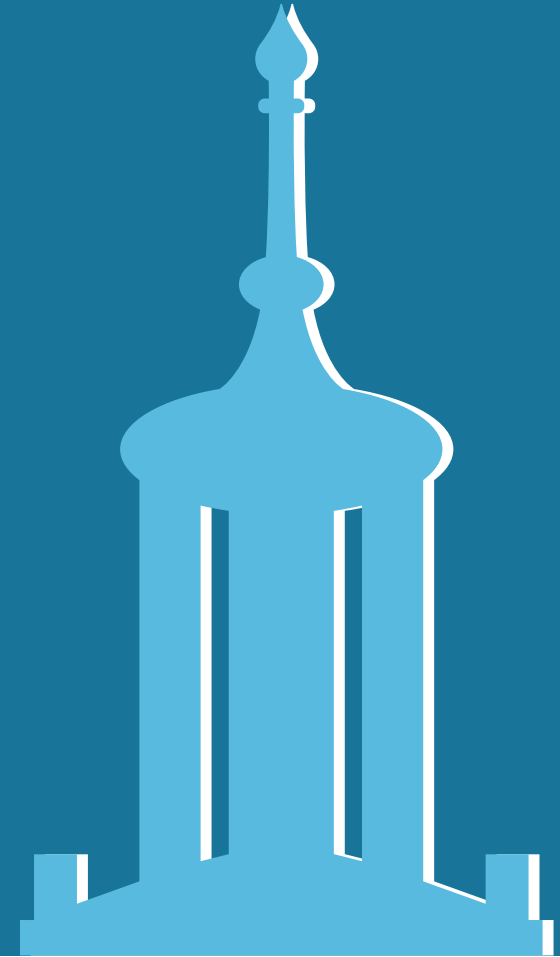
The street team's tabling effort for the Lincoln Trail Great Streets Project at the Midwest Salute to the Arts event at Moody Park in Fairview Heights on August 23–24 was highly successful.

Attendees showed genuine interest in the project, spending time reviewing and discussing each of the three proposed design options for Lincoln Trail and providing thoughtful feedback.

Throughout the weekend, the team collected approximately 268 votes, reflecting strong engagement and enthusiasm from community members. Feedback was overwhelmingly positive, with residents expressing appreciation for the opportunity to share their perspectives and contribute to shaping the future of the corridor.



Key Goals + Strategies



vision statement

WHAT IS A VISION STATEMENT?

A vision statement describes the long-term aspirations and desired sense of character. The scope of a vision statement can range from a county or city, all the way down to a corridor, such as Lincoln Trail.

A vision statement should be:

- **Future-focused** – describing where the corridor wants to be, not where it is currently.
- **Inspiring and aspirational** – meant to motivate action and initiative in the stakeholders.
- **Broad** – all goals should fit within the statement.
- **Strategic** – relevant and actionable.

The vision statement for the Lincoln Trail Great Streets Plan is presented on the opposite page. This vision statement is intended to be a guide in attaining the development and characteristics outlined in the recommendations of this plan. The goals and strategies outlined on the following pages are intended to support the vision statement and overall direction of the plan recommendations. The strategies are further expanded upon with direct tasks outlined in Chapter X: Implementation Strategy.



Transform the Fairview Heights Lincoln District into a vibrant, accessible, pedestrian-oriented, multi-modal, and sustainable community where people live, eat, shop, and engage with one another in inviting public spaces.



GOAL 1:

Mobility + Placemaking

The Lincoln Trail Great Streets Plan should transform the corridor with improvements to mobility and placemaking amenities.

WHAT ARE EXAMPLES OF MOBILITY + PLACEMAKING AMENITIES?



**PLANTERS +
STORMWATER
TREATMENTS**

**ON-STREET
PARKING**

**WAYFINDING
SIGNAGE +
PEDESTRIAN
FACILITIES**

**OPTIMIZED
TRAFFIC
FLOW + LANE
CONFIGURATION**

**BICYCLIST
FACILITIES**

**REDUCED
CURB CUTS
+ SHARED
PARKING LOTS**

Strategy 1.1:

Implement pedestrian enhancements for improved walkability and experiences.

This strategy focuses on implementing pedestrian enhancements to create a safer, more connected, and enjoyable walking environment throughout the Corridor. Some ways to achieve this would include improving pedestrian crossings and optimizing signal spacing to facilitate safer and more efficient movement. Upgrading sidewalk quality and connectivity will address existing network gaps and expand ADA accessibility, ensuring that the Corridor accommodates users of all abilities. By applying Complete Sidewalk Principles ([discussed more on page XX](#)), the development will promote public spaces and activity and network continuity for pedestrians. Reducing curb cuts and consolidating driveways will minimize vehicle-to-pedestrian conflicts, further enhancing safety and the overall walking experience. Together, these measures will transform the corridor into a more walkable, inclusive, and vibrant public space.

Strategy 1.2:

Identify streetscape improvements to create a dynamic and resilient built environment.

Strategy 1.2 identifies streetscape improvements that aim to create a dynamic, resilient, and pedestrian-focused built environment along the corridor. Opportunities for right-of-way reorganization will be explored to introduce greater pedestrian buffers, expand sidewalks and trails, and optimize traffic flow. Streetscape enhancements such as native landscaping, cohesive lighting, and unique wayfinding signage will strengthen the Corridor's identity. Integrating additional stormwater management features, such as enhanced detention systems and green infrastructure, will reduce runoff and support resilience throughout the Corridor.

Strategy 1.3:

Install placemaking elements to enhance the character and experience along Lincoln Trail.

This strategy aims to introduce a set standard for placemaking elements to ensure people know when they have entered the Lincoln Trail Corridor. Recommendations within the Lincoln Trail Great Streets Plan highlight streetscaping framework and where to locate gateway elements to highlight identity and a sense of place throughout the Corridor. Establishing distinct activity nodes with unique functions and services will create a series of destinations that offer diverse experiences and strengthen the corridor's identity. The creation of temporary parklets, central gathering spaces, or a community plaza with facilities or spaces to support community events, farmers markets, and other local events can help to encourage social interactions and activating public spaces. Additionally, consistent and proactive code enforcement will help preserve and elevate the quality of the built environment, ensuring that new placemaking efforts contribute to a cohesive, inviting, and vibrant Lincoln Trail corridor.



GOAL 2:

Thriving Corridor

The Lincoln Trail Great Streets Plan supports the creation of a vibrant mix of uses along the corridor through infill redevelopment and targeted development types to enhance quality of life in Fairview Heights.

WHAT COULD A VIBRANT MIX OF USES INCLUDE?



**STREET-FRONTED
COMMERCIAL
AND RETAIL**

**GARDEN
APARTMENTS AND
TOWNHOMES
WITH GREENSPACE**

**SIDEWALK
ACTIVATION FOR
EATERIES AND
EVENTS**

**UPPER-STORY
APARTMENTS
ABOVE RETAIL
SPACES**

**SINGLE-FAMILY
RESIDENTIAL
NEIGHBORHOODS
OFF THE MAIN
ROAD**

Strategy 2.1:

Identify areas for needed residential types to support various life cycles and lifestyles.

Strategy 2.1 identifies areas for needed residential types and aims to ensure housing options that support a variety of life cycles and lifestyles. This means ensuring there are options for housing types for young professionals looking to move to Fairview Heights, as well as seniors looking to downsize and remain within Fairview Heights. By strategically locating various housing types, such as apartments, townhomes, and age-friendly developments, the community can offer residents the flexibility to remain within Fairview Heights as their housing needs evolve. Public input showcased support for a mix of densities, such as townhomes and garden style apartments, to address the housing gap present today and add moderate density along Corridor. This balanced approach will promote inclusivity, strengthen neighborhood cohesion, and enhance the overall livability of the Lincoln Trail Corridor.

Strategy 2.2:

Reposition commercial and retail development types along the Corridor.

Strategy 2.2 focuses on creating a more adaptable, resilient, and experience-driven Corridor. This includes encouraging specialty retail, dining, entertainment, and service-oriented uses and right-sizing structures to meet market demand, ensuring long-term viability. New and redeveloped commercial spaces should be designed with flexibility in mind, allowing for easy conversion to non-retail uses, such as offices, community facilities, or mixed-use spaces. Adaptive reuse of existing big-box buildings for alternative uses like healthcare, indoor recreation, or institutional purposes, is a likely opportunity along the Corridor as the properties evolve over time. Supporting small businesses and local entrepreneurs through incentives or incubator spaces can further strengthen the local economy, diversify the Corridor's offerings, and foster a dynamic and adaptable commercial landscape along Lincoln Trail.

Strategy 2.3:

Identify over-parked or underutilized sites for redevelopment.

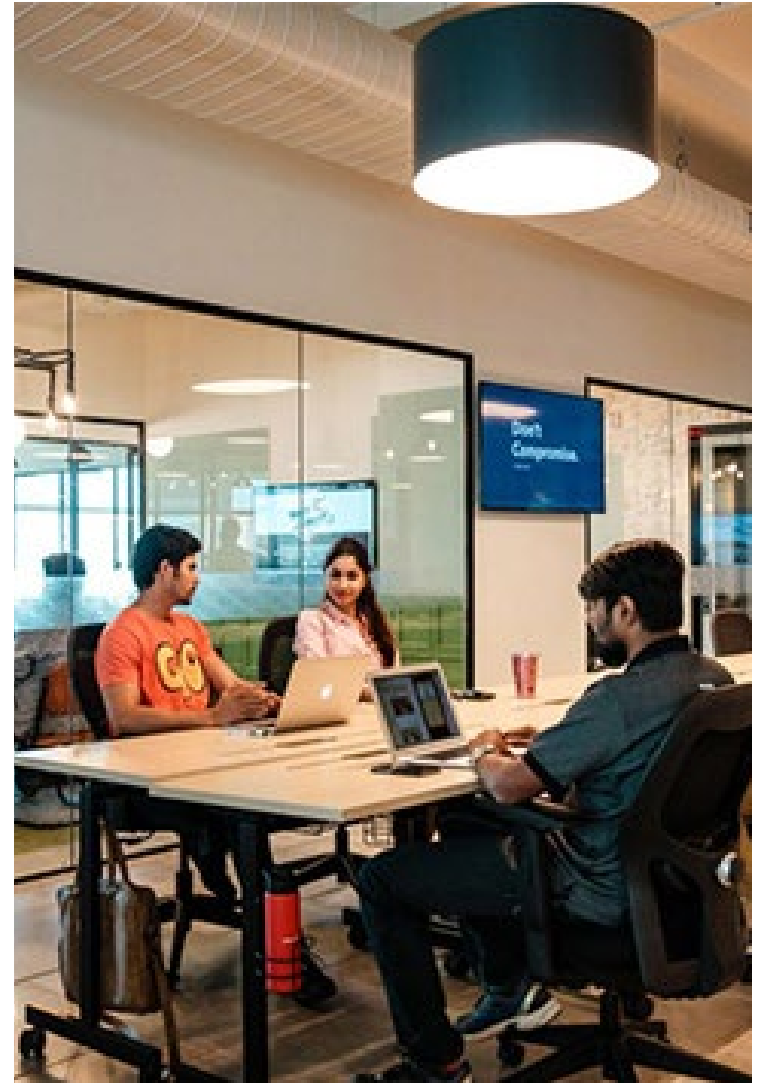
The existing conditions analysis revealed that most of the Corridor is over-parked and has vast parking lots non-supportive of the plan's vision. Reduced parking ratios and repurposing excess parking areas for infill development would support this effort and increase activity and tax productivity if redeveloped with commercial uses. Strategic land assemblage of nonconforming, underperforming, or vacant properties will create opportunities for cohesive redevelopment that strengthens the Corridor's mix of uses and visual appeal. Establishing parking policies that promote shared parking solutions and reduced access points between adjacent parcels will improve efficiency, reduce redundant pavement, and free up land for reinvestment in amenities, public spaces, and new development.



Strategy 2.4:

Leverage public/private partnerships + incentives to support development and build dynamic relationships.

Strategy 2.4 aims to leverage public/private partnerships to catalyze reinvestment and foster collaborative relationships that build momentum and growth along the Lincoln Trail Corridor. Opportunities to consider include establishing a Main Street organization that would allow local businesses to gain access to support, funding, and programming and boost local economic activity. Tools, such as tax increment financing (TIF), will help attract development and offset associated construction costs throughout the Corridor. Strategic partnerships with developers on key sites can accelerate transformation and help projects align with the community's long-term vision. A strong branding and marketing campaign will further reposition the Corridor's image, highlighting its potential as a destination for business, recreation, and gathering spaces.



Strategy 2.5:

Capitalize on grassroots efforts to revitalize and activate the corridor.

To capitalize on existing grassroots efforts in the area today, this strategy is intended to empower local leaders, businesses, and creative communities to drive the revitalization and activation of the Lincoln Trail Corridor. By supporting existing unique local businesses that contribute to the Corridor's distinct character and identity, the community can reinforce a sense of place and ensure long-term economic resilience. Partnering with local champions and the ArtVillage will harness the area's entrepreneurial and artistic energy to establish Lincoln Trail as a vibrant destination for arts, culture, and innovation.



Recommendations for the Lincoln Trail Corridor



Overview of Character Areas

CHARACTER AREAS ALONG THE LINCOLN TRAIL CORRIDOR

The Plan identifies four distinct character areas along the Lincoln Trail Corridor, each with unique opportunities for redevelopment and revitalization. These are described in detail below. The following pages begin to detail overarching best practices and recommendations for the entire Lincoln Trail Corridor with additional detail provided for each of the character areas.

Arts District

The western-most segment of the corridor is comprised of a series of small residential and vacant commercial parcels around the intersection of Lincoln Trail and Bunkum Road. A remaining segment of Old Lincoln Trail exists in this area along with Grant Middle School and the Trailway Motel. A future sculpture park has been proposed in this area in the past, along with creation of other arts-related developments. These existing elements can be built upon to create a western corridor gateway and destination for creative oriented entertainment.

Corridor Core

One of the few areas along Lincoln Trail with adequate parcel depth for significant redevelopment is located on the north side of Lincoln Trail between North Point Road and Union Hill Road. This area is also seeing transition with some commercial vacancy and properties for sale.

Active businesses like the beloved Chuckwagon and TC's Treats & Eats provide a base of restaurant and entertainment that can

be further expanded. The Urban League of Metro St. Louis also leases property in this area, providing a great community anchor.

Corridor Link

This segment of the corridor is comprised of various businesses and institutions that continue to evolve with the corridor. Residential properties still exist, many of which have transitioned to commercial uses. Minimal parcel depth in this area limits the potential for significant viable redevelopment. Due to the number of small parcels, there is a high frequency of driveways along the corridor in this area that create conflicts for pedestrians as well as vehicular traffic.

Mix of Uses

The eastern-most section of the study area, between Ruby Lane and Commerce Lane, is comprised of big box commercial properties with some smaller out lots. The area also contains large parking lots, oversized for the current retail needs. The current retail environment, and the location of these parcels away from the primary interchange and Highway 159 corridor, suggest that these properties will likely experience redevelopment in the future.

The Mix of Uses area presents an opportunity to introduce new residential density, repurposing large expanses of underutilized parking and replacing commercial uses that continue phase out in the future.

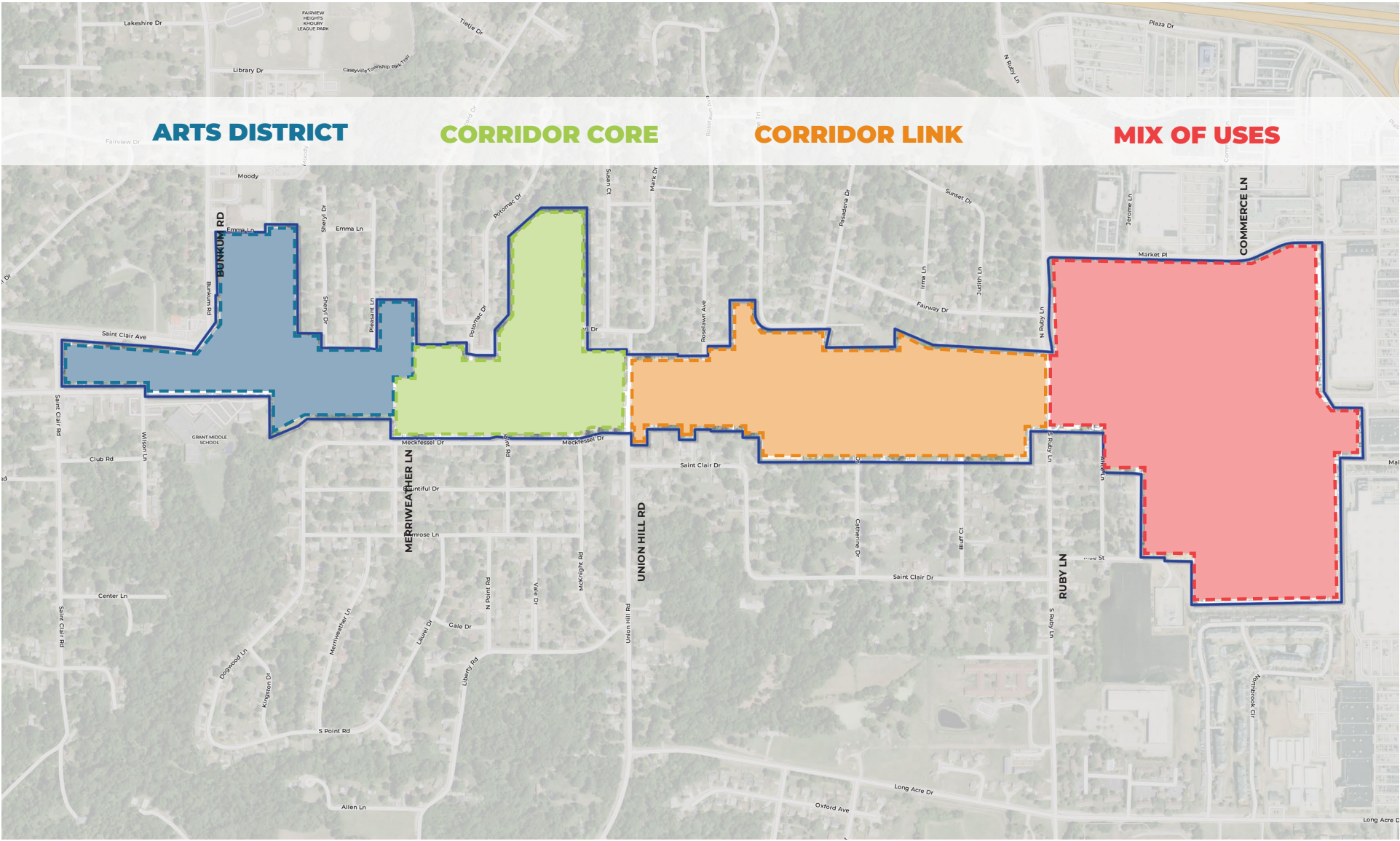


FIGURE 26: CHARACTER AREA MAP

Recommended Design Elements

REDEVELOPMENT AREA DESIGN ELEMENTS

The following subsections detail overarching desired design elements that apply throughout the Lincoln Trail Corridor character areas, not specific to site. These elements and the key characteristics of each are described with supportive imagery.

Streetscaping + Landscaping

Streetscaping design elements should include the following characteristics:

- Design to provide continuity throughout neighborhoods and commercial districts.
- Create a pleasant pedestrian experience.
- Timeless, high quality and durable materials.

Landscaping design elements should include the following characteristics:

- Avoid creating a monoculture to minimize risk for major tree loss due to disease in the future.
- Use larger shade trees in neighborhoods to create long-term tree canopy.
- In commercial nodes, plant trees that are durable in urban conditions, provide shade for pedestrians, and minimize obstruction to storefronts.
- Utilize natives and naturalized plantings to reduce watering and maintenance needs.
- Utilize stormwater best management practices and green solutions where appropriate in neighborhoods and commercial nodes.

RETURN TO AGENDA

What are the types of streetscape elements are recommended along the Lincoln Trail Corridor?

What are streetscaping elements? Streetscaping elements are any amenities that help enhance a street or roadway. This could include seating, landscaping, signage, etc.

What types of streetscape elements are recommended along the Lincoln Trail Corridor?

- Pedestrian-scaled elements along sidewalks and storefronts to enhance the pedestrian view zone and built environment to support slower traffic flow. This could include signage, seating, trees, and other similar elements.
- Prioritization of safe walking and biking facilities.
- Distinct neighborhood markers installed at key locations to identify commercial hubs and residential neighborhoods.
- Streetlighting that provides adequate illumination for safety without creating light pollution for neighborhoods.
- Robust and varied native plantings in dedicated spaces.



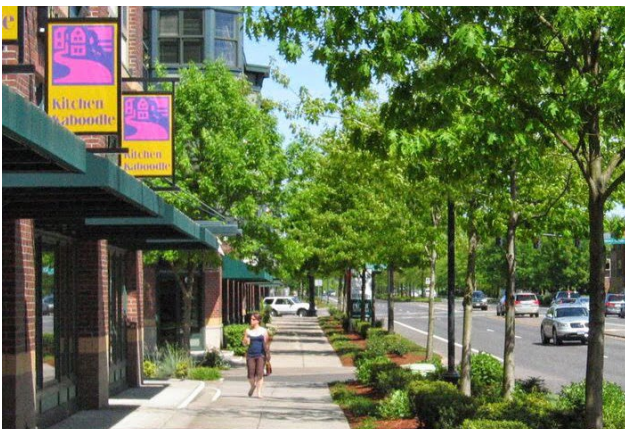
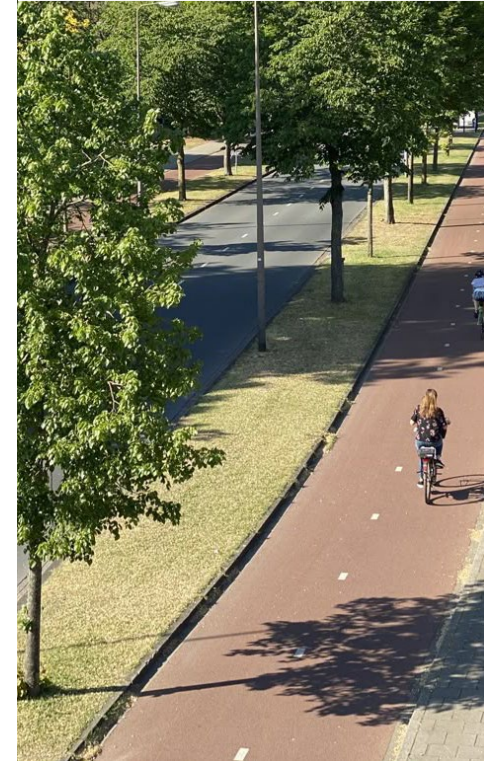
Landscaped corner treatments help brighten streetscapes and introduce softscaping to the area. Opportunities for placemaking can be here as well.

Places of refuge, including benches and bus stops, can be integrated into corner treatments along streets. Lighting should be included as well to ensure safety and comfort.



Bioswales help reduce impacts to storm sewer systems and slow runoff.

Landscape buffers help introduce a sense of safety between mobility users.



A mix of plantings and signage helps to define a vibrant streetscape. Landscaping can be used to help define spaces for pedestrians, bicyclists, transit users, and vehicles.



Planted medians help create visual interest along streets and offset hardscaping on roadways.

FIGURE 27: PRECEDENT IMAGERY FOR STREETSCAPING AND LANDSCAPING ELEMENTS

Recommended Design Elements

COMPLETE SIDEWALKS

The sidewalk is perhaps the most important district-creating opportunity from an infrastructure perspective. It is an opportunity for branding, incorporating urban design elements, and providing amenities that help establish a sense of place and that a destination has been reached. The idea of “complete streets” has been in the planning lexicon for years, however, it is the sidewalk where the public realm meets the private realm – between the moving world and the built environment. It is imperative, particularly where vibrancy is desired, to think in terms of “complete sidewalks.”

Adequate sidewalk width is key for multiple activities to happen successfully. It is recommended there is 15–20 feet between buildings and curb to allow for active sidewalk uses. Examples of activity happening on “active” sidewalks include:

- Dining opportunities
- Impromptu meetings
- Auto environments being returned to pedestrians, or rethought with pedestrians and bicyclists in mind
- Retail activity
- Involving the local community and local artists

Sidewalk improvements including materials should be appealing, practical, and utilitarian. Examples of material applications could include:

- Match parklets with active businesses
- Combine seating and landscaping
- Street trees for shade
- Tree bases can be both ornamental and practical
- Utilitarian infrastructure such as bike share
- Protection from the elements to lengthen the “sidewalk season”

Sidewalk improvements should be durable, appealing, and practical. Improvements should focus on:

- Contemporary seating
- Unique bicycle racks
- Painted or patterned crosswalks
- Street parking treatment (pavers, striping, trees)
- Consistent street and pedestrian lighting
- Planters on sidewalks
- Public art installations that complement the pedestrian experience

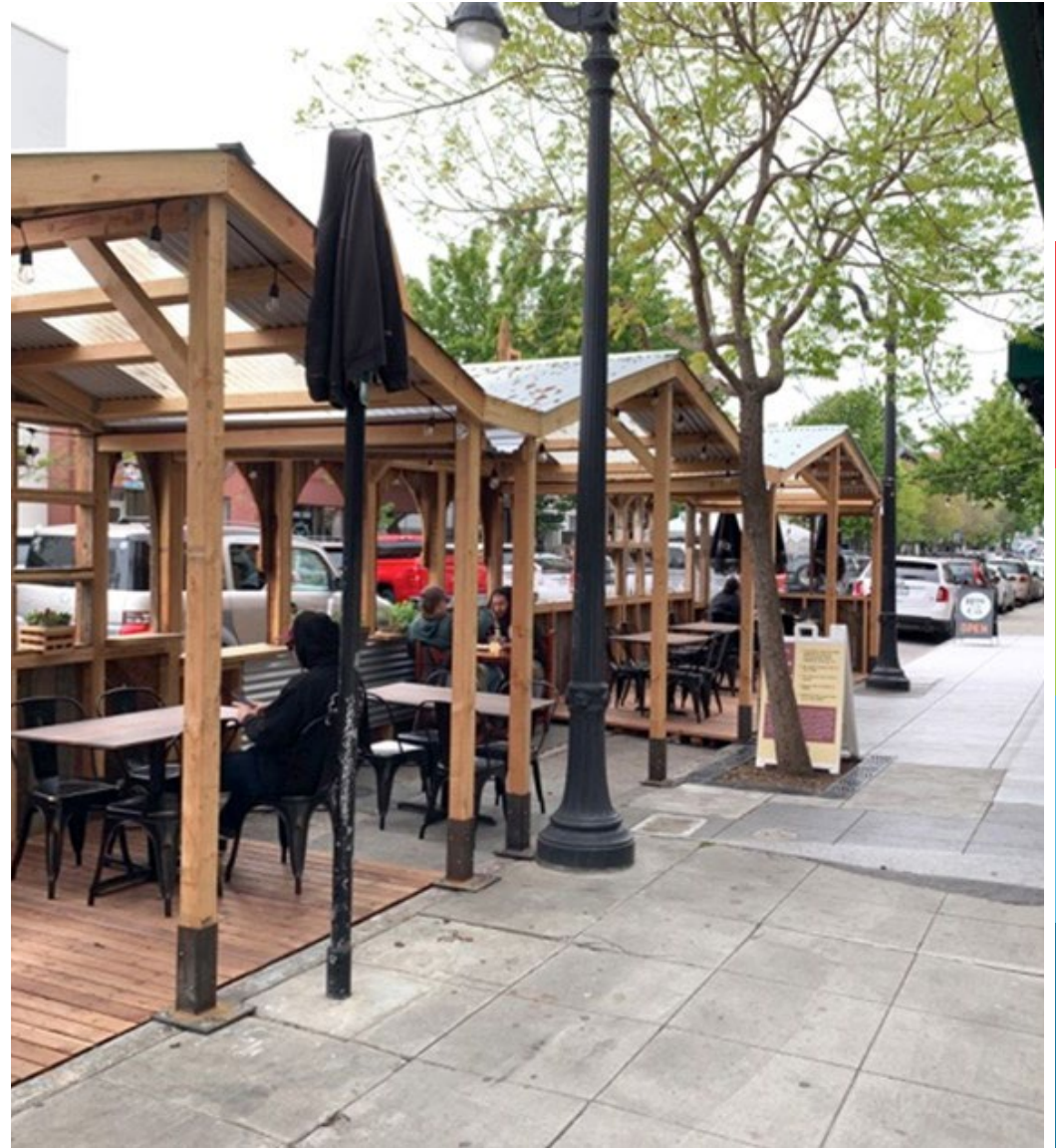


FIGURE 28: : COMPLETE SIDEWALK ELEMENTS

Recommended Design Elements

Stormwater Best Practices

Post-construction stormwater best management practices, or BMPs, are natural and engineered systems that control the quality, rate, and volume of stormwater runoff from developed areas. Some BMP systems that could be applied to this project would be bioretention, permeable pavements, amended soils, and proprietary BMP systems.

Bioswales with rocks and plantings to reduce immediate water runoff.



Native plants and stormwater detention/retention systems are methods of adding multi-layered amenities to developments.



Corner treatments, stormwater systems, native plantings, and design standards can all work together to build resilient systems.

Permeable pavers allow water to seep into the ground, reduce runoff into stormwater systems, and add to aesthetics and materials.



FIGURE 29: STORMWATER PRECEDENT IMAGERY (BIOSWALES AND PERMEABLE PAVERS)

REDEVELOPMENT AREA SITE DESIGN CHARACTERISTICS

Redevelopment of the Lincoln Trail Corridor should create a walkable, visually appealing, and timeless environment that supports active street life and community gathering. Design should prioritize pedestrian comfort, conceal parking, and integrate high-quality architecture and green spaces to establish a cohesive and vibrant public realm.

Key design features include:

Buildings front onto streets to create active, pedestrian-oriented frontages.

Parking is located at the rear or side and is screened from public view.

Structures should have timeless architectural character and be built with durable, high-quality materials.

Each site should have wide sidewalks, pedestrian lighting, and street trees for comfort and safety.

Green spaces should be incorporated whenever possible to introduce plazas, pocket parks, or landscape buffers.

A cohesive and consistent streetscape design should be introduced that encourages walking, social interaction, and connectivity.



Developments should support walkability, mixes of materials, street-fronted buildings, and robust landscaping.



The public shared strong desires for public gathering spaces. This could be in the form of parks, plazas, amphitheaters, etc.



Streetscape amenities, such as seating, bike racks, lighting, signage, wayfinding, and landscaping help define character and identity.

FIGURE 30: SITE DESIGN CHARACTERISTICS PRECEDENT IMAGERY

Recommended Design Elements

COMMERCIAL SITE DESIGN STANDARDS AND CONSIDERATIONS

Retail spaces inevitably evolve over the decades-long life of a retail or mixed-use project. To ensure long-term viability through changing economic cycles and retail trends, spaces should be designed to be flexible and adaptable rather than tailored solely to current market conditions or retail practices.

The objective design standards for ground-floor retail in mixed-use developments aim to maximize opportunity and flexibility for retail tenants. Planners, architects, and developers should consider both real estate (location) and facility (built form) criteria so that new or remodeled spaces can accommodate a range of active uses now and in the future. Early attention to these elements adds value for all stakeholders, including retailers, developers, municipalities, consumers, and residents.

Transparency and Signage Requirements

Active storefronts are only possible when transparent storefront practices are implemented. A number of cities across the U.S. from Atlanta to Chicago to San Francisco have adopted storefront transparency design guidelines or ordinances. Guidelines from the City of San Francisco's transparency ordinance include the following:

- At least 60% of the storefront must be transparent;
- There must be eye-level visibility into the store;
- The area inside the store within 4' of the storefront must be at least 75% open to perpendicular view.

The following are some best practices to consider for signage:

- Develop a master sign program that defines tenant, project (or district), and way-finding signage standards.
- All tenants need reasonable signage opportunities, so focus on appropriate types of signage. For example, large pan-channel letters are good for suburban strip centers, but blade signs, window decals, and awnings may be more appropriate for pedestrian districts or areas where vehicular traffic flows more slowly.
- High visibility monument signage that announces a project or district.

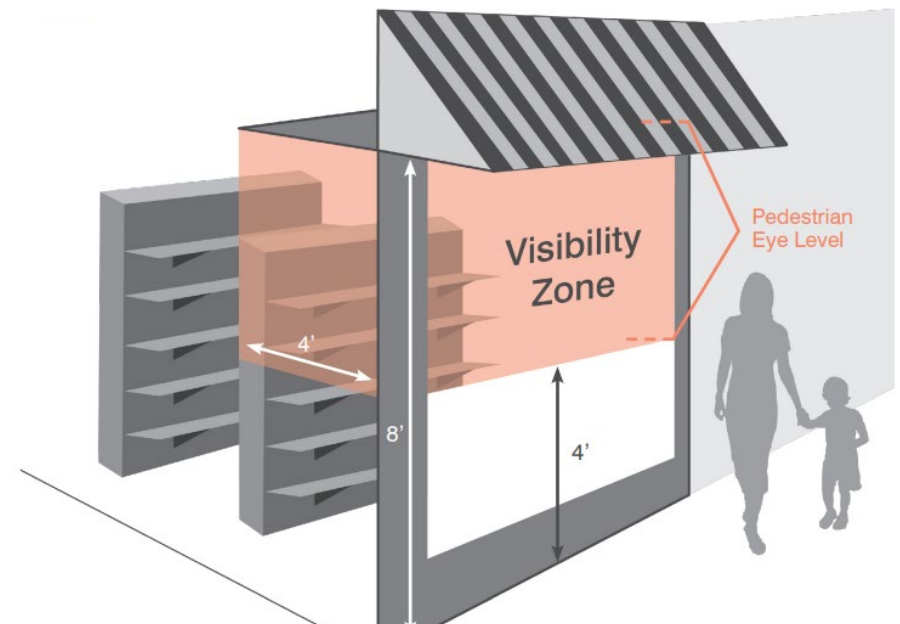


FIGURE 31: STOREFRONT TRANSPARENCY + VISIBILITY ZONE DIAGRAM
SOURCE: CITY OF SAN FRANCISCO STANDARDS FOR STOREFRONT TRANSPARENCY

Application of Standards

Retail planograms (store layouts) for shop space typically assume about a 60' bay depth. There are a series of objectives the City should consider with any proposed commercial project. The purpose of these are to ensure maximum opportunity and flexibility in the long-term retail uses in any development on the Lincoln Trail Corridor. True specifications will vary with each project; however, these factors should be considered and evaluated with each case.

The following design standards provide insight in the overarching standard type and detailed considerations the City should explore:

- **Façade:**

- Visibility and transparency
- Location for lighting, awnings, signage, and entrances
- Appropriate massing of façade
- Exterior finish material at the ground level
- Storefront requirements

- **Corners:**

- Corners at the ground level, especially adjacent to thoroughfares and at intersections, should be reserved for retail uses
- Dimensions of corner space
- Placement of columns and other vertical elements (e.g. stairs, elevators)
- All the guidelines for facades stated above should be observed

- **Sidewalks:**

- Sidewalk width
- Exterior patio and sidewalk dining
- Placement of above grade utility poles, trees, signs, etc.
- Incorporation of parklets

- **Lighting:**

- Common area and exterior lighting plan

- **Signage:**

- Develop a master sign program identifying tenant identification, project, and way-finding signage
- Provide an adequately sized sign band for each tenant
- Provide high visibility, adequately sized project signage
- Provide adequate way-finding signage

- **Parking:**

- Provide adequate, convenient parking appropriate for retail uses
- Design a parking plan taking demands of varying uses into account
- Garage space should be of comfortable height and well lit
- Path of travel to/from retail/parking areas

Recommended Design Elements

ZONING CODE UPDATES TO SUPPORT THE LINCOLN TRAIL GREAT STREETS PLAN

Zoning is a helpful tool in providing consistent expectations and guidelines for developments and improvements along the Corridor. A high-level review of the City's currently adopted zoning code was completed to understand where some preliminary updates should be considered to match the vision outlined in the Lincoln Trail Great Streets Plan.

- **Create a Mixed-Use Zoning District** versus Using Planned Development Districts (PB). A by-right, mixed-use zoning district will reduce developer concerns with the costs, timing, and risks with obtaining special approval for a Planned Development.
 - Allow both vertical mixed-use development and horizontal mixed-use development that is part of a cohesive development.
 - Establish a clear set of site and building design standards within the code following best practices in neotraditional, urban development.
 - Reduce building setback requirements – especially front yard. Consider a max front yard setback standard to encourage street-facing buildings.
 - Increase building height standard to allow min. 4-story buildings by right.
 - Limit parking requirements and allow exceptions/credits for shared parking and on-street parking.

Consider requiring 1 space per unit or 1 space per bedroom and requiring a basic 1 space per 350 GFA (or 3 per 1,000 GFA) for retail/office space in a mixed-use development.

- **Allow Multi-Family Residential as a Permitted Use in the Community Business District (B-3) and/or General Business District (B-4).** This will allow greater flexibility to support development without triggering the need for a rezoning.
 - Add site and building design standards specific to multi-family development within the B-4 District.
 - Reduce building setback requirements – especially front yard. Consider a max front yard setback standard to encourage street-facing buildings.
 - Increase building height standard to allow min. 4-story buildings by right.
 - Limit parking requirements and allow exceptions/credits for shared parking and on-street parking. Consider requiring 1 space per unit or 1 space per bedroom.
- **Rewrite the Sign Code to Allow Greater Flexibility for Commercial Signs and to Address Latest Case Law.** This will help businesses to be seen and self-advertise while protecting the appearance of the community.
 - Increase the number of individual wall signs and allowed square footage for wall signs in the commercial districts and new mixed-use district.
 - Allow projecting wall signs within a mixed-use district.

- Add design standards related to freestanding signs and electronic signs (electronic message centers).
- Update standards on temporary signs, especially related to commercial businesses.
- **Update the Off-Street Parking and Loading Regulations.** This will reduce the amount of land necessary for parking and improve general circulation and access.
 - Update the min. parking stall standards to 9 ft widths and 19 ft deep (or 17 ft deep if there is 2 ft of clear space to overhang).
 - Consider requiring 1 space per unit or 1 space per bedroom.
 - Require similar, adjoining commercial business and multi-family uses to share street accesses and interconnect parking lots unless physically impossible due to topography.
 - Add a Streetscape Standard for Major Commercial Corridors. This can help refresh and brand a commercial corridor.
 - Establish a standard or guidelines for uniform landscaping and hardscape elements along the frontages of commercial streets.



Recommended Design Elements

LANE RECONFIGURATIONS

A lane reconfiguration is a safety strategy promoted by the Federal Highway Administration (FHWA) that usually involves modifying an existing four-lane undivided roadway into a three-lane configuration consisting of two through lanes and a two-way left-turn lane (TWLTL).

A lane reconfiguration between Ruby Lane and Bunkum Road makes a lot of sense based on current traffic flows and desired mobility typologies along the Corridor. Currently, the corridor provides crosswalks with long crossing distances, provides narrow sidewalks, and has no dedicated bike facilities. A lane reconfiguration presents the opportunity to repurpose the existing width of Lincoln Trail to provide wider pedestrian facilities, create a buffer between vulnerable road users and vehicles, build bike lanes, and add landscaping and streetscape elements. These improvements would reduce long crossings distances, address the issue of traffic running directly adjacent to pedestrian facilities, and help create a more inviting environment for both people walking and biking. The Synchro analysis results indicate that while queues may become slightly longer, delays do not increase significantly, and the corridor still maintains sufficient capacity. Similar projects in the St. Louis region, such as the South Grand Great Streets project, created a more welcoming environment for other roadway users beyond motorists and resulted in economic investments along the corridor.

Lane reconfigurations have been shown to significantly improve roadway safety by reducing conflict points between vehicles and other roadway users. According to FHWA research, converting four-lane undivided roads to three-lane configurations can reduce total crashes by 19 to 47 percent. These reductions are largely attributed to the separation of through and turning traffic, lower operating speeds, and fewer lanes for pedestrians to cross. In addition to lowering crash frequency, lane reconfigurations have been shown to decrease crash severity, providing a safer environment for drivers, pedestrians, and cyclists. Midblock crossing locations account for more than 70 percent of pedestrian fatalities, and lane reconfigurations directly address this risk by reducing crossing distances and vehicle speeds, which improves pedestrian survivability.

Beyond safety outcomes, lane reconfigurations can have broader operational and community improvements. By creating space for multimodal travel and enhancing accessibility, they advance the goals of the Complete Streets initiative, which promotes equitable roadway design for all modes of transportation. These projects often improve speed consistency, reduce driver stress, and foster a more predictable traffic flow. When paired with regular pavement resurfacing or restriping projects, road diets can be implemented with minimal additional cost. Communities can also benefit aesthetically and economically as reclaimed space can be used for landscaping, parking, or public amenities.

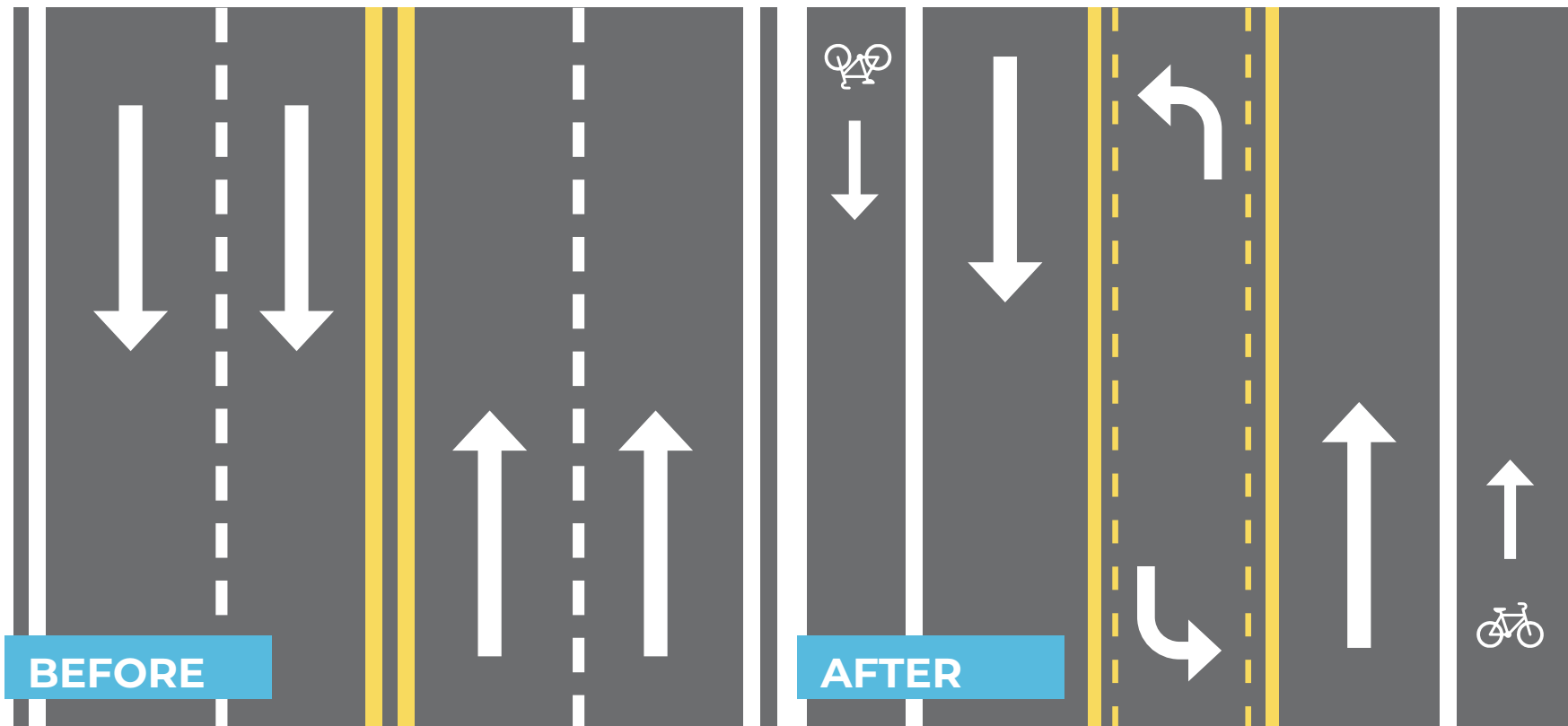


FIGURE 32: EXAMPLE OF A LANE RECONFIGURATION
 SOURCE: CONFLUENCE WITH INPUTS FROM FHWA

Recommended Design Elements

FHWA guidance suggests lane reconfigurations from four/five lanes to three lanes are typically implemented on a roadway with a current and future average daily traffic (ADT) of 25,000 or less. FHWA's guidance for lane reconfiguration feasibility indicates a corridor analysis should be required where the ADT is 16,000 or more. On higher volume roadways, traffic analysis is recommended to establish sufficient capacity and minimal diversion. Contextual factors such as surrounding land use, turning movements, multimodal demands, and network connectivity must be evaluated to determine feasibility. Community engagement is also key, as resistance may arise from concerns about reduced vehicle capacity or perceived congestion, emphasizing the need for clear communication of expected benefits and performance monitoring after installation.

On the Lincoln Trail corridor, daily traffic typically ranges from 12,500 to 16,000 vehicles per day, which has been declining since 2013. The ADT fits the FHWA criteria to complete a corridor analysis study to evaluate the feasibility of a lane reconfiguration on Lincoln Trail. The Synchro analysis results indicate that while queues may become slightly longer, delays do not increase significantly, and the corridor still maintains sufficient capacity. With volume-to-capacity ratios all below 1.0 and level of service results operating acceptably, it was determined a lane reconfiguration on Lincoln Trail could operate effectively.



What is a lane reconfiguration? How does it help with mobility and safety?

What it is: A lane reconfiguration is a safety strategy promoted by the Federal Highway Administration (FHWA) that usually involves modifying an existing four-lane undivided roadway into a three-lane configuration consisting of two through lanes and a two-way left-turn lane (TWLTL).

How it helps: Lane reconfigurations have been shown to significantly improve roadway safety by slowing traffic and reducing conflict points between vehicles and other roadway users. These reductions are largely attributed to the separation of through and turning traffic, lower operating speeds, and fewer lanes for pedestrians to cross.

Does it work on Lincoln Trail? This modification to the roadway reduces the number of lanes and crossing width of the road to improve safety and provide space for other users such as pedestrians, bicyclists, and transit. A lane reconfiguration between Ruby Lane and Bunkum Road makes a lot of sense. Currently, the corridor provides crosswalks with long crossing distances, provides narrow sidewalks, and has no dedicated bike facilities. A lane reconfiguration presents the opportunity to repurpose the existing width of Lincoln Trail to provide wider pedestrian facilities, create a buffer between vulnerable road users and vehicles, build bike lanes, and add landscaping and streetscape elements. These improvements would reduce long crossings distances, address the issue of traffic running directly adjacent to pedestrian facilities, and help create a more inviting environment for both people walking and biking. The Synchro analysis results indicate that while queues may become slightly longer, delays do not increase significantly, and the corridor still maintains sufficient capacity. Similar projects in the St. Louis region, such as the South Grand Great Streets project, created a more welcoming environment for other roadway users beyond motorists and resulted in economic investments along the corridor.

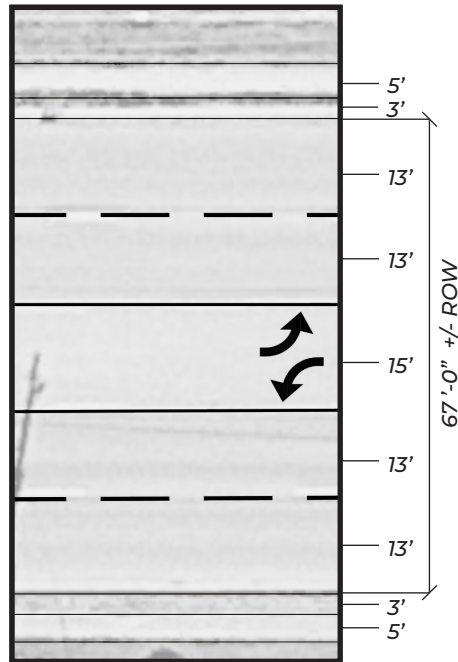
Recommended Design Elements

PROPOSED LANE RECONFIGURATION

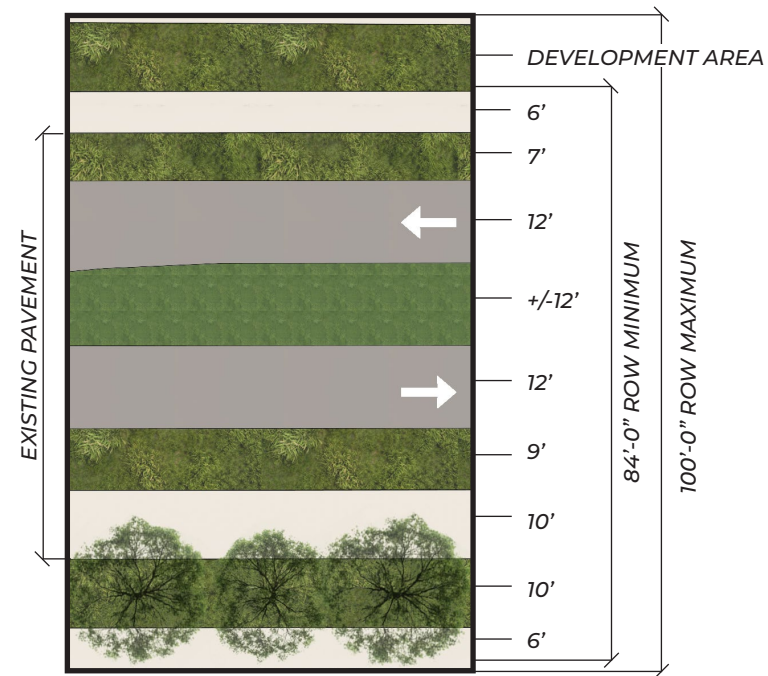
Ruby Lane West to Bunkum Road

A lane reduction is proposed for Lincoln Trail west of Ruby Lane to Bunkum Road. The roadway is reduced by one through lane in each direction. Left turn lanes are provided at intersections to minimize traffic stacking issues. In place of the reduced lanes, a dedicated 2-way bike lane is proposed on the south side of Lincoln Trail, buffered from vehicular traffic by a landscaped median. New sidewalks are proposed on both sides of Lincoln Trail with expanded landscaped median areas to improve pedestrian safety and experience. Where possible, landscaping is proposed in center medians. These improvements, combined, help to narrow the visible driver cone of vision, serving as traffic calming measures and improving corridor aesthetics.

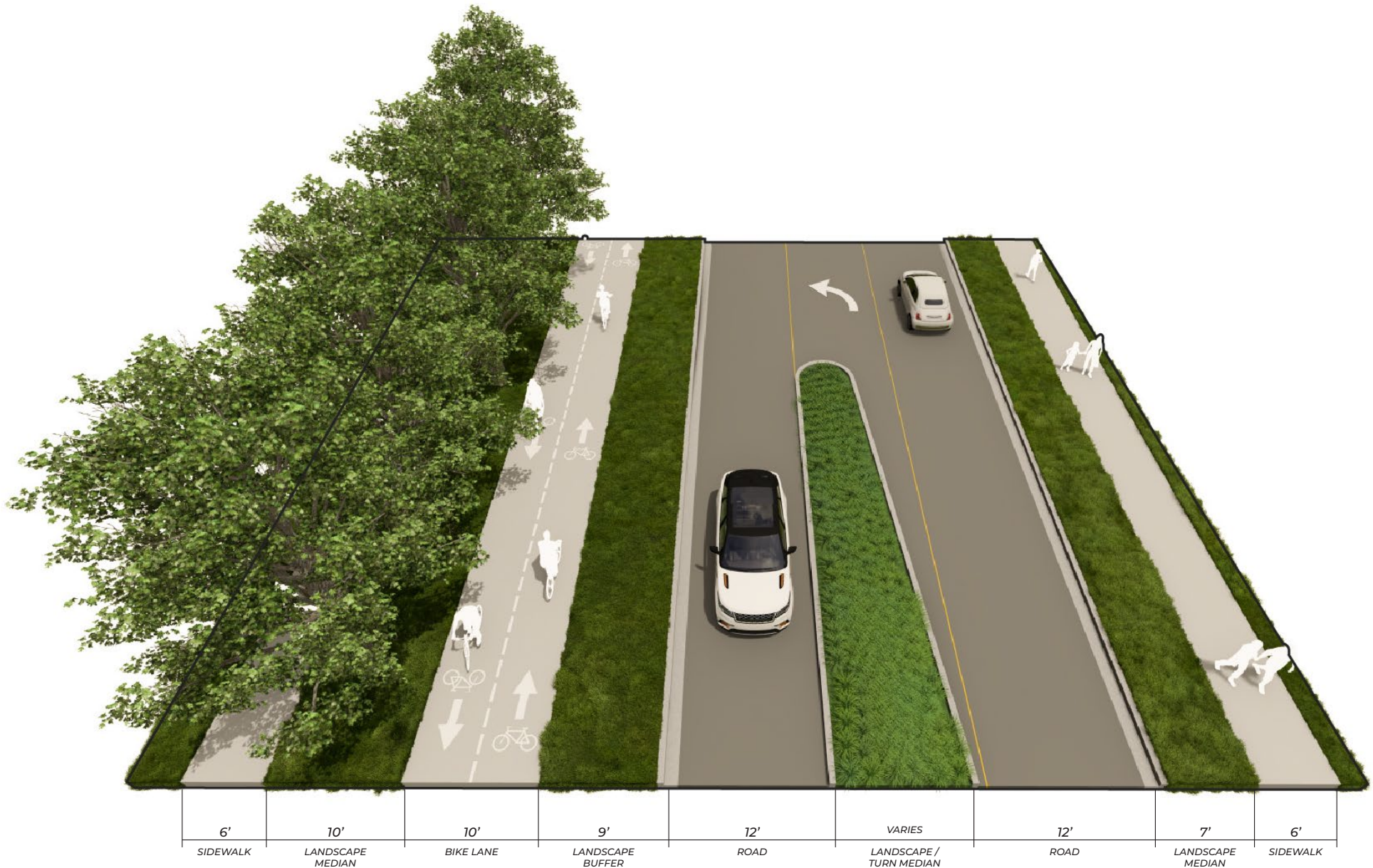
Existing Section



Proposed Section



STREET SECTION FROM RUBY LANE WEST TO BUNKUM ROAD



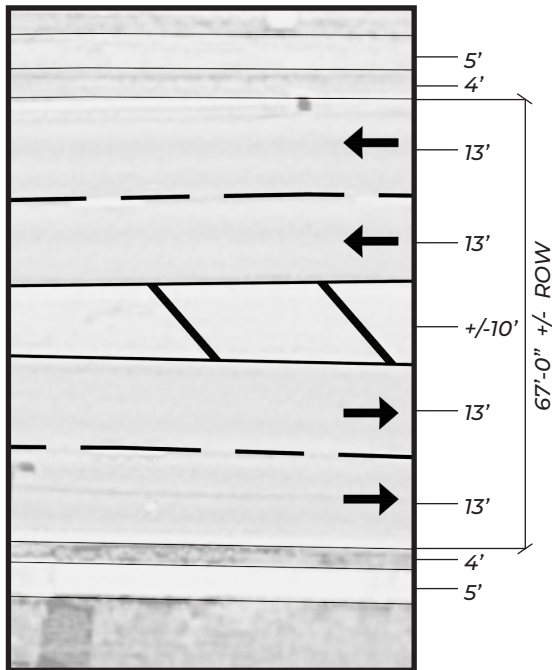
Recommended Design Elements

PROPOSED LANE RECONFIGURATION

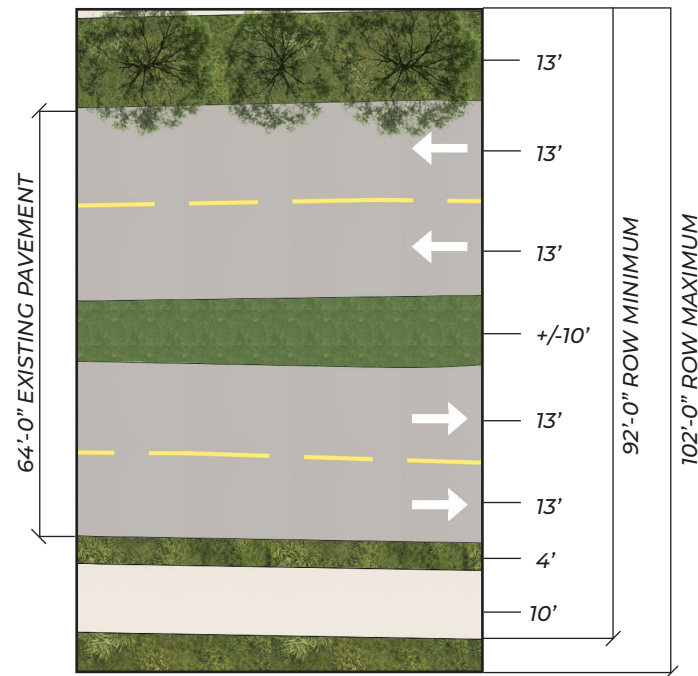
Ruby Lane East to Highway 159

The Lincoln Trail Great Streets Plan proposes no change to the roadway configuration from Highway 159 to Ruby Lane. Traffic counts in this segment during the Existing Conditions Analysis did not support a lane reduction in this area. However, wider sidewalks are proposed within the existing right-of-way, along with a 10-foot-wide multi-use side path along the south side of Lincoln Trail to accommodate pedestrians and bicyclists.

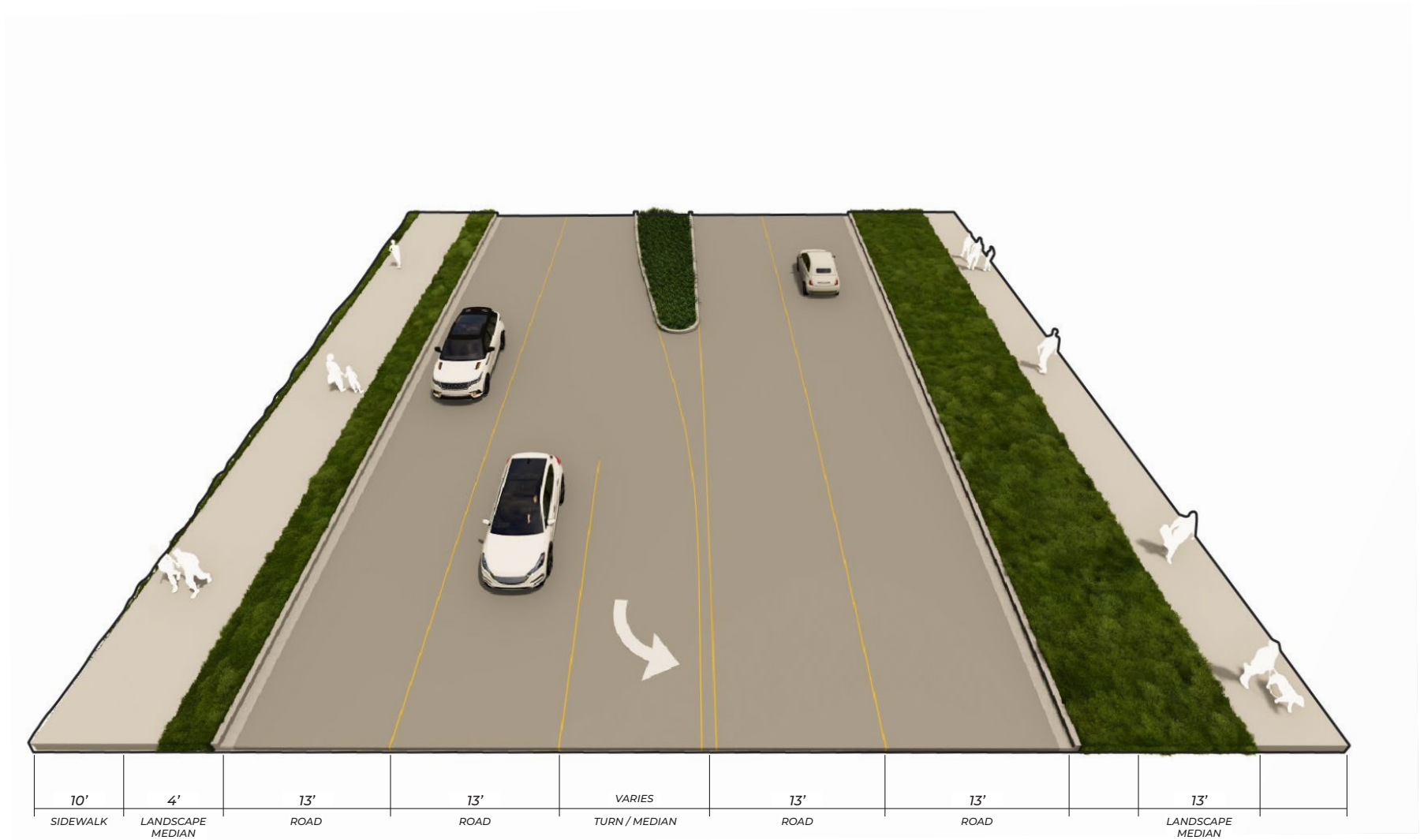
Existing Section



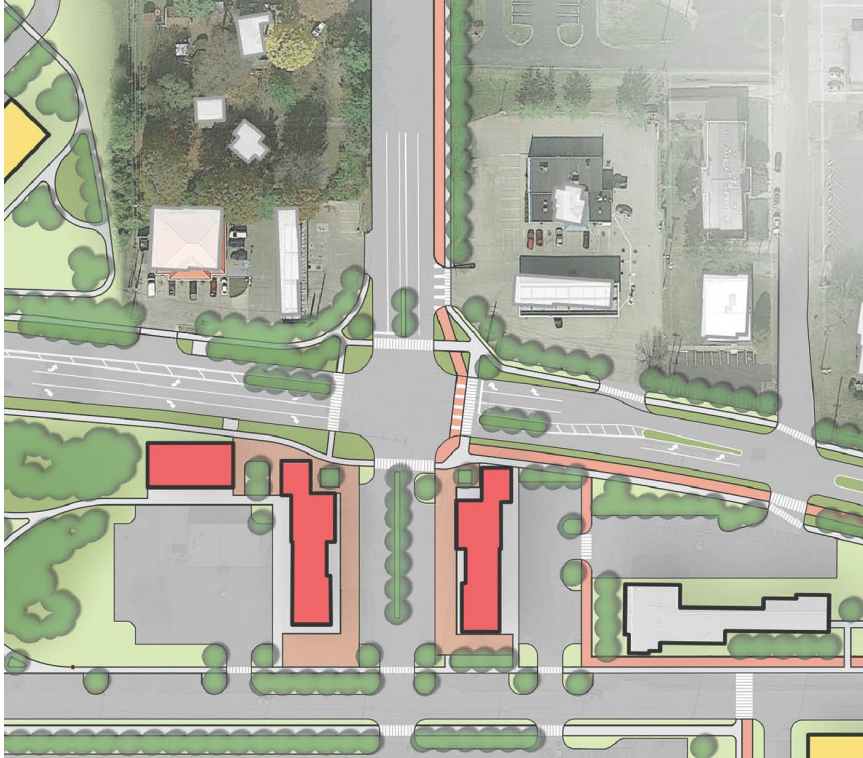
Proposed Section



STREET SECTION FROM RUBY LANE EAST TO HIGHWAY 159



Recommended Design Elements



BUNKUM ROAD + LINCOLN TRAIL INTERSECTION IMPROVEMENTS

The intersection of Lincoln Trail and Bunkum Road is recommended to continue operating under signal control. Under the proposed improvements, the northbound Bunkum Road approach provides a left-turn lane and a through/right-turn lane. The southbound Bunkum Road approach provides a left-turn lane and a through/right-turn lane. The eastbound approach provides a left-turn lane and a through/right-turn lane. The westbound approach provides a left-turn lane, a through lane, and a right-turn lane.

Proposed intersection and mobility improvements include:

- Mobility, especially for pedestrians and bicyclists in this area is a critical component to the Arts District's recommendations. There are planned trails in the works along Bunkum Road and along Lincoln Trail that will enhance mobility in and around the area, providing much needed facilities for students walking to Grant Middle School.
- Widened sidewalks are recommended throughout the District. Separated crossing facilities for pedestrians and bicyclists are located at all crossing points at Bunkum Road and Lincoln Trail.
- Reduced crossing distances are provided via curb bumpouts to help create a safer experience for roadway users.
- Due to the amount of hardscaping located in the Corridor today, a concentrated effort was made to introduce landscaping and greenscaping wherever possible. This is shown in the added street trees in the diagram to the left.
- Maintained bus shelters are located at the northwest and southwest corners of the intersection to ensure transit remains accessible along the Corridor.



NORTH POINT ROAD/POTOMAC DRIVE + LINCOLN TRAIL INTERSECTION IMPROVEMENTS

The intersection of Lincoln Trail and North Point Road/Potomac Drive is proposed to operate under side-street stop control and relocate the existing traffic signal to the new intersection to the east. The northbound North Point Road approach is proposed as a shared left-turn/through lane/channelized right-turn lane. The southbound Potomac Drive approach provides a single shared lane. The eastbound and westbound Lincoln Trail approaches are proposed to provide a left-turn lane, one through lane, and a right-turn lane. Pedestrians can cross at the north, south, and west leg of the intersection.

Proposed intersection and mobility improvements include:

- This segment of the Corridor introduces the Corridor Core character area. This is anticipated to be a highly active space once developed with a mix of residential and commercial uses. Due to this increased activity, it is critical to enhance mobility options here to and from the amenities. Enhanced crosswalks, dedicated facilities, and connections into the adjacent neighborhoods are some of the recommended improvements.
- There is a dedicated bike lane along the south side of the roadway to allow for two-way bike traffic patterns. Separated crossings from pedestrians support added safety experiences for both users.
- The lane reconfiguration allows for increased landscaping and streetscaping along the Corridor as well.
- This intersection is proposed to operate under side-street stop control with the existing traffic signal relocating to the east.
- Maintained bus shelters are located at the northeast and southwest corners of the intersection to ensure transit remains accessible along the Corridor.

Recommended Design Elements

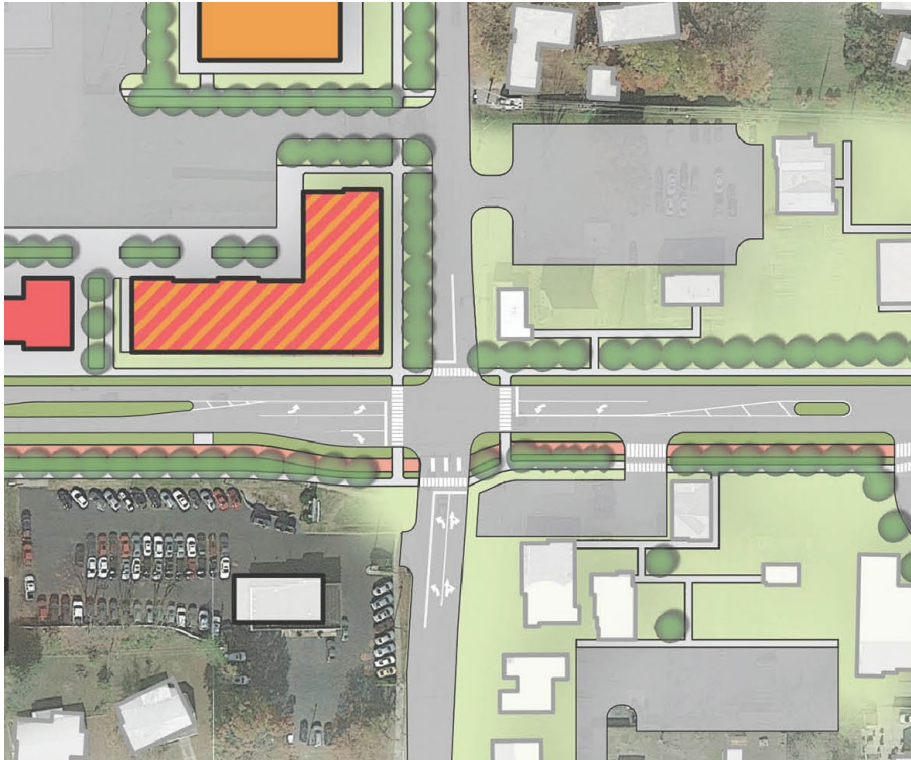


NEW INTERSECTION AT LINCOLN TRAIL

A new signalized intersection is proposed at the entrance of the Corridor Core character area. This signalized intersection will help support the proposed commercial development proposed in the concept plan. Additional planning and engineering analysis would be required to construct this new intersection; however, preliminary traffic modeling would support this addition to the current flow patterns.

Proposed intersection and mobility improvements include:

- This segment of the Corridor is the easternmost portion of the Corridor Core character area. This is anticipated to be a highly active space once developed with a mix of residential and commercial uses. Due to this increased activity, it is critical to enhance mobility options here to and from the amenities. Enhanced crosswalks, dedicated facilities, and connections into the adjacent neighborhoods are some of the recommended improvements.
- There is a dedicated bike lane along the south side of the roadway to allow for two-way bike traffic patterns. Separated crossings from pedestrians support added safety experiences for both users.
- Due to varying right-of-way, there are differing crossing distances for the north/south crosswalks along Lincoln Trail. Regardless, both facilities should include clearly marked areas for the pedestrian.
- The lane reconfiguration allows for increased landscaping and streetscaping along the Corridor as well.
- The bus shelter is maintained and located at the southwest corner of the intersection to ensure transit remains accessible along the Corridor.



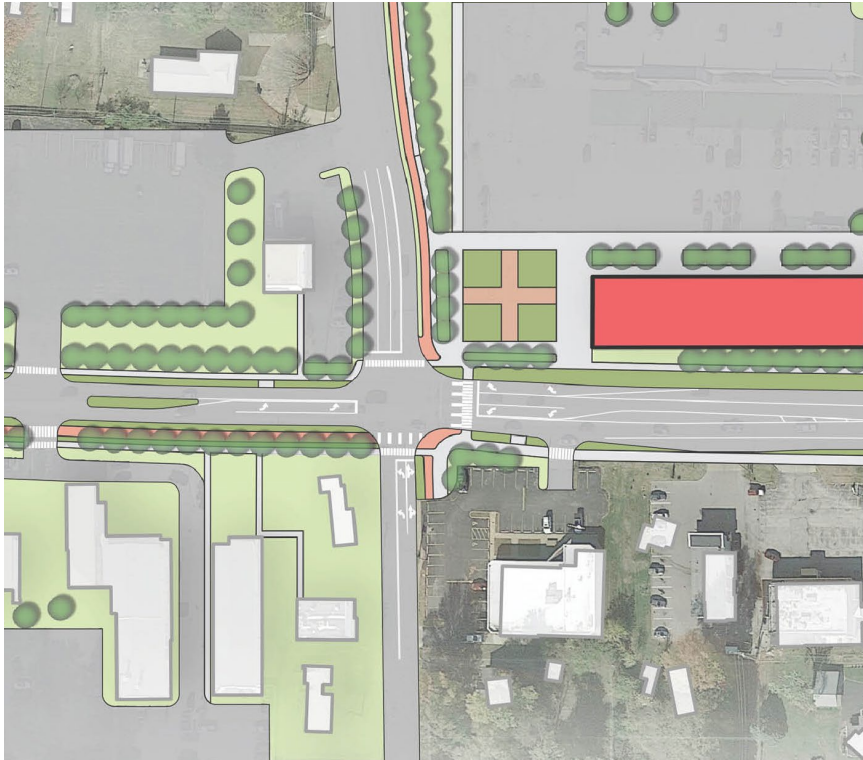
UNION HILL ROAD/MARK DRIVE AND LINCOLN TRAIL INTERSECTION IMPROVEMENTS

The intersection of Lincoln Trail and Union Hill/Mark Drive operates under signal control; however, this intersection is proposed to be modified to a three-legged intersection with the closure of the north leg. The northbound Union Hill approach provides a left-turn lane and a right-turn lane. The eastbound Lincoln Trail approach provides one through lane and a right-turn lane. The westbound approach provides a left-turn lane and one through lane. Pedestrians can cross at the south and east leg of the intersection.

Proposed intersection and mobility improvements include:

- This segment of the Corridor is the easternmost portion of the Corridor Core character area. This is anticipated to be a highly active space once developed with a mix of residential and commercial uses. Due to this increased activity, it is critical to enhance mobility options here to and from the amenities. Enhanced crosswalks, dedicated facilities, and connections into the adjacent neighborhoods are some of the recommended improvements.
- There is a dedicated bike lane along the south side of the roadway to allow for two-way bike traffic patterns. Separated crossings from pedestrians support added safety experiences for both users.
- Due to varying right-of-way, there are differing crossing distances for the north/south crosswalks along Lincoln Trail. Regardless, both facilities should include clearly marked areas for the pedestrian.
- The removal of the North Point Road/Potomac Drive traffic signal would be relocated to this new intersection. Cross access between Potomac Drive and this site would still allow users to access a traffic signal during busy traffic hours.
- The lane reconfiguration allows for increased landscaping and streetscaping along the Corridor as well.
- The bus shelter is maintained and located at the southwest corner of the intersection to ensure transit remains accessible along the Corridor.

Recommended Design Elements



RUBY LANE AND LINCOLN TRAIL INTERSECTION IMPROVEMENTS

The intersection of Lincoln Trail and Ruby Lane operates under signal control. The northbound Ruby Lane approach provides a left-turn lane and a through/right-turn lane. The southbound Ruby Lane approach provides a left-turn lane, a through lane, and a right-turn lane. The eastbound and westbound Lincoln Trail approaches each provide a left-turn lane, two through lanes, and a right-turn lane. Pedestrians can cross at the north, south, and east leg of the intersection.

Proposed intersection and mobility improvements include:

- Ruby Lane includes the western-most intersection improvements for the Mix of Uses character area. Through public input, Ruby Lane was identified as the natural end point to the Lincoln Trail Corridor and therefore, is the true end point of intersection improvements.
- This intersection also introduces the transition of the lane reconfiguration from the reduced three-lane roadway back up to the five-lane roadway.
- The dedicated bike lane facilities terminate on the southeastern segment of this intersection. Though there are future opportunities available to tie back into these facilities if desired.
- Planned trailways leading north along Ruby Lane will assist in expanding pedestrian mobility into the adjacent neighborhoods and beyond I-64. This should be a priority project for the City and its partners to complete to fulfill the community's desire for improved mobility. Although not illustrated, these trailways could also extend to the south towards other potential SCCTD trails and Moody Park.
- The lane reconfiguration allows for increased landscaping and streetscaping along the Corridor as well.
- Maintained bus shelters are located at the northwest and southeast corners of the intersection to ensure transit remains accessible along the Corridor.



COMMERCE LANE AND LINCOLN TRAIL INTERSECTION IMPROVEMENTS

The intersection of Lincoln Trail and Commerce Lane operates under signal control. The northbound and southbound Commerce Lane approaches provide a left-turn lane and a left-turn/through/right-turn lane. The eastbound Lincoln Trail approach provides a left-turn lane, a through lane, and a through/right-turn lane. The westbound Lincoln Trail approach provides a left-turn lane, two through lanes, and a right-turn lane. Pedestrians can cross at the north, south, and west leg of the intersection.

Proposed intersection and mobility improvements include:

- Commerce Lane is the easternmost terminating point of the Lincoln Trail Great Streets Plan. This intersection is the transition zone from smaller scale development back into the big box dominated landscape along Highway 159 and Lincoln Trail.
- The roadway maintains its current configuration as a five-lane roadway to support the eastern edge of the Corridor's traffic counts and serviceability.
- There are limited crossing facilities for pedestrians and bicyclists at this intersection in hopes that Ruby Lane provides the key services needed to navigate beyond the Corridor and to their next destination.

Streetscape Recommendations

STREETSCAPING ALONG LINCOLN TRAIL

Streetscaping elements play a vital role in shaping the character and experience of a place. Thoughtfully designed features such as lighting, landscaping, street furniture, signage, and pedestrian amenities help define a corridor's identity, making it more welcoming, safe, and memorable. These elements create a comfortable and visually appealing environment that encourages people to walk, linger, and engage with local businesses and public spaces. Aside from enhancing the appearance of the roadway, well-planned streetscapes support community interaction, promote active transportation, and enhance the overall functionality of the public realm.

The Lincoln Trail Great Streets Plan details recommended streetscape elements with a theme of Highway 50 and mid-century modern characteristics. The following page details the background of the theme, precedent imagery, and a kit of parts designed custom for the Lincoln Trail Corridor. Additional design analysis and sourcing will be a necessary next step to successfully implement the recommended streetscape elements in this area.

Streetscape Design Best Practices

Quality Streetscapes Should...

- Create a unique identity for a district or corridor.
- Be authentic to the community and its history.
- Create a pleasant and safe pedestrian experience.
- Incentivize private reinvestment in the corridor.
- Be timeless in character and durable in design and materials.
- Promote sustainable landscaping and maintenance.



Streetscape Recommendations

50 CORRIDOR STREETSCAPE THEME

The history of U.S. Route 50 is deeply intertwined with the development of the American West and the journey of the nation's population. Originally created in 1926, the highway was part of the original U.S. Highway System and was designed to connect the East Coast to the West Coast.

This theme celebrates the importance of US Highway 50 to the settlement and growth of Fairview Heights. Design cues harken back to the images of Americana that were found along the coast-to-coast corridor during the middle of the 20th century.

The images to the right present precedent imagery for the overall desired character of this streetscape theme. Key components include vibrant colors, native plantings, mid-century signage, and a mix of metal and wood furnishings.

The kit of parts presented on the following pages presents a custom streetscape package for the Lincoln Trail Corridor. This is a preliminary first step in introducing streetscape elements to the corridor and will need further analysis to place and construct this theme. These kit of parts responds to the public's voting results throughout this planning process and present a fresh take on the character of the Lincoln Trail Corridor. The following paragraphs detail additional considerations for implementation and components the City and its partners should investigate further.

Considerations for Implementation

The streetscape package should introduce pedestrian-scaled elements along sidewalks and building frontages to enhance

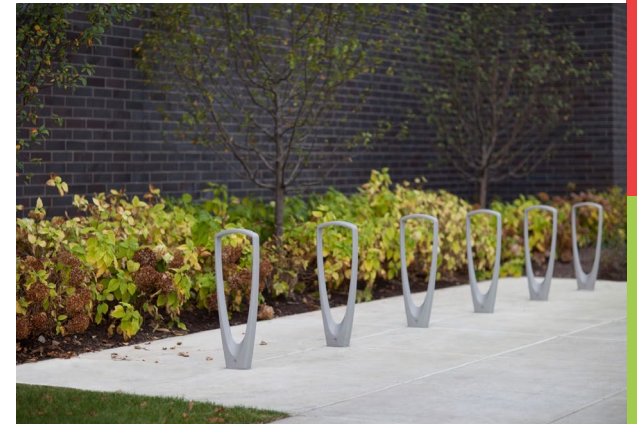
the pedestrian environment while narrowing the visible corridor width. This will support a pedestrian's sense of safety along the corridor and encourage traffic calming mechanisms.

To introduce residents and visitors to the Lincoln Trail Corridor, large gateway markers should be located at the Bunkum Road and Commerce Lane intersections to create a unique branded identity. Neighborhood markers could also be installed at key locations within the Corridor to identify key district elements and nearby neighborhoods. Key district elements could include restaurants or local services, as well as adjacent attractions such as the Rec Complex.

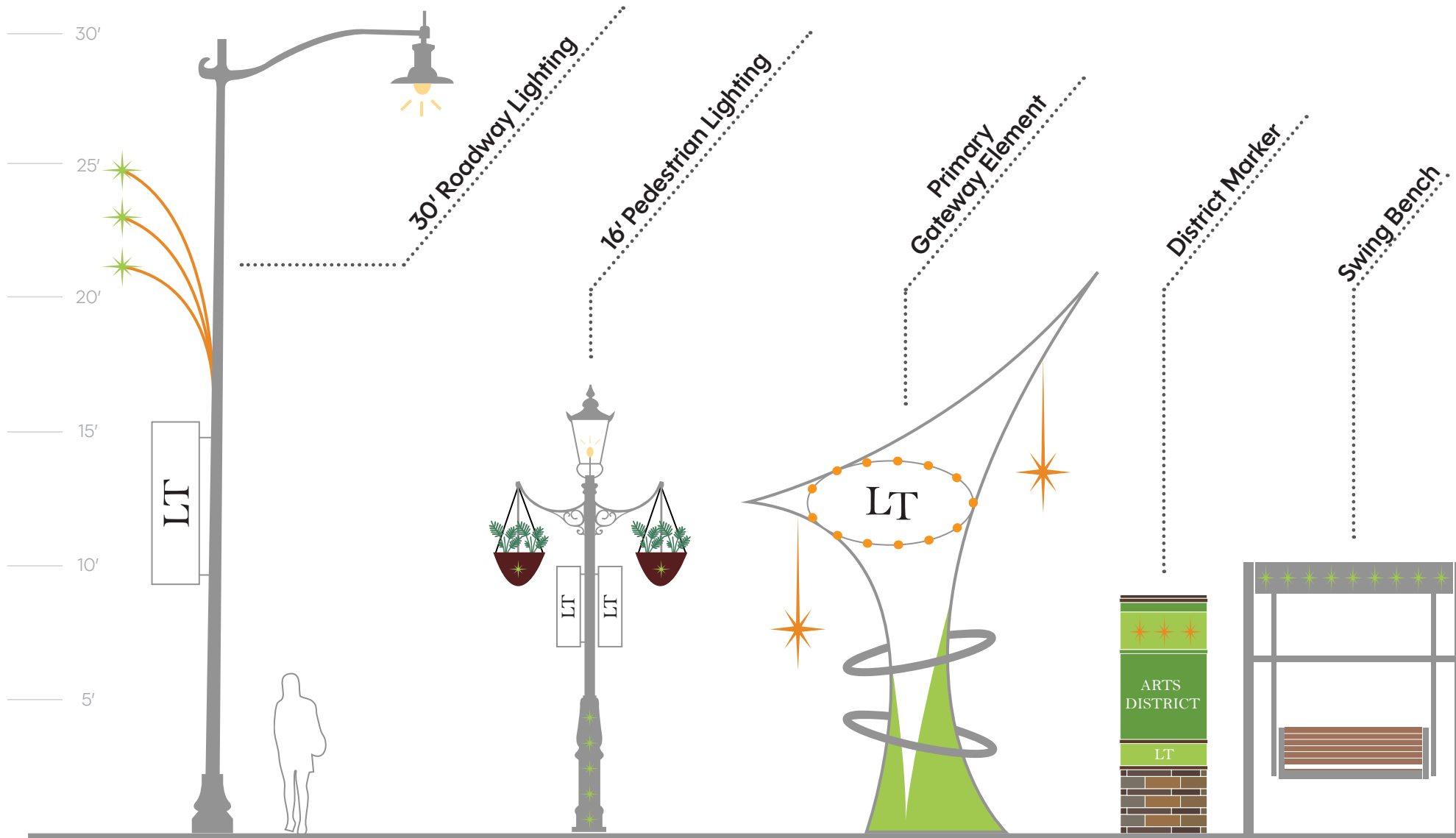
Banner signage could be a small but impactful investment along the Corridor and further enhancing the lighting furnishings. These banners could highlight the City's branding, holiday seasons, and local organizations or artists.

Bus stops are an integral component to a streetscape package and offer opportunities for revenue via marketing. The City and its partners with St. Clair County Transit should consider installing new bus shelters with litter receptacles and seating at high activity bus stops. The bus shelters should have an awning or some form of shade structure to cover transit users from bad weather.

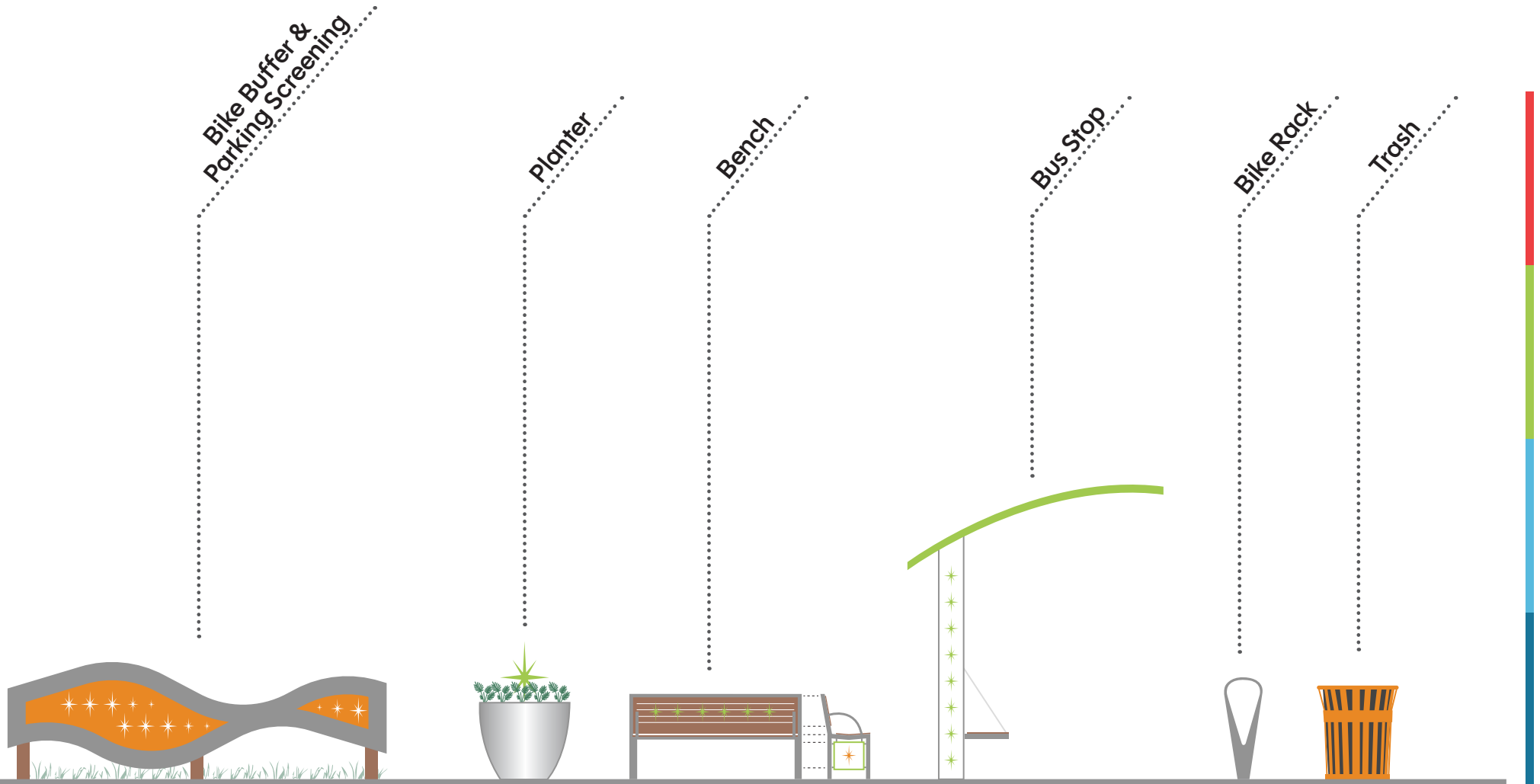
The map on page 114 presents a streetscape framework to help guide the prioritization for implementation along Lincoln Trail. Recognizing that these improvements will take time and financial investment, this map focuses on key intersections and creates a gradient of detail for the streetscaping package.



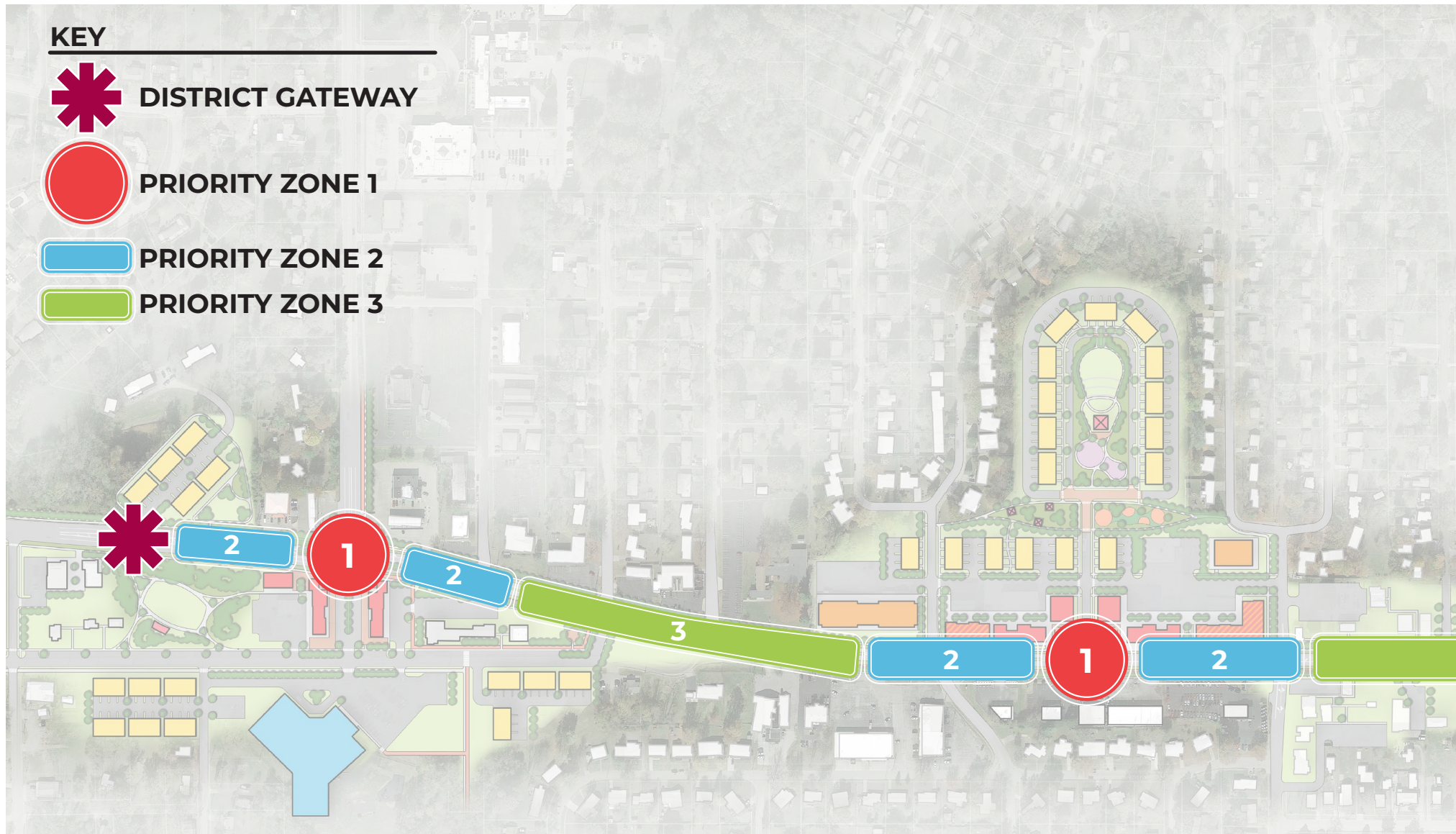
Streetscape Recommendations



The 50 Corridor Kit of Parts Streetscaping Package presents a series of streetscaping elements to install throughout the Lincoln Trail Corridor. Further consideration for locating these elements is presented on the following page.



Streetscape Recommendations



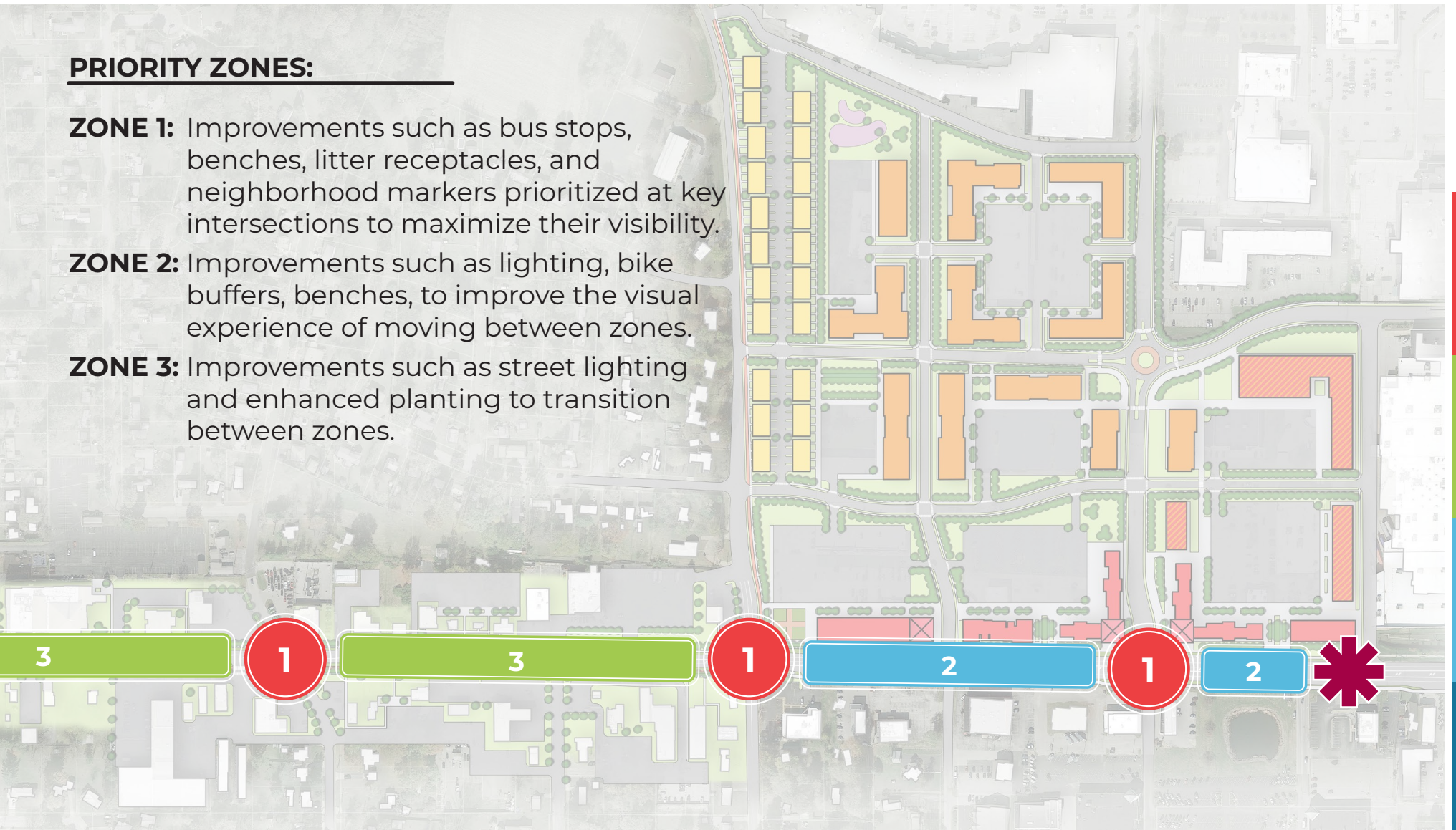
The **Streetscape Framework** diagram below assigns a level of prioritization to the proposed streetscape improvements along the Lincoln Trail Corridor. Each zone provides recommendations to the level of finish and number of streetscape elements assigned to it. The Framework intentionally sets a gradient of level of finish to ensure key intersections are the focus of the streetscape elements with a level of continuity throughout the Corridor.

PRIORITY ZONES:

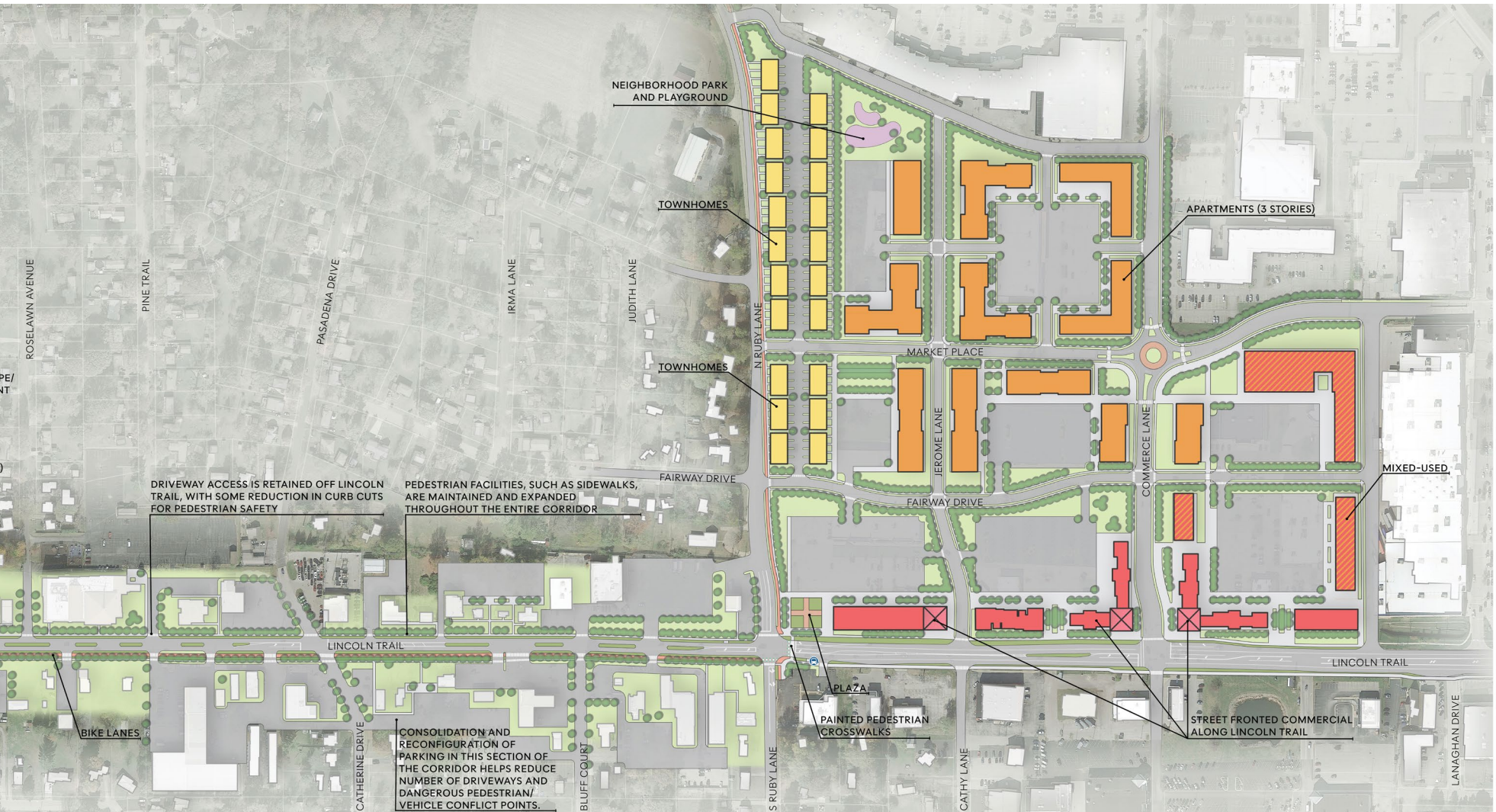
ZONE 1: Improvements such as bus stops, benches, litter receptacles, and neighborhood markers prioritized at key intersections to maximize their visibility.

ZONE 2: Improvements such as lighting, bike buffers, benches, to improve the visual experience of moving between zones.

ZONE 3: Improvements such as street lighting and enhanced planting to transition between zones.



long-term plan that remains adaptable to current market trends and property conditions along the Corridor. The following pages breakdown the recommendations for each character area in great detail with specific precedent imagery, concept characteristics, and 3D models to better illustrate the recommendations in each area.



Arts District Recommendations

ARTS DISTRICT RECOMMENDATIONS

The primary goal of the Arts District, as defined in Figure 35, is to establish a vibrant, creative and active entertainment district supporting the arts community. The graphic in Figure 35 details the recommendations for development and improvements in the Arts District. While each of these concepts remains high-level and flexible, the guiding characteristics should be utilized for all future decisions related to development throughout the study area.

Key components to the recommendations include:

- Develop a new public park with performance venue to create a place for community gatherings and festivals.
- Improve Old Lincoln Trail as a pedestrian-oriented street with streetscape improvements and landscaping and allow temporary closure for events.
- Incentivize new neighborhood-oriented retail along Bunkum Road.
- Introduce safe bicycle crossing infrastructure at the Bunkum Road intersection to connect the Bunkum Road Trail to the proposed Lincoln Trail bicycle improvements.
- Reconfigure the intersection of Old Lincoln Trail and Lincoln Trail to improve safety.
- Partner with a private operator to rehabilitate Trailway Motel into a unique boutique hotel or short-term rental property.

[RETURN TO AGENDA](#)

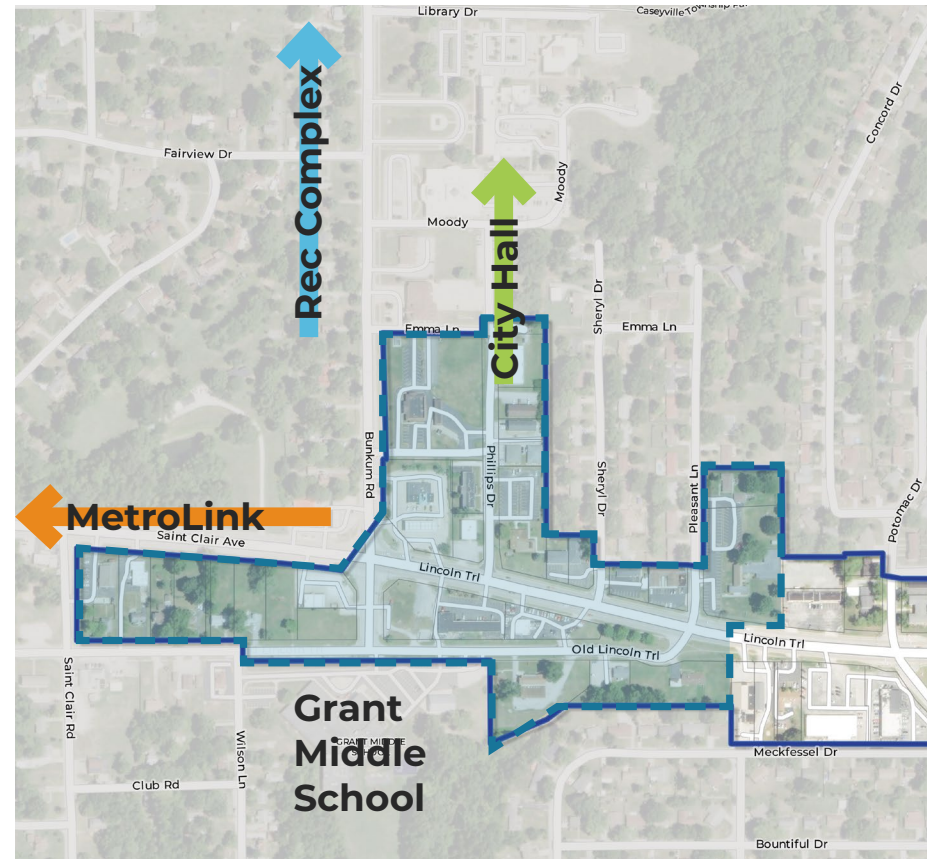


FIGURE 34: CHARACTER AREA MAP

- Develop new townhomes to expand diversity of housing types in Fairview Heights and introduce additional density that is sensitive to adjacent single-family neighborhoods.
- Maintain access and circulation needs of Grant Middle School.

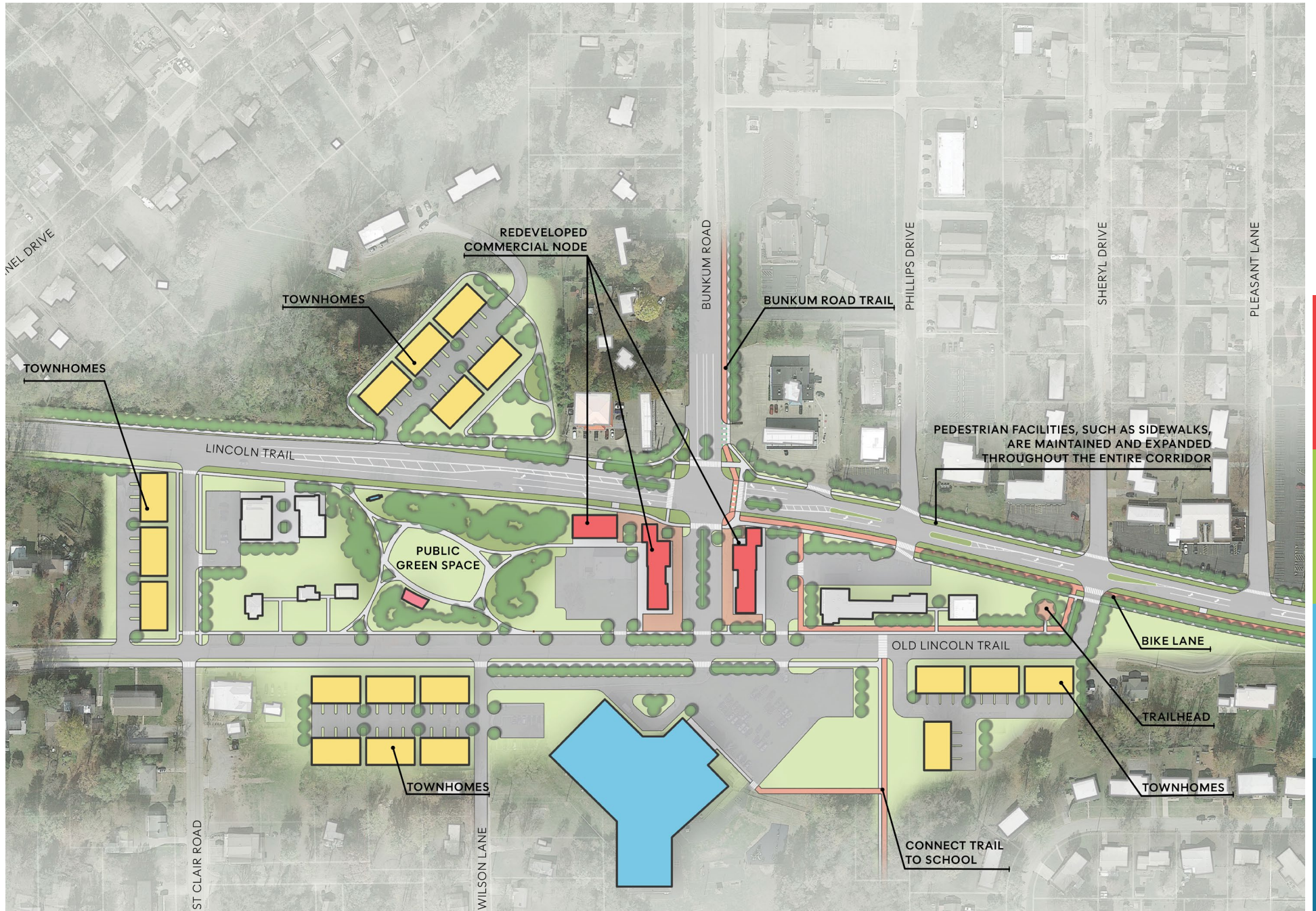


FIGURE 35: PROPOSED CONCEPT PLAN FOR THE ARTS DISTRICT OF THE LINCOLN TRAIL GREAT STREETS PLAN

Arts District Recommendations



FIGURE 36: 3D MODEL OF THE BUNKUM ROAD AND LINCOLN TRAIL INTERSECTION



FIGURE 37: 3D MODEL OF THE GATEWAY ENTRANCE MOVING EAST ON LINCOLN TRAIL

Arts District Recommendations

COMMERCIAL
REDEVELOPMENT

PAINTED PEDESTRIAN
CROSSWALKS

NEIGHBORHOOD
MARKER



FIGURE 38: 3D MODEL OF THE STREETScape ALONG BUNKUM ROAD LOOKING SOUTH

STREETSCAPE WITH
CAFE SEATING

CORNER PLAZA



Arts District Recommendations

RECOMMENDED DESIGN ELEMENTS FOR CONSIDERATION

As mentioned earlier in this section, the concepts presented in this plan remain high-level and adaptable to the changing vision and market of the Lincoln Trail Corridor. The images presented to the right and on the following page present desired design elements and characteristics for the built environment that the Arts District should include based on public input and best practices.

The district should be walkable and encourage pedestrian-scaled elements to support safety and mobility. Additional trail connections have been identified in this area to support great connectivity in Fairview Heights. There is a general lack of dense residential housing types to support young professionals moving to the community and residents looking to downsize, therefore, it is recommended that townhomes and other similar density types be introduced to the area. Due to the creative nature of this character area, incubator spaces and gathering spaces are encouraged to support local activities and allow smaller businesses to gain their footing in the market. In general, the Lincoln Trail Corridor is lacking greenspace. Wherever possible, the City should encourage neighborhood-scale or smaller active or passive green spaces.

WALKABLE DISTRICT



INTRODUCE NEW HOUSING TYPES



PEDESTRIAN-ORIENTED DEVELOPMENT



INCUBATOR SPACES



FLEX SPACES FOR PROGRAMS



EMBRACING UNIQUE CHARACTER + HISTORY



COMMUNITY AMENITIES



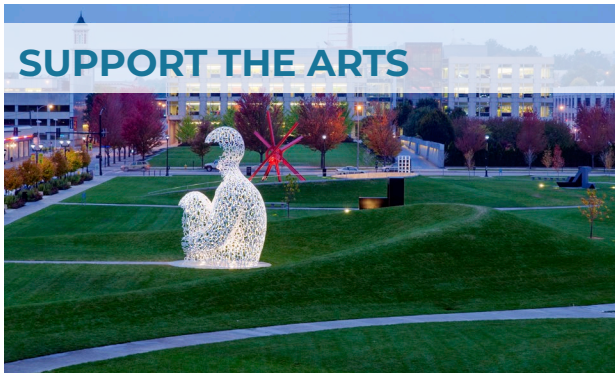
ADDED GREEN SPACES



EVENTS + ENTERTAINMENT



SUPPORT THE ARTS



Arts District Recommendations

IMPLEMENTATION STRATEGY

In order to fulfill the vision of the Arts District, the following preliminary next steps have been identified. These recommendations serve as a supplement to the overall recommendations detailed in the Recommended Design Elements section.

Redevelopment in the Arts District

In an area that has not seen significant private investment, the public sector often must step up and make a capital commitment through either infrastructure investments (streetscape, utilities, parks, and other public assets) or redevelopment (reuse of underutilized public land for new development as public or private uses). Investment by the private sector will follow, seeing the public investment as a statement of commitment to the area and a reassurance that the private investment will not be going it alone.

The City currently owns the parcel on the southeast corner of the Lincoln Trail/Bunkum Road intersection and offers an opportunity to lead redevelopment and spur activity in the Arts District.

The City should redevelop the vacant site it owns at the corner of Bunkum and Lincoln Trail. As the owner of the land, the City is in the driver's seat and can set expectations for the type, scale, and character of development that it wants.

Development on the City's property should include storefront retail to activate the short block of Bunkum Road as a neighborhood-serving retail district. Potential tenants could include cafes, one or two restaurants, and personal services

such as a salon. Either above in a mixed-use building or on adjacent land, housing should be included to create a more dynamic district with activity seven days a week. Roughly 72 townhome units (18 buildings with 4 units per building) are identified in the Arts District alone. While the true unit count may vary in construction, the development should provide moderate density and activity to the area.

Developer Selection – The City should undertake a development offering to solicit interested buyers from the private market. A request for qualifications (RFQ) process will allow the City to cast the widest net possible for the site. As opposed to a request for proposals (RFP), the RFQ should not require the developer to submit detailed drawings of the proposed project or make a price proposal for a land purchase. Instead, the City will select a partner based on their developer's demonstrated track record of successfully building similar urban projects, combined with their expressed vision for the site. Once a preferred developer has been selected, the City would enter into a public-private partnership with the developer to refine the vision and design the project in sufficient detail to arrive at a price and transaction terms.

Housing

There are numerous sites within the district that could accommodate a range of housing products, from small cottages to townhomes and even apartments. Housing will add additional buying power ("rooftops") to the area that will support commercial development, and it will provide housing options that have been missing in Fairview Heights for some time, such as smaller units to serve empty nesters and retirees, senior housing to serve an aging population, and apartments to serve the local workforce and those beginning their careers. According to Greater St. Louis, Inc. and the U.S. Census, there is approximately 123 square feet of retail per household. With Fairview Heights' diverse retail mix, it could be expected that at least two thirds of this additional demand could be met locally, meaning at least 82 square feet of retail space could be supported for each new housing unit added to the area.

Actions the City can take to support more housing include outreach to property owners to identify opportunity sites for new development, outreach to regional housing developers to help market the opportunity and "tell the story" of the new opportunities in Fairview Heights, and using tax increment financing and other financial incentives to address feasibility gaps.

SOURCE: GREATER ST. LOUIS, INC. FOR THE RETAIL SPACE (145 MILLION S.F.), AND U.S. CENSUS FOR TOTAL HOUSEHOLDS IN THE REGION (1.179 MILLION HOUSEHOLDS).

Trailway Motel

The Trailway Motel has an iconic mid-century architecture that, if refurbished, could become an anchor for the district, providing a boutique lodging experience for visitors and potentially including dining or entertainment uses. There are numerous examples across the country of boutique hotels resulting from the redevelopment of older motels.



Corridor Core Recommendations

CORRIDOR CORE RECOMMENDATIONS

The Corridor Core character area includes the limited greenfield development site along the Corridor. The details presented in the draft plan concept in Figure 40 present opportunities to take advantage of available land and introduce a new residential neighborhood. By adding rooftops to the Corridor, this helps create more energy in this central area along Lincoln Trail. This area can also leverage the existing restaurants on the south side of Lincoln Trail to create an expanded restaurant and entertainment district on the corridor with new commercial and mixed-use development opportunities.

Key components to the recommendations include:

- Develop a new residential neighborhood and introduce moderate-density townhomes situated around a new neighborhood park.
- Introduce new commercial and mixed-use development that fronts Lincoln Trail and a new street connecting the townhome neighborhood to the north.
- Redevelopment of the 2-story apartments are recommended to help maintain affordable housing options for those that work in the area and create opportunities to capture those that currently commute to Fairview Heights for work.
- Create a new park and playground for the community, designed with inclusive play features, landscaping and a picnic shelter. This supports the general initiatives

[RETURN TO AGENDA](#)

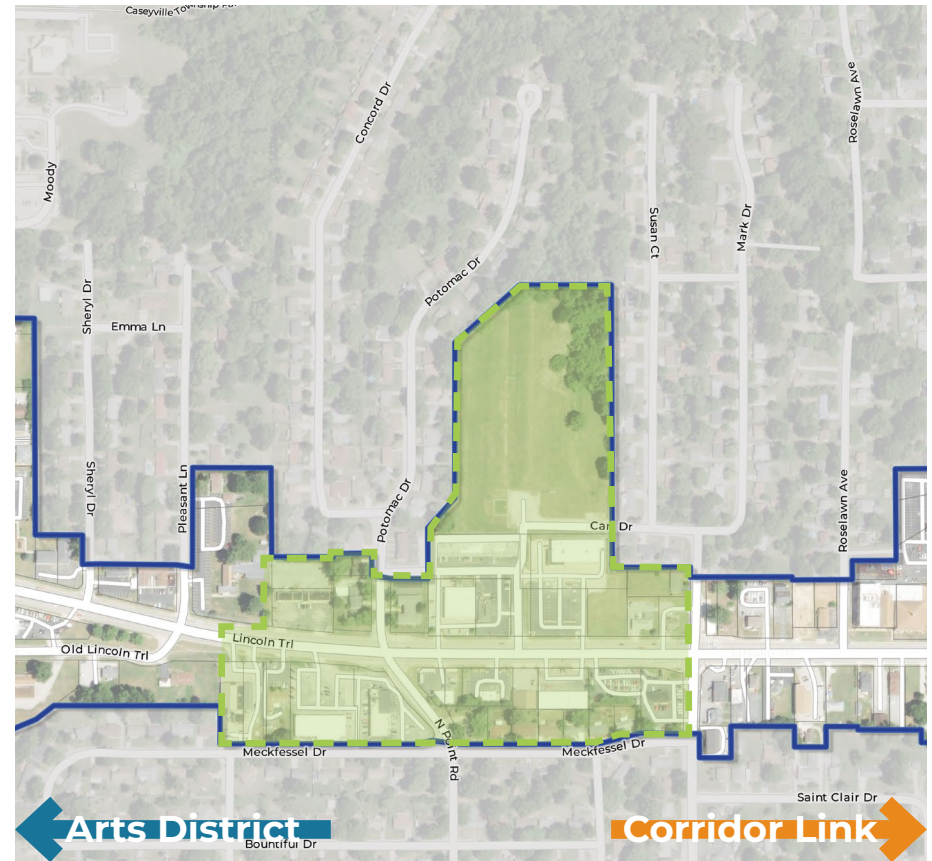


FIGURE 39: CHARACTER AREA MAP

presented throughout the plan to integrate greenspaces wherever possible.

- Introduce a new signalized intersection at entrance of Corridor Core.
- Incorporate sustainable landscaping throughout the proposed park to serve as a green stormwater treatment system for the proposed development.
- Introduce new streetscaping to create vibrant streets and a walkable environment.

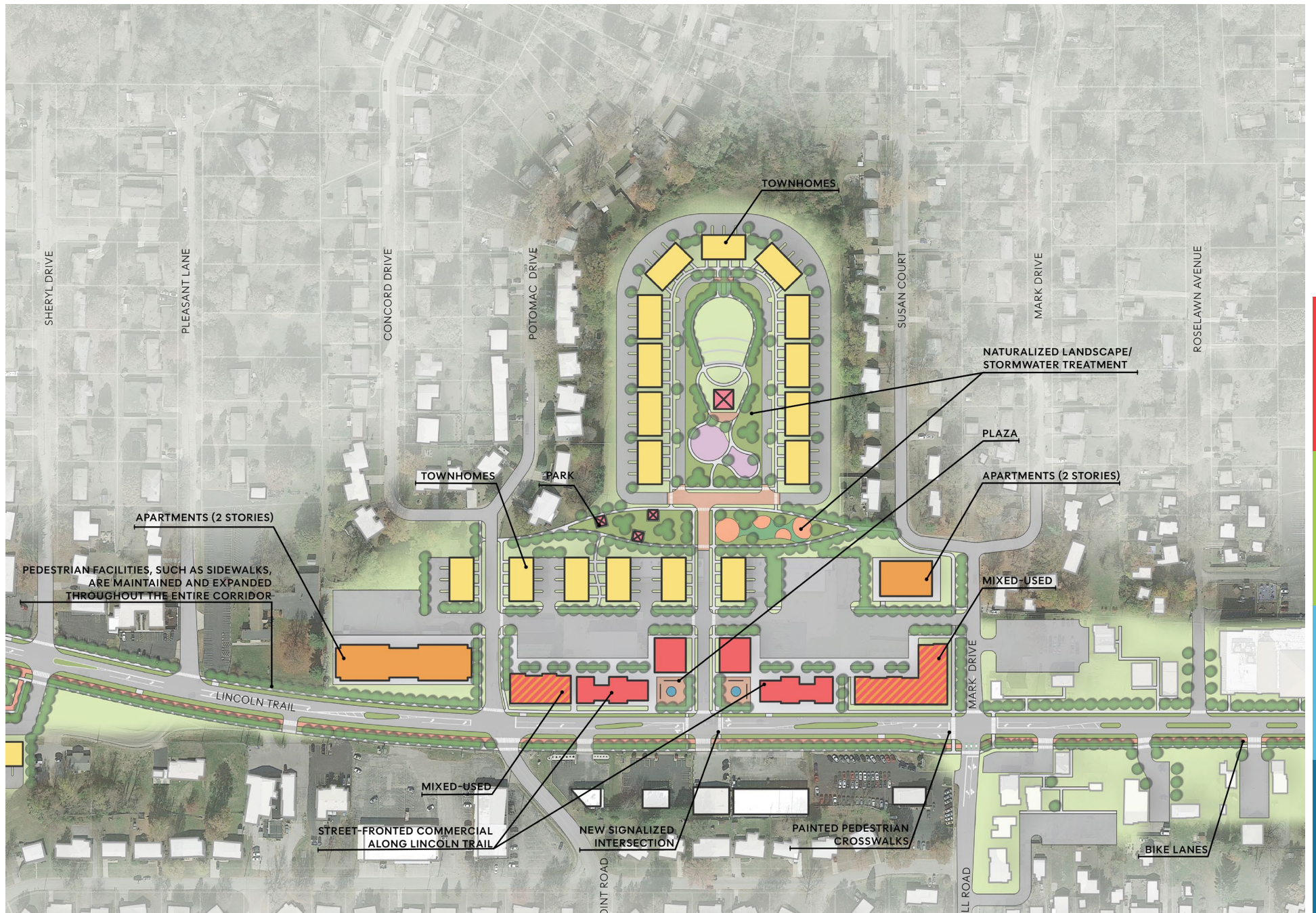


FIGURE 40: PROPOSED CONCEPT PLAN FOR THE CORRIDOR CORE OF THE LINCOLN TRAIL GREAT STREETS PLAN

Corridor Core Recommendations





Corridor Core Recommendations

PROTECTED 10'W BIKEWAY



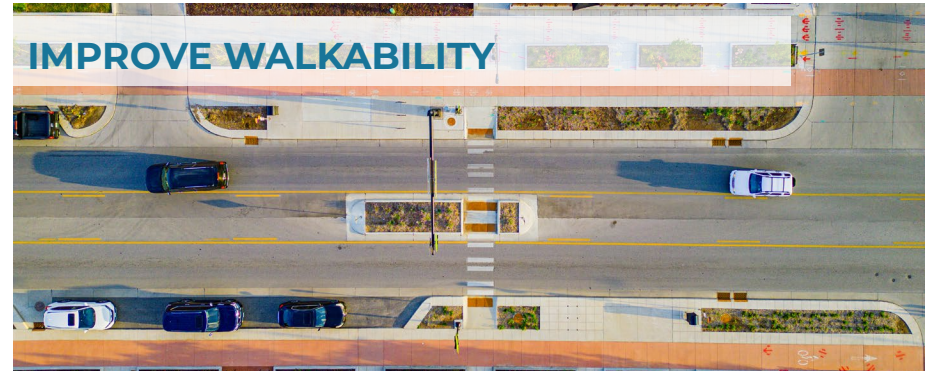


Corridor Core Recommendations

RECOMMENDED DESIGN ELEMENTS FOR CONSIDERATION

The recommended design elements presented to the right and the following page highlight the desired characteristics for development and redevelopment for this segment of the Lincoln Trail Corridor. The overall walkability of the corridor is inadequate and presents many hazards for pedestrians and bicyclists. The streetscaping and lane reconfigurations pair together to address many of these concerns and introduce a vibrant corridor. Pedestrians, cyclists, and vehicles should all have dedicated spaces that buffer one from the other and improve the overall functionality of multimodal connectivity.

To help bring people to the street and create activity, it is recommended that all development be street-fronted. This creates opportunities for gatherings, sidewalk activities, and generate spending activity in the area. To complement the adjacent neighborhood character, the recommended development density should remain within 1-3 stories. There are already some structures present in this segment of the corridor that are this dense that support this goal. The central greenspace should be accessible to all residents of the community and open to activities and neighborhood events.



DEDICATED FACILITIES



RETAIN DENSITY



VIBRANT STREETSCAPE



ADDED GREEN SPACES



NEIGHBORHOOD COMMERCIAL



ENHANCING MOBILITY



Corridor Core Recommendations

IMPLEMENTATION STRATEGY

In order to fulfill the vision of the Corridor Core, the following preliminary next steps have been identified. These recommendations serve as a supplement to the overall recommendations detailed in the Recommended Design Elements section.

Intentional Development

As home to the largest single vacant site in the area, the Corridor Core has the opportunity to develop housing at a scale that is efficient and can provide a significant boost to the number of “rooftops” in the area, providing additional buying power to support nearby retail and sending a strong signal to the market that the Lincoln Trail is a place with strong investment momentum.

Work with the property owner (and adjacent owners) to discuss redevelopment plans and assist with planning, infrastructure, and financing issues to facilitate redevelopment.



Stormwater Facilities

Since this concept recommends developing a portion of the greenspace, additional stormwater facilities should be incorporated to offset any potential impacts. Potential improvements could include permeable pavement, detention or retention facilities, bioswales incorporated into corner treatments, and other similar amenities. These not only aid in reducing stormwater runoff but also enhance the aesthetics of the space around.



Park Maintenance

To ensure the comprehensive upkeep of a public park featuring playgrounds, a picnic shelter, open lawn space, and sustainable landscape elements such as rain gardens and naturalized areas, a structured maintenance approach is essential. Playground areas should be cleaned and inspected regularly.

Regular mowing will be required for open lawn areas, along with regular fertilization, seeding/overseeding and aeration. Sustainable landscape features, including rain gardens and naturalized zones, should be routinely inspected for erosion, sediment buildup, and invasive species, with seasonal pruning and minimal intervention to support native plant health. Rain gardens should also be checked after major rain events to ensure proper drainage.

General park maintenance includes regularly scheduled trash collection, cleaning and inspection of pathways and signage, and lighting and electrical systems.

Striking a Balance

The City of Fairview Heights does not currently collect property tax. Within the overall plan, and especially within the Corridor Core character area, there are proposed areas for medium-density and high-density residential types to respond to a gap in the market and meet future demand. In most cases, these new homes are primarily located on pre-existing residential property or greenfield land that are not currently generating tax. In terms of city services, added density can help create more efficient environments for calls by housing type. In the case where there are currently commercial properties that could transition into residential uses over time, the City should consider mechanisms to offset the impacts to city services, such as emergency services, fire, and police. These projects should be considered on a case-by-case basis to compare the density and calls generated.

Corridor Link

CORRIDOR LINK RECOMMENDATIONS

The goal of the Corridor Link character area is to allow this segment of the Corridor to respond to influences from adjacent redevelopment activity. There are examples (as shown on page XX) of similar districts with multiple residential properties that have transitioned to retail and restaurant uses, creating a unique destination. The concept plan in Figure 42 proposes providing a baseline design guide that allows this evolution of the Corridor to occur naturally while maintaining the other large, long-time businesses and institutions.

Additional typologies for potential site development and reuse of properties are included on pages X and X to help expand on the residential-to-retail conversions.

Key components to the recommendations include:

- Reduce driveways and consolidate parking in the rear of buildings where possible. The City should also encourage and facilitate shared access agreements among property owners to help minimize the need for separate driveways.
- Allow for creative uses such as cafés, boutiques, and other local businesses to replace residential uses while maintaining the small, residential structures.
- Allow front parking areas to be converted into outdoor seating.
- Buffer outdoor seating areas with landscaping and planters.

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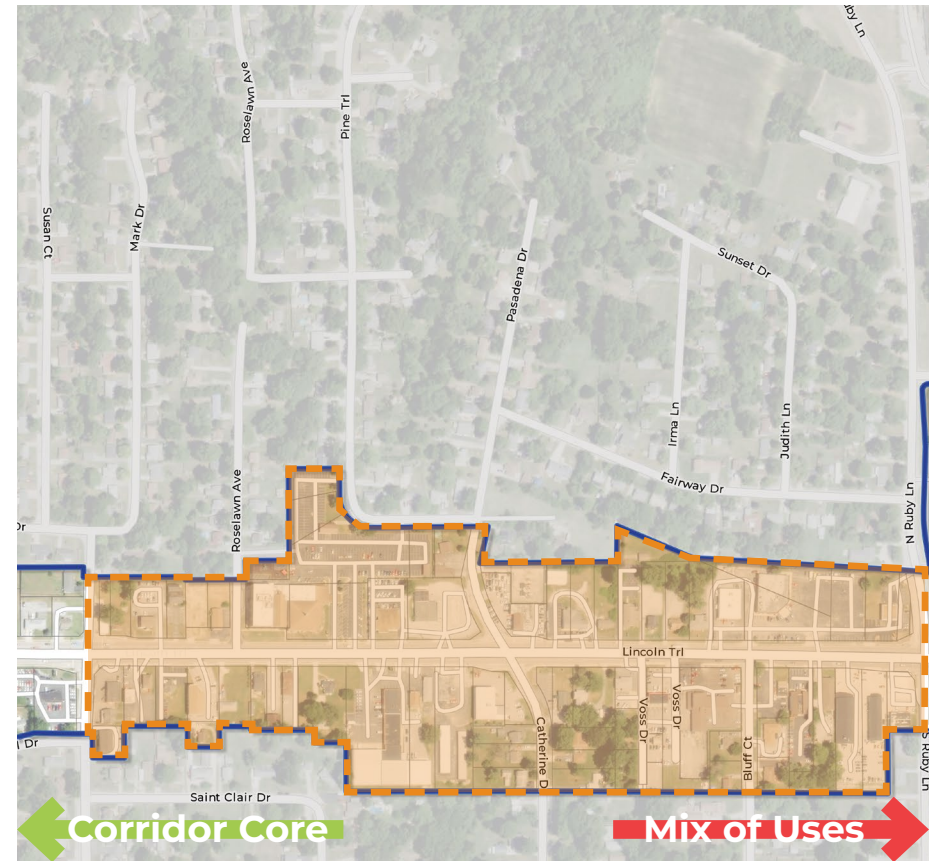


FIGURE 41: CHARACTER AREA MAP

- Connect building entries to Lincoln Trail Corridor sidewalks.
- Create a special design guide for this district to promote quality while maintaining creativity and affordability.



FIGURE 42: PROPOSED CONCEPT PLAN FOR THE CORRIDOR LINK OF THE LINCOLN TRAIL GREAT STREETS PLAN

Corridor Link

OPPORTUNITIES TO CONSIDER

Throughout the Corridor Link character area there are many locations where site redevelopment could be viable over time, whether individual sites or small areas of land assembly. No matter the case, there are opportunities to creatively address atypical site conditions associated with each type: residential to commercial or individual commercial site redevelopment. This section explores those potential solutions.

Repurposing Residential Properties

There are many instances of residential properties already being used for commercial uses along the Lincoln Trail Corridor today. There are also some properties that are still operating as residential units. Overtime, these may change evolve and a property owner may wish to creatively reuse their site. The typologies and summaries provided to the right help depict and explain what these improvements could look like.

In many cases, these properties have front and back yards, driveways, and extra space that is no longer needed as a residential property. The typologies on the opposite page address potential solutions for these opportunities. The primary intent of these conversions should be to bring people to the front of the business, support small community gatherings and hubs for social interactions, and enhance site conditions throughout the Corridor.

A

Reducing conflicting access points along the Corridor will help reduce pavement and improve ingress/egress operations for local establishments. This will also help improve internal connectivity and help visitors easily identify business entrances.

B

Creative reuses of front yards will help activate the pedestrian view zone and bring more people to the front of businesses, encourage added business activity and visitation. Some uses could include patio seating, outdoor games, or a food truck station.

C

Improved internal pedestrian pathways improves the overall mobility network in and around the sites. This would allow residents to walk from their neighborhoods to these retailers and navigate these spaces easily.

D

Maintaining parking in the rear encourages a prioritization of pedestrian and bicyclist activity to the front of the business where people are gathering while maintaining space for vehicles to park in accordance with zoning codes and general site accessibility.

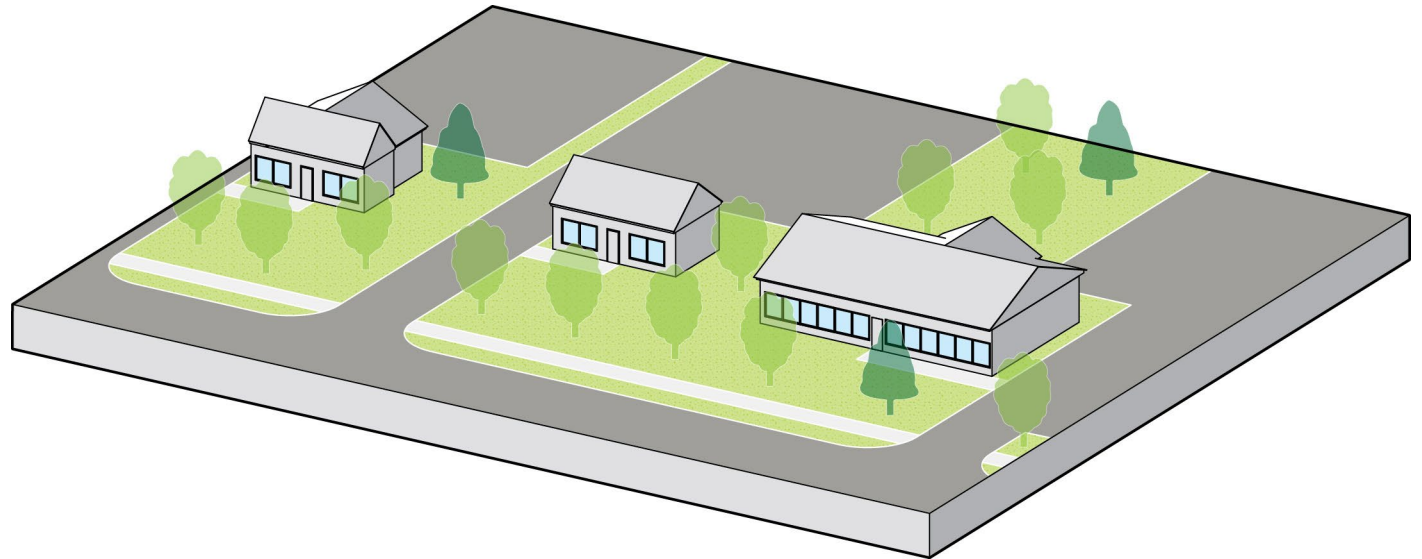
E

Added landscaping and plantings are needed throughout the Corridor to help support the public's desire for more greenspaces and added tree canopy.

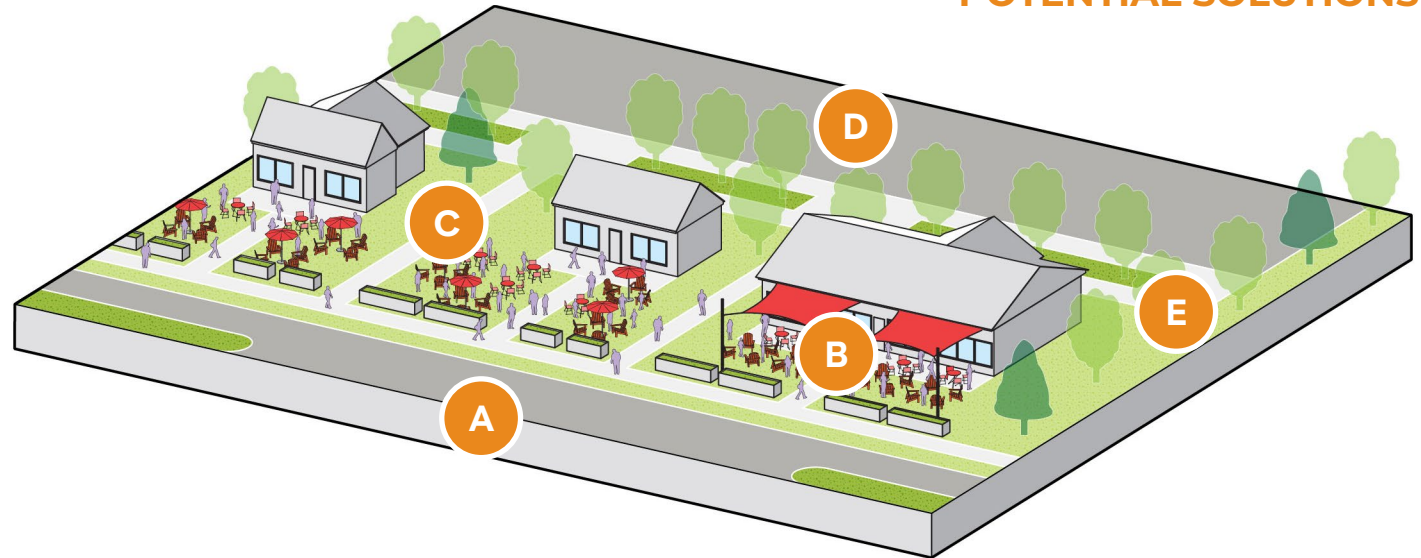
Repurposing Residential Properties Could Look Like...

RETURN TO AGENDA

SAMPLE EXISTING SITE(S)



POTENTIAL SOLUTIONS



Corridor Link

Improvements to Small Commercial Properties

In some cases, a single property may wish to make site improvements. Small commercial properties are most likely to fall under this category as they dominate the current land composition of the Corridor.

The typologies on the opposite page present a single case of potential site solutions via consolidated driveways, activated frontages, and parking in the rear. Each of these improvements would assist in improving street-facing activity, expand gathering spaces, and enhance mobility of the site.

A

Reducing conflicting access points along the Corridor will help reduce pavement and improve ingress/egress operations for local establishments. This will also help improve internal connectivity and help visitors easily identify business entrances.

B

Creative reuses of front yards will help activate the pedestrian view zone and bring more people to the front of businesses, encourage added business activity and visitation. Some uses could include patio seating, outdoor games, or a food truck station.

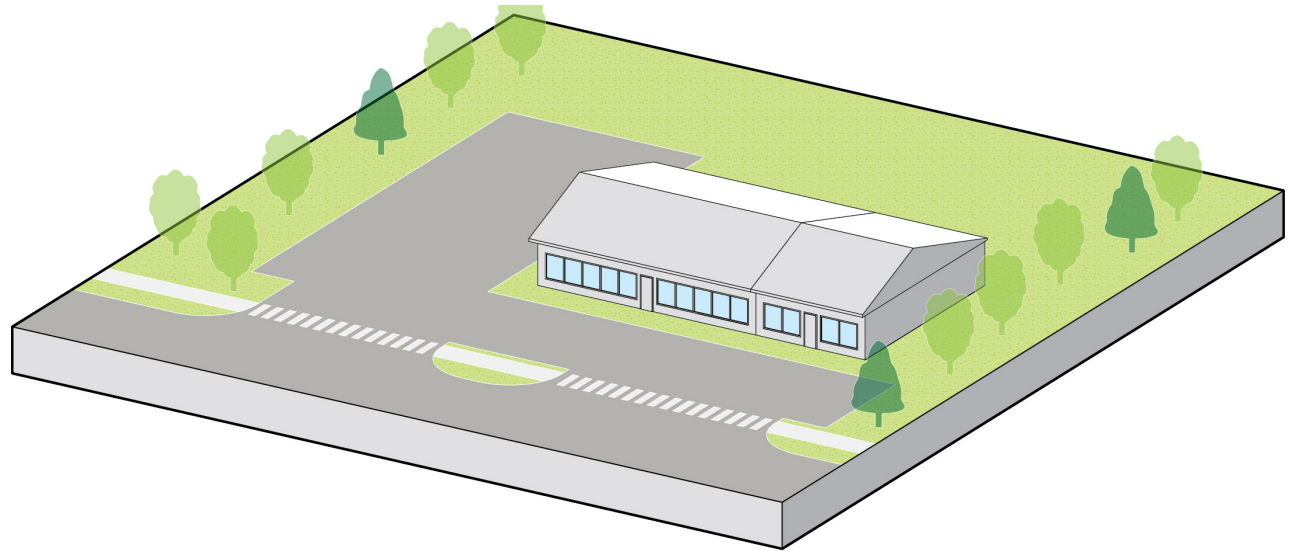
C

Maintaining parking in the rear encourages a prioritization of pedestrian and bicyclist activity to the front of the business where people are gathering while maintaining space for vehicles to park in accordance with zoning codes and general site accessibility.

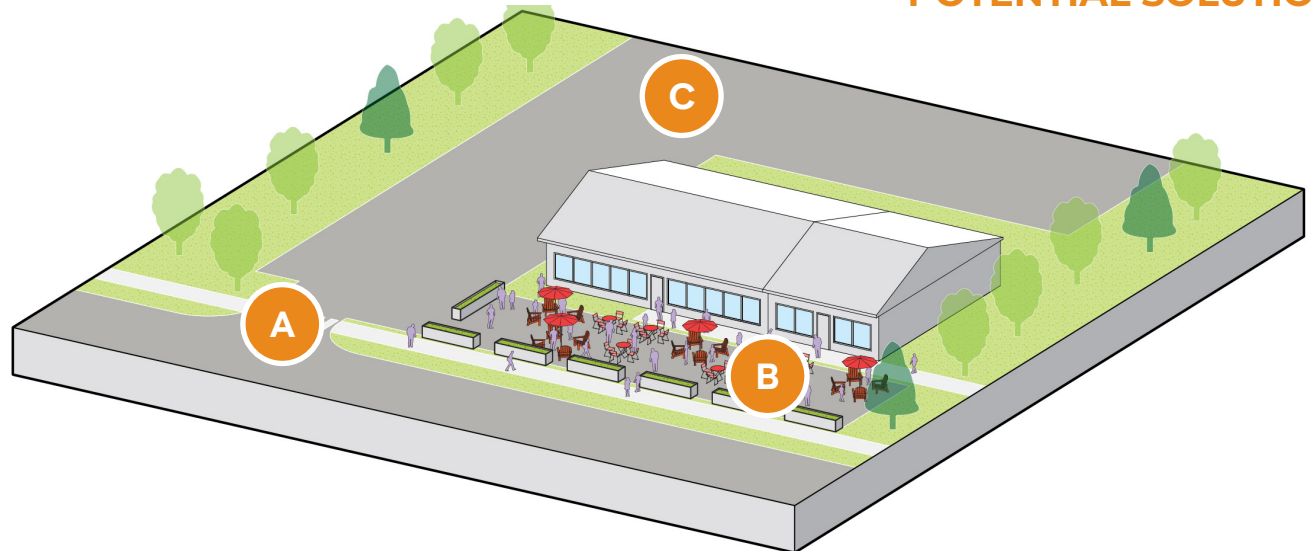
Improving a Small Commercial Property Could Look Like...

[RETURN TO AGENDA](#)

SAMPLE EXISTING SITE



POTENTIAL SOLUTIONS



Corridor Link

Redevelopment Guidelines

In circumstances where property owners or developers wish to complete full site redevelopment, additional considerations related to design guidelines are needed in order to attain the desired character and identity along the Corridor. To create a cohesive design language along Lincoln Trail as redevelopment and improvements occur, it is recommended that the City implements design standards to guide infill redevelopment.

The following high-level guidelines focus on creating a vibrant, pedestrian-friendly environment promoted along the Lincoln Trail Corridor while accommodating market demands and best practices. These recommendations are designed to guide the thoughtful transition of older structures into a cohesive, walkable mixed-use district that respects existing community character and encourages coordinated development.

Site Planning and Building Orientation

Building Placement and Streetscape

- Establish a Streetwall: New and renovated buildings should be built close to sidewalks, with minimal setback from the right-of-way. This creates a continuous, pedestrian-scaled streetscape and avoids large parking lots in front of properties.
- Frame Corners: Buildings on corner lots should be located close to both street frontages to define the intersection and anchor activity.
- Create a Walkable Environment: Consolidated lots and contiguous development with connected sidewalks promote a walkable environment, reducing the need to drive for services, and supporting the vision for a pedestrian-oriented corridor.

Lot Assembly and Contiguous Infill

- Encourage Lot Assembly: Proactively promote land assembly of contiguous small parcels to enable larger, coordinated redevelopment projects.
- Discourage Piecemeal Infill: Limit redevelopment of individual small lots unless part of a broader, coordinated plan. Prioritize projects that combine multiple parcels to achieve unified site planning, shared access, and consistent streetscape improvements.

Parking and Access

- Locate Parking to the Rear: Parking lots should be located behind or to the side of buildings, away from the street frontage to prioritize activity and engagement at the front of the building to pedestrians.
- Encourage Shared Access and Parking: For adjoining properties, encourage the use of common driveways and shared parking lots to reduce the number of access points, improve traffic safety, and pedestrian safety along Lincoln Trail.
- Prioritize Pedestrian Circulation: Create safe, well-lit pedestrian pathways connecting parking areas to the public sidewalk and building entrances.

Landscape and Streetscape Enhancements

Public Space Design

- Buffer through Landscaping: Use reasonable setbacks to create a buffer landscape area and add visual interest in maintaining the visual "streetwall."
- Use Permeable Surfaces: Utilize permeable pavement to manage stormwater while incorporating a mix of materials into the site's design.

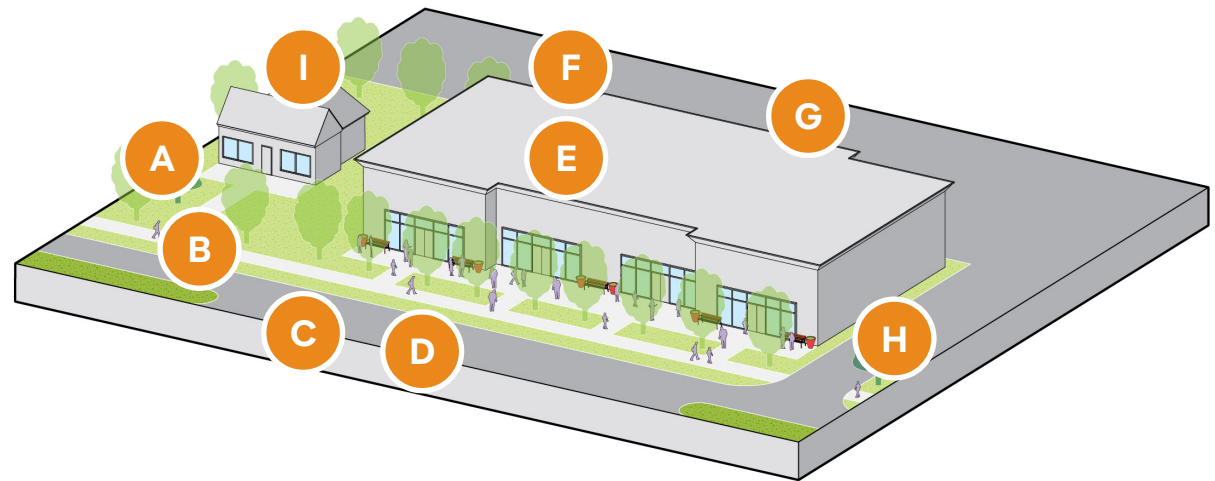
Redevelopment Design Best Practices Include...

- Support Outdoor Amenities: Encourage outdoor seating or dining areas on private property to promote gathering spaces and support placemaking.
- Maintain Visibility from Roadway: Ensure landscape elements do not block access or visibility to building entrances or public sidewalks.
- Add Seasonal Interest: Choose low-maintenance, year-round plant types to ensure the landscape remains attractive and accessible throughout all seasons.

Sustainability and Environmental Elements

Landscape and Drainage

- Incorporate Native Plants: Use predominantly native and naturalized plantings to minimize watering and maintenance requirements.
- Design Resilient Solutions: Utilize resilient solutions for stormwater collection and treatment such as permeable pavers, bioswales, and rain gardens to reduce runoff and support infrastructure needs.
- Use Energy-Efficient Elements: Incorporate energy efficient electrical systems such as signage and lighting, using LED lighting with cut-off shields to minimize night sky issues.



- A** Using landscaping to buffer uses and spaces around the site.
- B** Supporting walkability in micro-settings (in and around the site) and macro-settings (along the entire Corridor and community).
- C** Maintaining visibility of businesses from the roadway.
- D** Consolidating access points from the road to improve safety and traffic flow.
- E** Encouraging opportunities for land assembly to create larger redevelopments.
- F** Relocating parking to the rear or side of the development.
- G** Allowing for more shared parking by multiple tenants.
- H** Utilizing native plants with seasonal variation to maintain year-round plantings.
- I** Existing parcels can be maintained and connected to new developments.

Corridor Link

IMPLEMENTATION STRATEGY

In order to fulfill the vision of the Corridor Link, the following preliminary next steps have been identified. These recommendations serve as a supplement to the overall recommendations detailed in the Recommended Design Elements section.

Creative Reuse of Existing Structures

There is great value in the existing building stock of older homes and commercial buildings. Older buildings provide opportunities for entrepreneurs to occupy space at a much lower cost than new construction. But more than just lower-cost space, home-to-commercial building conversions can be the framework for a very engaging commercial district. Houses can provide for quirkier and more charming restaurant or shop spaces than a generic retail box, they include built-in outdoor space for patios, and they can provide easier opportunities for business owners to also own their building.

The City should consider dedicating TIF funding to support upgrades to existing homes and commercial buildings. This could support sprinklers and other fire code investments, ADA ramps and accessibility improvements, and façade improvements for paint, siding, and signage.

The City should also develop and adopt codes that support shared parking between properties. These policies should also encourage driveway consolidation so as to increase the amount of uninterrupted streetscape that will accommodate on-street parking, sidewalk (or patio) dining, and overall beautification.

Case Study: Galveston Avenue Bend, Oregon

Along a stretch of road in Bend, there are several homes that have been converted into retail and commercial spaces. Each of these businesses are located along a three lane roadway with comparable traffic capacity to Lincoln Trail. The original structures remain; however, the sites and their functionality have been adapted to support the new user. Site adaptations include change of access locations, moving parking to the rear of the building, adding front lawn amenity spaces, and improving interactions between the pedestrian and building frontage. Some examples of these adaptations are presented on the opposite page with details on features Fairview Heights could consider applying along the Corridor Link.



The photos to the left demonstrate how a residential property could be adapted to a retail or commercial use. In the top left photo, the home was converted to a doctors office with the driveway extended to the back and parking located here. There is a shorter setback on this property allowing it to engage with the pedestrian zone more.



The image on the top right showcases how a corner lot can convert from a residential property into a vibrant corner cafe with outdoor event spaces.

The bottom two photos demonstrate the benefits of relocating parking to the rear to create improved street-frontages while maintaining access for the business.

Mix of Uses

MIX OF USES RECOMMENDATIONS

The Mix of Uses concept plan in Figure 44 is planned to be implemented in phases that respond to the local market. The proposed uses are modular in order to be implemented as individual buildings or as a larger planned redevelopment project. This area has capacity to provide additional density to the Corridor while increasing housing choices for current and future residents of Fairview Heights. The redevelopment area should include a mix of market rate and affordable housing as well as senior housing in response to market study findings. Adding residents to this area will also help to continue to maintain and support the vibrant commercial development in the area and Fairview Heights' retail tax base.

Key components to the recommendations include:

- Consider converting underutilized parking areas to new development such as housing or smaller scale commercial along Lincoln Trail.
- As big box retail uses evolve, medium density apartment development and senior housing can be introduced.
- Apartment buildings should be limited to 3 stories unless otherwise approved by the City where adjacent to commercial uses along Commerce Lane.
- Develop townhomes along Ruby Lane to be sensitive to the existing single-family neighborhood to the west.
- Commercial should be fronted onto Lincoln Trail for visibility and easy access.
- Design portions of this as adaptable mixed-use residential/commercial to provide maximum flexibility to respond to the market.

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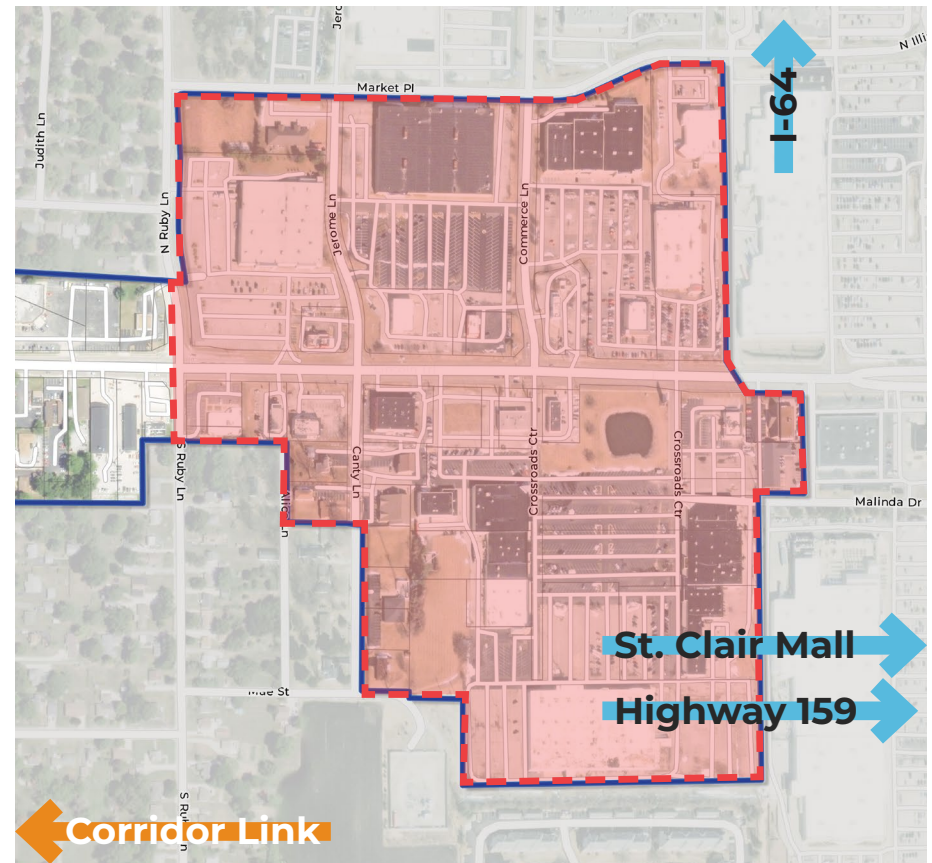


FIGURE 43: CHARACTER AREA MAP

- Development should maintain open space to allow for pocket parks, playgrounds, and other amenities to support resident needs.
- Introduce consistent streetscape improvements for continuity within the development and to the adjacent Marketplace and Lincoln Trail District.
- Introduce a bike lane on Ruby Lane to connect Lincoln Trail across Interstate 64 to the neighborhood to the north.

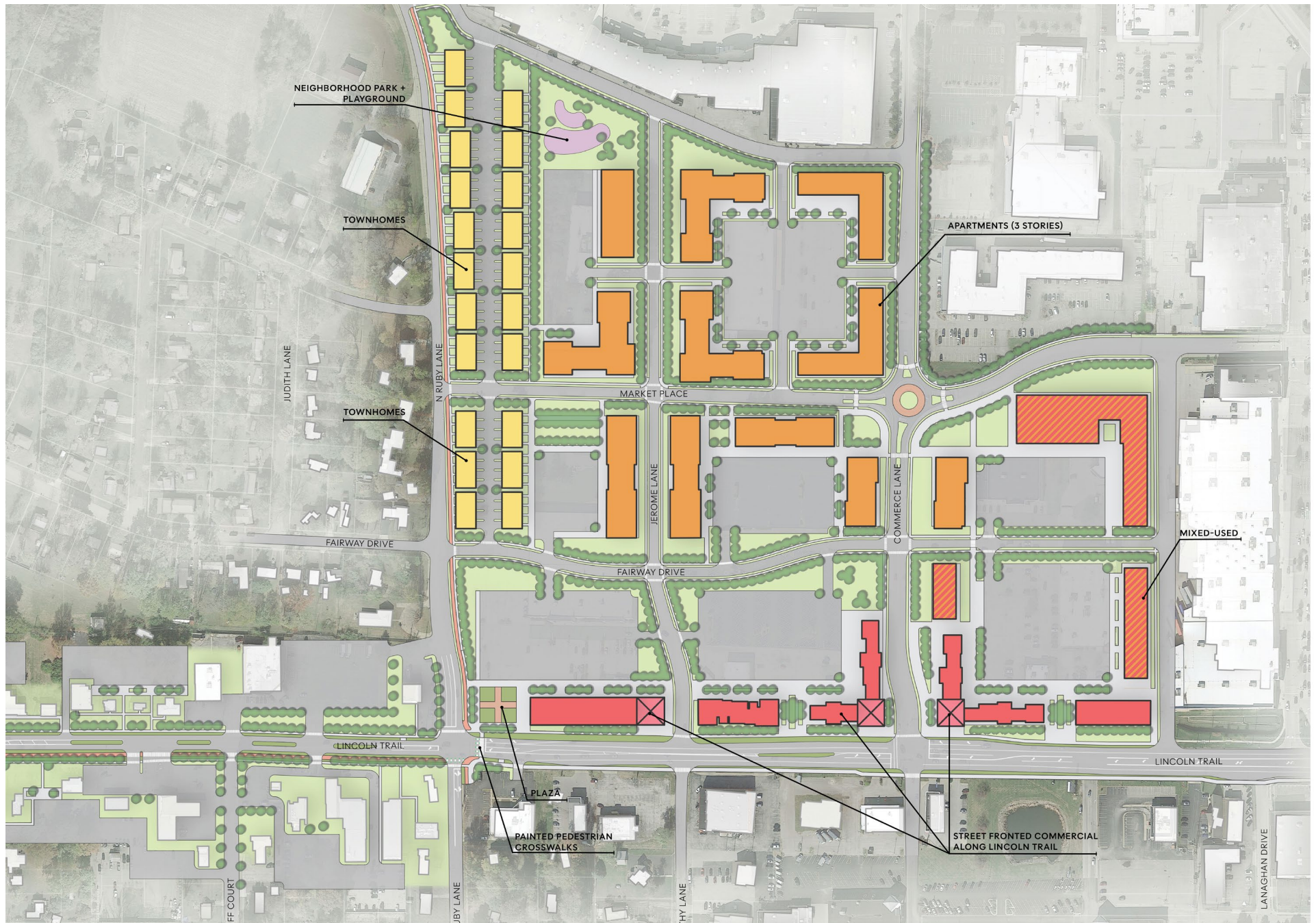


FIGURE 44: PROPOSED CONCEPT PLAN FOR THE MIX OF USES AREA OF THE LINCOLN TRAIL GREAT STREETS PLAN

Mix of Uses





Mix of Uses

OPPORTUNITIES TO CONSIDER

A Phased Approach to Redevelopment

The Mix of Uses character area is dominated by big box development and large areas of parking. Given market conditions and viability of big box stores overtime, it is recommended to take a phased approach to redevelopment to successfully respond to the changing landscape of the retail market and property conditions.

There are two typologies provided on the opposite page to help illustrate the initial phase of site redevelopment and what ultimate site redevelopment could look like. Supporting text detailing each of these approaches is provided to the right.

A

Reducing parking and adding street-fronted commercial would address the gap in activity between the roadway and business entrances and convert underutilized parking into a profit driving asset. The Existing Conditions Analysis revealed that many of the developments along the Corridor are overparked and this would help address that issue. There are many instances where this added density could be successful along the Corridor today and would not impact the pre-existing structure.

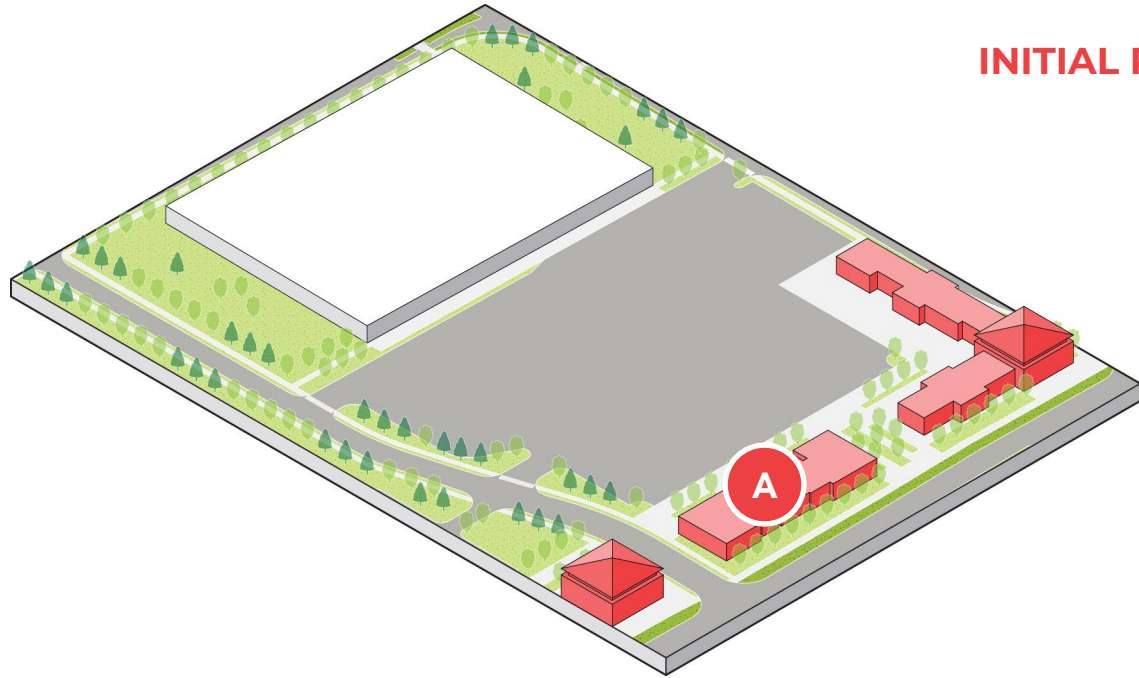
B

Modular redevelopment as the market allows will be the key to this character area's success. Overtime, as businesses evolve or no longer need this size of facility, there could be opportunity to redevelop the site and introduce multi-family or mixed-use properties. This would help address the findings from the Existing Conditions Analysis stating there is a need for denser housing options and the need for more vibrant commercial spaces. By joining residential and commercial uses, activity does not strictly follow business hours but could also be programmed throughout the day and year-round. This approach would be applicable to the entire Mix of Uses character area.

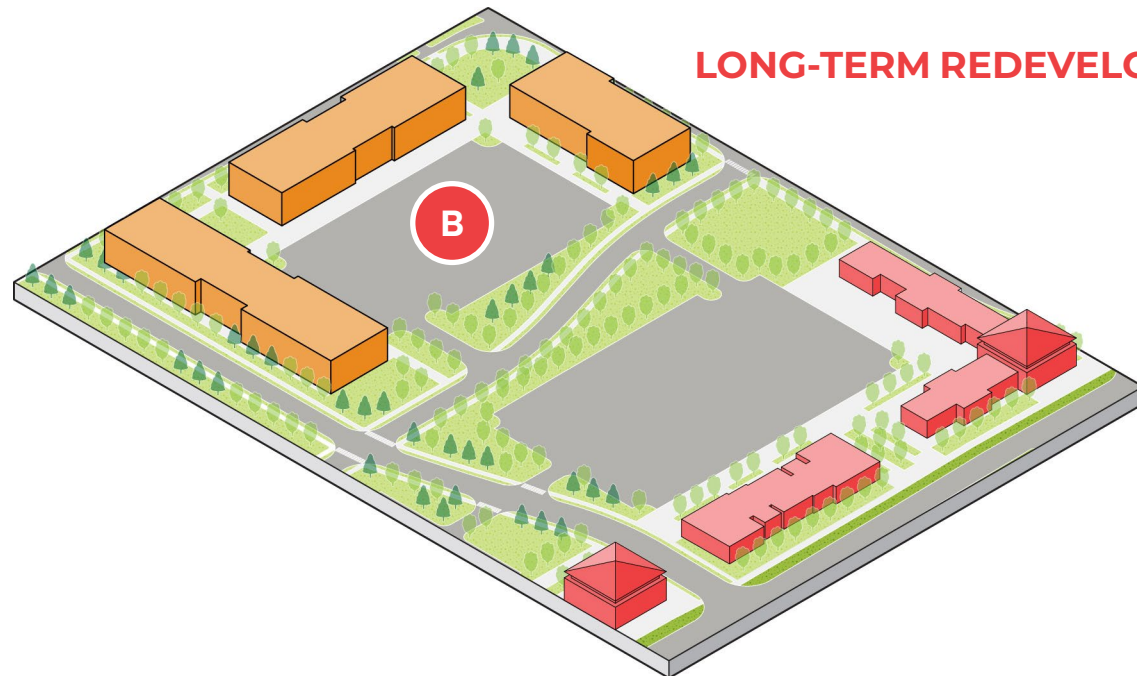
A Phased Approach to Redevelopment Could Look Like...

RETURN TO AGENDA

INITIAL PHASE



LONG-TERM REDEVELOPMENT



Mix of Uses

RECOMMENDED DESIGN ELEMENTS FOR CONSIDERATION

The recommended design elements presented to the right and the following page highlight the desired characteristics for development and redevelopment for this segment of the Lincoln Trail Corridor. Maintaining the consistent theme of walkability and street-fronted commercial will be critical to the connectivity of the character areas throughout the Corridor. Due to this character area's proximity to Highway 159 and the St. Clair Square development, there is opportunity to introduce a mixture of densities and heights of structures. There should be consideration for where the right locations are for these types of uses, including senior-friendly housing, apartments and townhomes, with special focus to creating a gradient of densities from Ruby Lane to Commerce Lane. The parkland and greenspaces identified in this character area present an opportunity to create a sequence of stormwater facilities that could double as recreational amenities. Further analysis and planning is needed to ensure the long-term success of this type of infrastructure. Since this character area is also the easternmost extent of the Corridor, there is additional opportunity to develop gateway signage directing people to the rest of the Lincoln Trail Corridor.

STORMWATER AS AN AMENITY



STREET-FRONTED COMMERCIAL



GATHERING SPACES



SENIOR-FRIENDLY HOUSING



BIG BOX REPURPOSING



INCREASED RESIDENTIAL DENSITY



FLEXIBLE DEVELOPMENTS



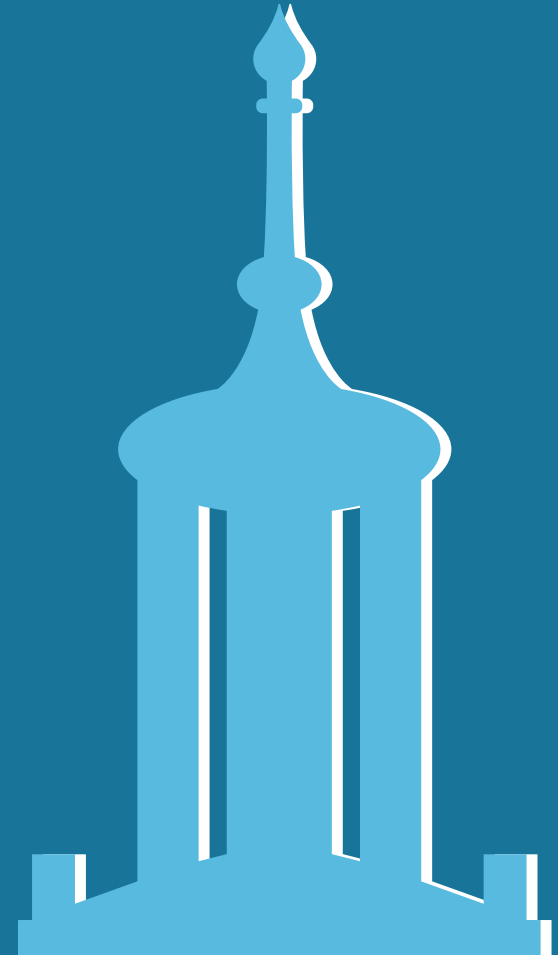
MIXED RESIDENTIAL DENSITIES



ENHANCED DISTRICT SIGNAGE



Implementation Strategy



Implementation Strategy

OVERVIEW

The Lincoln Trail Great Streets Plan has the opportunity to create long-lasting change and bring about a new identity for this historic roadway. This plan has been developed in collaboration with the residents and stakeholders that call this area home today and should be carried forward into next steps for implementation.

It is critical to note that this plan and its vision will not be implemented by the City and its funds alone. Extensive communication and partnerships will be necessary to ensure the plan and its recommendations come to fruition. The implementation of this plan will require:

- **A variety of partnerships** and opportunities to collaborate on projects large and small;
- **A champion or group of champions** to rise up and take ownership of this plan and its recommendations;
- **Creative funding mechanisms** to secure the dollars needed to bring the vision of the Corridor alive; and
- **Continued evaluation and updates of this plan** to ensure its vision reflects recent developments and projects in the community.

Phasing

This plan and its recommendations should serve as an extension to the City's adopted Comprehensive Plan. This document, similar to the Comprehensive Plan, is intended to be long-range in nature, recognizing that it will take time to implement many of these recommendations.

The implementation strategy on the subsequent pages is structured as a series of projects or initiatives to be undertaken **as funding can be assembled and as driven by the local development market.** Projecting a fixed timeline for implementation can become problematic as opportunities will arise that do not follow the same timing. The City must be able to easily adapt the plan to meet the opportunities as they arise. Public investment in infrastructure and planning flexibility will be key components to successfully realizing the vision of this plan.

That said, the implementation of the roadway and active transportation improvements, and installing the new streetscape improvements are an important step to demonstrate the City's commitment to the private investment community. These activities should be prioritized.

There is series of timeframes indicated on the following pages are intended to provide suggestions for items that could be 'quick wins' versus long-term investments and projects. **Incremental change is the key** to building momentum and long-lasting change throughout this Corridor.

Funding + Partnerships

The City's current budget capacity should not be expected to fully fund the items outlined in this implementation strategy. In order to see this plan come to life, a series of partnerships and creative funding mechanisms must be considered. The City's TIF dollars and districts are a great first step in establishing a funding source for some projects. Continued collaboration with St. Clair County Transit District will create long-term success for transit and trail routes along the Corridor. Grant funding for transportation improvements can also be an important tool to leverage, along with grant programs that support parks and open space initiatives. The City should continue to be active in economic development conversations along Lincoln Trail to maintain an up-to-date status of businesses and discussions for the future.

HOW TO USE THE IMPLEMENTATION STRATEGY

- **Tasks** are categorized by the overall Corridor and each individual character area. The key for the labeling is below:
 - LT: Lincoln Trail; AD: Arts District; CC: Corridor Core; CL: Corridor Link; and MU: Mix of Uses
- The **Description** section details the task that is recommended for that given area. In some cases, there are multiple descriptions tied to one task to reflect the necessary steps to fully implement that recommendation.
- **Associated Costs** provide rough estimates to the budgeting needed to achieve the given task in 2025 dollars. These are relative estimates and will require additional confirmation and quotes from the appropriate contractor or Staff person.

- **Level of Priority** is determined on a scale of 1: Low Priority to 5: High Priority. Each task is assigned a level of priority to help the City begin to order out tasks and budgets.
- The **Reference Goal/Strategy** calls back to Chapter X: Key Goals and Strategies with the recommendations outlined to establish the vision for the Lincoln Trail Great Streets Plan. The associated goal and/or strategy the task supports is referenced here.
- The **Timeframe** column pairs with the level of priority field to help provide an estimate for how long it will take to fully implement or achieve that task. These timeframes range from 1-3 years in the smallest increment, to ongoing practices the City already employs and should continue to do so.
- **General Comments** provided added detail to the task and insight into other considerations associated to it.

Task	Description	Associated Cost(s)	Level of Priority					Reference Goal/Strategy	Responsible Group(s)	Timeframe	General Comments
			Low		High						
			1	2	3	4	5				
LINCOLN TRAIL CORRIDOR-WIDE RECOMMENDATIONS											
1. Champions of Lincoln Trail (CFLT)											
LT.1.A	Assemble a team of champions to prioritize implementation of the Lincoln Trail Corridor Plan	City Staff Time/ Coordination	1	2	3	4	5	All	COFH / CFLT	Immediately	This committee of advocates should be comprised of non-elected stakeholders that live, work, and own property in and around the district or are simply committed to seeing the corridor succeed.
LT.1.B	Provide educational resources for opportunities to fund and seek out grants for arts-based businesses.	City Staff Time/ Coordination	1	2	3	4	5	All	COFH / CFLT	Immediately/ Ongoing	
2. Zoning Codes and Development Standards											
LT.2.A	Update City of Fairview Heights Development Code to avoid conflicts and enable implementation of the plan recommendations.	\$50K to \$60K	1	2	3	4	5		COFH	1 to 3 years	Engage a consultant to work with community, City Staff, and Planning Commission.
LT.2.A.1	Create a Mixed-Use Zoning District versus Using Planned Development Districts (PB).		1	2	3	4	5	2.1, 2.2			A by-right, mixed-use zoning district will reduce developer concerns with the costs, timing, and risks with obtaining special approval for a Planned Development.
LT.2.A.2	Allow Multi-Family Residential as a Permitted Use in the Community Business District (B-3) and/or General Business District (B-4).	\$50K to \$60K	1	2	3	4	5	2.1, 2.2			This will allow greater flexibility to support development without triggering the need for a rezoning.
LT.2.A.3	Rewrite the Sign Code to Allow Greater Flexibility for Commercial Signs and to Address Latest Case Law.		1	2	3	4	5	1.3, 2.2			This will help businesses to be seen and self-advertise while protecting the appearance of the community.
LT.2.A.4	Update the Off-Street Parking and Loading Regulations.		1	2	3	4	5	1.1, 2.2, 2.3			This will reduce the amount of land necessary for parking and improve general circulation and access.
LT.2.A.5	Develop a Streetscape Standard for Lincoln Trail and other Major Commercial Corridors. Incorporate streetscape/theme recommendations from Lincoln Trail Corridor Plan.		1	2	3	4	5	1.1, 1.2, 1.3			This can help refresh and brand a commercial corridor.
LT.2.B	Develop simple design guidelines to support desired development and unique character of the Arts District and Corridor Link.	\$10K to \$20K	1	2	3	4	5	2.2, 2.3	COFH	1 to 3 years	Develop baseline design standards that allow flexibility and support tactical urbanism and "quick build" strategies to incentivize early adopters to generate activity and energy in these areas.

Task	Description	Associated Cost(s)	Level of Priority					Reference Goal/Strategy	Responsible Group(s)	Timeframe	General Comments
			Low		High						
			1	2	3	4	5				
LINCOLN TRAIL CORRIDOR-WIDE RECOMMENDATIONS											
3. District Wayfinding and Signage											
LT.3.A	Develop comprehensive district Wayfinding and Signage Master Plan	\$70,000	1	2	3	4	5	1.2, 1.3			
LT.3.B	Design and construct district gateway signage (2 locations, include signage, landscaping, and minimal streetscape improvements). Identify locations within public right of way or partner with adjacent land owners for space to build gateways.	\$400K to \$650K	1	2	3	4	5	1.2, 1.3	COFH / Donor partners	1 to 3 years	Gateway signage can be installed to begin branding the district and show immediate activity toward implementing the plan.
LT.3.C	Install neighborhood markers at entrances to Arts District, Corridor Core neighborhood, and proposed Mix of Uses development at Commerce Lane (10 to 12 total based on final design)	\$250K to \$300K (\$25K to \$30K/ each)	1	2	3	4	5	1.2, 1.3	COFH	3 to 6 years	As new developments are proposed, install neighborhood markers to reinforce district brand and provide clear neighborhood wayfinding and demarcation
LT.3.D	Install comprehensive wayfinding signage program in new development areas in the district as outlined in Wayfinding and Signage Master Plan	Depends on Final Design	1	2	3	4	5	1.2, 1.3	COFH	3 to 6 years, with future development	
4. Lane Reconfiguration											
LT.4.A	Facilitate jurisdictional transfer of segment of Lincoln Trail / US Hwy 50 west of Highway 159 west to Bunkum Road from Illinois Department of Transportation (IDOT) in accordance with Bureau of Local Roads and Streets Manual and Hwy Jurisdiction Guidelines.	\$60K to \$65K for consulting and corridor survey	1	2	3	4	5	1.1, 1.2, 1.3	COFH and IDOT	1 to 3 years	Begin this process as soon as possible to provide control to City. This will better enable the implementation of proposed roadway and streetscape improvements.
LT.4.A.1	Develop Transfer Agreement		1	2	3	4	5				
LT.4.A.2	Determine Monetary Payment (if applicable) from IDOT to COFH.		1	2	3	4	5				
LT.4.A.3	Prepare Supporting Materials: maps, plan sheets, and related correspondence to confirm clear intent and legal authority		1	2	3	4	5				
LT.4.A.4	Finalize Documentation and Execute Transfer		1	2	3	4	5				
LT.4.B	Prepare design and engineering documents to facilitate proposed lane reconfiguration as proposed west of Ruby Lane and as outlined under Task 7 below.	See Task 7	1	2	3	4	5	1.1, 1.2	COFH	3 to 6 years	Reconfiguring roadway to reduce pavement width will allow more space for protected bike facilities, enhance pedestrian experience, and streetscape throughout the corridor.

Task	Description	Associated Cost(s)	Level of Priority					Reference Goal/Strategy	Responsible Group(s)	Timeframe	General Comments
			Low		High						
			1	2	3	4	5				
LINCOLN TRAIL CORRIDOR-WIDE RECOMMENDATIONS											
5. Access Management											
LT.5.A	Prepare an Access Management Plan for the corridor to address the reduction/consolidation of driveway access points. Three options/levels are presented below for consideration.		1	2	3	4	5	1.1, 1.2	COFH	1 to 3 years	Reduction of driveways improves corridor safety for pedestrians and bicyclists, while also reducing vehicular conflict points.
LT.5.A.1	Level 1: Access Management Framework	\$5K to \$10K	1	2	3	4	5				Create a short, written document, generic in nature, that identifies the goals and objectives of the City regarding access management.
LT.5.A.2	Level 2: Access Management Guidelines	\$15K to \$32K	1	2	3	4	5				Create a detailed, written document, that specifies the requirements of the City related to access management. This effort could be focused on the defined project area along Highway 50 and/or expanded to be applicable across the entire City.
LT.5.A.3	Level 3: Access Management Plan (Parcel Specific)	\$50K to \$70K	1	2	3	4	5				Investigate the existing access for all parcels along the corridor and consider improvement alternatives for each to meet the requirements outlined in the AMG (Level 2). The result of the plan would be a drawing illustrating recommended improvements for each tract of land.
LT.5.B	Create joint access agreement template to facilitate ownership coordination with future cross-parcel access agreements in support of corridor access management.	NA/Staff Time	1	2	3	4	5	1.1, 1.2	COFH/Property Owners	1 to 3 years	Simplify the process of executing joint access agreements for property owners.
LT.5.C	Require future site improvement applications and development projects to adhere to Access Management Plan recommendations as part of plan approval process.	NA	1	2	3	4	5	1.1, 1.2	COFH/Property Owners	Ongoing	

Task	Description	Associated Cost(s)	Level of Priority					Reference Goal/Strategy	Responsible Group(s)	Timeframe	General Comments
			Low		High						
			1	2	3	4	5				
LINCOLN TRAIL CORRIDOR-WIDE RECOMMENDATIONS											
6. Environmental Strategies											
LT.6.A	Develop clear and comprehensive environmental sustainability standards for all future public and private improvements in the Lincoln Trail District. Include standards for stormwater treatment, lighting/electrical, plantings and open space, and walkability. Level of investment in sustainable strategies by private developers can be directly tied to City's incentive policies to reinforce implementation.	\$30K to \$35K	1	2	3	4	5	1.1, 1.2, 1.3, 2.3	COFH	1 to 3 years	
LT.6.B	Lincoln Trail Storm Water Treatment: Implement best practices for sustainable storm water treatment solutions along the corridor such as bioretention cells with amended soils and water tolerant plantings.	Included in Streetscape	1	2	3	4	5	1.1, 1.2, 1.3, 2.3	COFH	3 to 6 years	
LT.6.C	Lincoln Trail Lighting: Utilize LED lighting and energy efficient products on all corridor streetscape segments. Include cutoff hardware to control light spillage onto adjacent property, and reduce light pollution.	Included in Streetscape	1	2	3	4	5	1.1, 1.2, 1.3, 2.3	COFH	3 to 6 years	
LT.6.D	Lincoln Trail Landscaping: Utilize hardy landscape materials, and tree species that thrive in the region to ensure longevity and reduce maintenance needs. Avoid monocultures to protect against possible blight and insect infestations. Maximize the use of native and naturalized plantings that require little water and will survive in harsh urban conditions.	Included in Streetscape	1	2	3	4	5	1.1, 1.2, 1.3, 2.3	COFH	3 to 6 years	
LT.6.E	Tree Canopy Reestablishment: Incorporate shade and canopy trees along Lincoln Trail and in adjacent developments to increase the limited tree canopy that currently exists in the corridor.	Included in Streetscape and Private Development	1	2	3	4	5	1.1, 1.2, 1.3, 2.3	COFH / Property Owners	3 to 6 years/ Ongoing	
LT.6.F	Walkability: Improve the pedestrian and bike facilities along Lincoln Trail as outlined in the Plan to encourage walking, bicycling, and transit use to/from corridor destinations. Require development patterns adjacent to Lincoln Trail the promote walkability and reduce the need for vehicular travel within neighborhoods.	Included in Streetscape and Private Development	1	2	3	4	5	1.1, 1.2, 1.3, 2.3	COFH / Property Owners	3 to 6 years/ Ongoing	

Task	Description	Associated Cost(s)	Level of Priority					Reference Goal/Strategy	Responsible Group(s)	Timeframe	General Comments
			Low		High						
			1	2	3	4	5				
LINCOLN TRAIL CORRIDOR-WIDE RECOMMENDATIONS											
7. Lincoln Trail Roadway & Streetscape Improvements											
LT7.A	Lincoln Trail: St. Clair Road to Pleasant Lane (Arts District)	\$2.5M to \$2.8M	1	2	3	4	5	1.1, 1.2, 1.3	COFH	3 to 6 years	Includes asphalt mill & overlay, replacement with new curb & gutter where roadway is narrowed, all new sidewalks, bike facilities, pavement markings, street lighting, new traffic signals, storm drainage (green & gray), and streetscape improvements.
	Asphalt mill & overlay, medians, curb & gutter	\$600-650K	1	2	3	4	5				
	Greenspace/landscape	\$150-175K	1	2	3	4	5				
	Sidewalks and Trail	\$450-475K	1	2	3	4	5				
	Pavement markings (includes new crosswalks all directions at Bunkum)	\$15-20K	1	2	3	4	5				
	Replace traffic signal at Bunkum Road	\$250-300K	1	2	3	4	5				
	Street lighting	\$200-250K	1	2	3	4	5				
	Storm drainage infrastructure	\$250-300K	1	2	3	4	5				
	20% Contingency	\$380-400K	1	2	3	4	5				
	Surveying, Design and Engineering	\$230-250K	1	2	3	4	5				
LT7.B	Lincoln Trail: Pleasant Lane to Marke Drive (Corridor Core)	\$2.2M to \$2.5M	1	2	3	4	5				
	Asphalt mill & overlay, medians, curb & gutter	\$400-450K	1	2	3	4	5				
	Greenspace/landscape	\$100-150K	1	2	3	4	5				
	Sidewalks and Trail	\$260-300K	1	2	3	4	5				
	Pavement markings (includes new crosswalks all at Mark Drive and at new signalized entry to Corridor Core development area)	\$20-25K	1	2	3	4	5				
	Replace traffic signal at Mark Rd, Install new signal at Corridor Core entry road	\$500-600K	1	2	3	4	5				
	Street lighting	\$200-225K	1	2	3	4	5				
	Storm drainage infrastructure	\$225-275K	1	2	3	4	5				
	20% Contingency	\$340-360K	1	2	3	4	5				
	Surveying, Design and Engineering	\$200-230K	1	2	3	4	5				

Task	Description	Associated Cost(s)	Level of Priority					Reference Goal/Strategy	Responsible Group(s)	Timeframe	General Comments
			Low		High						
			1	2	3	4	5				
LINCOLN TRAIL CORRIDOR-WIDE RECOMMENDATIONS											
7. Lincoln Trail Roadway & Streetscape Improvements											
LT:7C	Lincoln Trail: Mark Drive to Ruby Lane	\$2.8 to \$3.1M	1	2	3	4	5		COFH	3 to 6 years	Includes asphalt mill & overlay, replacement with new curb & gutter where roadway is narrowed, all new sidewalks, bike facilities, pavement markings, street lighting, new traffic signals, storm drainage (green & gray), and streetscape improvements.
	Asphalt mill & overlay, medians, curb & gutter	\$660-700K	1	2	3	4	5				
	Greenspace/landscape	\$190-220K	1	2	3	4	5				
	Sidewalks and Trail	\$570-600K	1	2	3	4	5				
	Pavement markings (includes new crosswalks all at Mark Drive and at new signalized entry to Corridor Core development area)	\$25-30K	1	2	3	4	5				
	Street lighting	\$250-300K	1	2	3	4	5				
	Storm drainage infrastructure	\$370-400K	1	2	3	4	5				
	20% Contingency	\$410K-440K	1	2	3	4	5				
	Surveying, Design and Engineering	\$290-330K	1	2	3	4	5				
LT:7D	Lincoln Trail: Ruby Lane to Lanaghan Drive	\$1.7M to \$2.0M	1	2	3	4	5				
	Asphalt mill & overlay, medians, curb & gutter	\$580-600K	1	2	3	4	5				
	Greenspace/landscape	\$85-115K	1	2	3	4	5				
	Sidewalks and Trail	\$180-200K	1	2	3	4	5				
	Pavement markings (includes new crosswalks all at Mark Drive and at new signalized entry to Corridor Core development area)	\$10-15K	1	2	3	4	5				
	Street lighting	\$200-220K	1	2	3	4	5				
	Storm drainage infrastructure	\$210-230K	1	2	3	4	5				
	20% Contingency	\$250K-300K	1	2	3	4	5				
	Surveying, Design and Engineering	\$180-220K	1	2	3	4	5				
	20% Contingency	\$340-360K	1	2	3	4	5				
	Surveying, Design and Engineering	\$200-230K	1	2	3	4	5				

Task	Description	Associated Cost(s)	Level of Priority					Reference Goal/Strategy	Responsible Group(s)	Timeframe	General Comments
			Low		High						
			1	2	3	4	5				
ARTS DISTRICT RECOMMENDATIONS											
1. Public Roadway & Streetscape Improvements											
AD.1.A	Implement streetscape improvements on Old Lincoln Trail, Bunkum and St. Clair Road to create sense of place and identity unique to Arts District and Lincoln Trail District. This includes new/upgraded asphalt and curb & gutter, new sidewalks, street lighting, storm drainage, and pavement markings.		1	2	3	4	5		COFH/Private Development Partners	3 to 6 years or as market dictates	Implementing streetscape can catalyze private investment and be leveraged an incentive to develop.
AD.1.A.1	St. Clair Road: Lincoln Trail to Old Lincoln Trail	\$225-250K	1	2	3	4	5	1.1, 1.2, 1.3			
AD.1.A.2	Bunkum Road: Lincoln Trail to Old Lincoln Trail	\$400-430K	1	2	3	4	5	1.1, 1.2, 1.3			
AD.1.A.3	Old Lincoln Trail: St. Clair Road to Sheryl Drive	\$1.9-2.2M	1	2	3	4	5	1.1, 1.2, 1.3			
AD.1.B	Implement the Bunkum Road Trail through the Arts District and north along Bunkum Road.	Grant Funded	1	2	3	4	5	1.1, 1.2, 1.3	COFH/St. Clair Transit District	Funded, construction: 1 to 3 years	Capitalize on this funded project to catalyze additional visibility and interest in the district.
AD.1.C	Implement wayfinding and signage per district Wayfinding and Signage Master Plan outlined in Overall Corridor section.	Depends on Final Design	1	2	3	4	5	1.2, 1.3	COFH	3 to 6 years, with future development	

Task	Description	Associated Cost(s)	Level of Priority					Reference Goal/Strategy	Responsible Group(s)	Timeframe	General Comments
			Low		High						
			1	2	3	4	5				
ARTS DISTRICT RECOMMENDATIONS											
2. Redevelopment of Commercial Property											
AD.2.A	Deploy an RFQ to receive proposals for development of the City-owned property	Staff Time	1	2	3	4	5	2.1, 2.2	COFH / CFLT	1 to 3 years	City leverages the assets to incentivize redevelopment. The potential developer should demonstrate a successful track record of similar project types, sufficient response to the RFQ, and be an engaged partner to work with the City.
AD.2.B	Partner with property owners in the Arts District to develop a coordinated approach to land assembly and redevelopment.	Budget \$10K/ year for expenses and approx. 10% of Economic Development staff time to partnership creation for corridor development priorities	1	2	3	4	5	2.1, 2.2	COFH / CFLT	1 to 3 years	Utilize the vision identified within the Lincoln Trail Great Streets Plan to help guide the development the strategy and build capacity for redevelopment.
AD.2.C	Promote quick build/temporary tactical urbanism improvements to begin attracting people to the Arts District, creating interest and demonstrating the vision for future improvements.	\$50-\$100K	1	2	3	4	5	1.2, 1.3, 2.1, 2.2	COFH / CFLT	1 to 3 years	Costs can be minimal as required to create a safe environment for pop-up events such as regular food truck events, weekend activities, and implementation of temporary street and pedestrian demonstration projects. Seek private donor and grant support such as Better Block Foundation and other urban reactivation organizations.

Task	Description	Associated Cost(s)	Level of Priority					Reference Goal/Strategy	Responsible Group(s)	Timeframe	General Comments
			Low			High					
			1	2	3	4	5				
ARTS DISTRICT RECOMMENDATIONS											
3. Residential Development											
AD.3.A	Introduce new housing options by way of townhomes, duplexes, or other similar densities.	NA	1	2	3	4	5	2.1	COFH	1 to 3 years	Consider adopting a resolution to support more housing throughout the Lincoln Trail Corridor.
AD.3.B	Partner with current land owners and local developers to cultivate interest in residential development in alignment with plan recommendations	Budget \$10K/ year for expenses and approx. 10% of Economic Development staff time to partnership creation for corridor development priorities	1	2	3	4	5	2.2	COFH/Private Development Partners	1 to 3 years	Cultivating the partnerships and coalescing around a shared vision for the project will take time. Begin these conversations immediately to continue the momentum built during the planning process.
AD.3.C	Plan for investment in infrastructure to incentivize development of new residential in the district.	\$750K to \$1.2M (depending on development plans)	1	2	3	4	5	2.1, 2.2	COFH	Market Driven	This includes neighborhood streets and utilities to support incentivize private development activity in the district.

Task	Description	Associated Cost(s)	Level of Priority					Reference Goal/Strategy	Responsible Group(s)	Timeframe	General Comments	
			Low		High							
			1	2	3	4	5					
ARTS DISTRICT RECOMMENDATIONS												
4. Trailway Motel												
AD.4.A	Meet with existing hotel owner to discuss plan vision and measure interest in partnering to realize the vision and/or interest in selling property.	Budget \$10K/ year for expenses and approx. 10% of Economic Development staff time to partnership creation for corridor development priorities	1	2	3	4	5	2.1, 2.2	COFH/Private Development Partners	1 to 3 years	Subsequent implementation activities will depend on position of current hotel owner.	
AD.4.B	Issue RFQ to solicit interested hotel operators to redevelop motel. Strategically structure the RFQ to respond to redevelopment desire of the Trailway Motel. Opportunities could be point-driven.	Budget \$10K/ year for expenses and approx. 10% of Economic Development staff time to partnership creation for corridor development priorities	1	2	3	4	5	2.1, 2.2	COFH/Private Development Partners	3 to 6 years, depending on outcome of meeting with current owner		
AD.4.C	Seek out specialized boutique hotel developers that have a successful portfolio of mid-century motel redevelopment projects.	Budget \$10K/ year for expenses and approx. 10% of Economic Development staff time to partnership creation for corridor development priorities	1	2	3	4	5			3 to 6 years, depending on outcome of meeting with current owner		

Task	Description	Associated Cost(s)	Level of Priority					Reference Goal/Strategy	Responsible Group(s)	Timeframe	General Comments
			Low		High						
			1	2	3	4	5				
ARTS DISTRICT RECOMMENDATIONS											
5. New Community Green Space											
AD.5.A	Acquire land and develop the new public green space/park west of Bunkum Road.	\$1.5m to \$2M (plus acquisition)	1	2	3	4	5	1.1, 1.3	COFH	3 to 6 years	Building this new public park will send a clear signal to the community and to developers/investors that the City is committed to redeveloping the corridor. It also can set the tone of the character of development expected in the Arts District while creating a significant visible positive change at the west entrance to the district.
6. Invest in the Arts											
AD.6.A	Continue to support arts and creative practices throughout the Arts District.	NA	1	2	3	4	5	1.3, 2.2	COFH / CFLT / Arts community partners	Ongoing	Allow space for the organic growth of the arts community and events in this area to build energy and "muscle memory" for this district to become known as the Arts District.
AD.6.B	Provide direct funding or support grants to assist the formalization of arts and events throughout the Arts District.	Define appropriate budget	1	2	3	4	5	1.3, 2.2	COFH / CFLT / Arts community partners	Ongoing	Dollars could be used towards supporting events, marketing, and installation of permanent art.
AD.6.C	Encourage integration with regional and national arts communities to help anchor the Art Village. (one exists in STL and in the US, but they stand alone today)	Budget \$10K/ year for expenses and approx. 10% of Economic Development staff time to partnership creation for corridor development priorities	1	2	3	4	5	1.2, 1.3, 2.2	COFH / CFLT / Arts community partners	Ongoing	Help connect local arts community activists/advocates with local, regional, and national foundations that support the arts (i.e.National Endowment for the Arts (NEA), Illinois Arts Council Agency (IACA) Whitaker foundation (locally), and other private foundations.

Task	Description	Associated Cost(s)	Level of Priority					Reference Goal/Strategy	Responsible Group(s)	Timeframe	General Comments
			Low		High						
			1	2	3	4	5				
CORRIDOR CORE RECOMMENDATIONS											
1. Commercial Redevelopment											
CC.1.A	Partner with property owners in the Corridor Core to develop a coordinated approach to land assembly and redevelopment.	Budget \$10K/ year for expenses and approx. 10% of Economic Development staff time to partnership creation for corridor development priorities	1	2	3	4	5		COFH / CFLT	1 to 3 years	Utilize the vision identified within the Lincoln Trail Great Streets Plan to help guide the development the strategy and build capacity for redevelopment.
CC.1.B	Capitalize on vacancy and property that is currently on the market to begin strategizing for development in partnership with local commercial investors.	Budget \$10K/ year for expenses and approx. 10% of Economic Development staff time to partnership creation for corridor development priorities	1	2	3	4	5		COFH / CFLT	1 to 3 years	Utilize the vision identified within the Lincoln Trail Great Streets Plan to help guide the development the strategy and build capacity for redevelopment.
CC.1.C	Option: Identify strategic parcels to acquire that will catalyze further private investment and deploy an RFQ to receive proposals for development of those properties per the vision of the plan.	Staff Time and land acquisition cost	1	2	3	4	5		COFH / CFLT / Private development partner	6 to 10 years	If the market is slow to move forward, this strategy could help expedite the redevelopment process.

Task	Description	Associated Cost(s)	Level of Priority					Reference Goal/Strategy	Responsible Group(s)	Timeframe	General Comments
			Low		High						
			1	2	3	4	5				
CORRIDOR CORE RECOMMENDATIONS											
2. Residential Development											
CC.2.A	Support new residential development north of the commercial property by way of townhomes, duplexes, or other similar densities compatible with adjacent neighborhoods.	NA	1	2	3	4	5		Private Developer	As Market Dictates	Creation of a residential neighborhood in this area will add residents to the district to help support retail businesses and create a 24/7 neighborhood environment.
CC.2.B	Support new multi-family development in the Corridor Core to add density to the corridor. Limit buildings to 2-story in this location to be sensitive to adjacent neighborhoods and to avoid excessive parking needs.	NA	1	2	3	4	5		Private Developer	As Market Dictates	Incorporate affordable housing options, mixed with market rate in this location to provide housing opportunities for service workers that commute into Fairview Heights for work.
CC.2.C	Evaluate impacts to city services on a case-by-case basis in relation to added residential density and calls generated for fire, police, and emergency services to ensure cost/benefit balance.	Economic Development and Finance Staff Time	1	2	3	4	5		COFH	As Redevelopment is Proposed	It will be important to balance the demand on city services with the value of additional residential development to avoid over-extending services, negatively impacting response times and quality of service for all residents. Also aids in long range capital planning.
CC.2.D	Areas shown as Mixed Use are intended to allow for flexibility to respond to the market. These properties could be developed as retail/commercial if the market demands, or can be developed as additional multifamily housing.	NA	1	2	3	4	5		Private Developer	As Market Dictates	Allow for this flexibility to provide greater opportunity for successful redevelopment of the corridor.

Task	Description	Associated Cost(s)	Level of Priority					Reference Goal/Strategy	Responsible Group(s)	Timeframe	General Comments
			Low		High						
			1	2	3	4	5				
CORRIDOR CORE RECOMMENDATIONS											
3. Public Roadway & Streetscape Improvements											
CC.3.A	Implement streetscape improvements on Potomac Drive, Mark Drive, and the new Corridor Core Streets to create sense of place and identity unique to the Corridor Core and Lincoln Trail District. This includes new/upgraded asphalt and curb & gutter, new sidewalks, street lighting, storm drainage, and pavement markings.		1	2	3	4	5		COFH/Private Development Partners	3 to 6 years or as market dictates	Implementing streetscape can catalyze private investment and be leveraged an incentive to develop.
CC.3.A.1	Potomac Drive: Lincoln Trail to Concord Drive	\$300–350K	1	2	3	4	5	1.1, 1.2, 1.3			
CC.3.A.2	Mark Drive: Lincoln Trail North to Neighborhood Intersection	\$200–230K	1	2	3	4	5	1.1, 1.2, 1.3			
CC.3.A.3	New Street: Through Commercial District & Residential Loop Road	\$4.2–4.5M	1	2	3	4	5	1.1, 1.2, 1.3			
CC.3.B	Install new signalized intersection on Lincoln Trail at new central entry road into Corridor Core (west of Union Hill Road).	Included in Lincoln Trail Improvements (Overall Corridor)	1	2	3	4	5	1.1, 2.2	COFH	3 to 6 years or as market dictates / With Lincoln Trail streetscape improvements	A full signalized intersection will greatly improve the viability of this location for commercial development and increase safety for residents and visitors in the area, crossing Lincoln Trail, etc.
CC.3.C	Implement wayfinding and signage per district Wayfinding and Signage Master Plan outlined in Overall Corridor section.	Depends on Final Design	1	2	3	4	5	1.2, 1.3	COFH	3 to 6 years, with future development	

Task	Description	Associated Cost(s)	Level of Priority					Reference Goal/Strategy	Responsible Group(s)	Timeframe	General Comments
			Low		High						
			1	2	3	4	5				
CORRIDOR CORE RECOMMENDATIONS											
4. New Public Park(s)											
CC.4.A	Include terms of any development agreements with residential developers in this area to include design and construction of proposed park spaces, then transfer ownership to City. Coordinate with Park Department to provide ongoing maintenance and operation of the parks.	Budget \$10K/ year for expenses and approx. 10% of Economic Development staff time to partnership creation for corridor development priorities	1	2	3	4	5		COFH	As Redevelopment is Proposed	Public/private partnership approach will lead to greater success in realizing this new public open space and ensuring long-term maintenance and access for all Fairview Heights residents.
CC.4.B	Develop a new public park with playgrounds and trails (south of the townhome neighborhood) available to existing adjacent neighborhoods and future residents that inhabit this area. Facilitate a public/private partnership to construct and maintain. Estimated costs include estimated design and construction.	\$750K to \$1.2M	1	2	3	4	5	1.1, 1.3, 2.1	COFH / Private development partner	3 to 6 years	This park could be developed prior to developing the townhome residential neighborhood to provide an open space amenity for the existing neighborhoods and create more visibility for the undeveloped land to the north. City should consider requiring developer to fund and construct park as part of residential development with Memorandum of Understanding to allow public access.
CC.4.C	Partner with developer to build a new park within the residential neighborhood (inside the loop) with large open lawn, picnic shelter and playground area to complement the playground to the south. Facilitate a public/private partnership to construct and maintain. Estimated costs include estimated design and construction.	\$1.5M to \$2M	1	2	3	4	5	1.1, 1.3, 2.1	COFH / Private development partner	Along with residential development	Both parks should be designed to maximize sustainable practices. Landscape areas should be low maintenance naturalized areas, incorporating pollinator gardens and habitat. This area can also serve as a green stormwater treatment system for the new development, incorporating rain gardens and bioswales.
CC.4.D	Connect the park to adjacent neighborhoods and the overall trail network to ensure all residents have access to the new public park space.	NA	1	2	3	4	5	1.1	COFH / Private development partner	Along with park development	

Task	Description	Associated Cost(s)	Level of Priority					Reference Goal/Strategy	Responsible Group(s)	Timeframe	General Comments
			Low		High						
			1	2	3	4	5				
CORRIDOR LINK RECOMMENDATIONS											
1. Provide for Guided Creativity											
CL.1.A	Develop design guidelines and typologies to give property owners examples of what is desired (short and long-term vision) and guide successful revitalization of this segment of the corridor.	\$10K to \$20K	1	2	3	4	5	1.1, 1.2, 1.3, 2.2, 2.3	COFH / CFLT	1 to 3 years	Case studies and design guides will provide minimum expectations for property owners who want to make improvements to their existing properties. Couple facade renovation grants and other funding opportunities to implementing these standards. Minimum levels of property improvement that triggers adherence to the new design guidelines should be defined as well.
CL.1.B	Collaborate with property and business owners to develop shared parking and access strategies.	NA	1	2	3	4	5	1.1, 2.2, 2.3	COFH / CFLT	1 to 3 years	Reduction of driveways and front year parking will be key to realizing the vision of this corridor as a pedestrian-oriented boutique retail/restaurant destination.
CL.1.C	Consider partnering with an active business and property owner to renovate one property as a model project to show others the desired vision.	Budget approx. \$10K for expenses	1	2	3	4	5	1.1, 2.2	COFH / CFLT	1 to 3 years	Implementing a demonstration project provides a visible example of the desired outcomes and helps prove viability for other property owners.
CL.1.D	Create joint access agreement template to facilitate ownership coordination with future cross-parcel access agreements to encourage reduction of driveways and increase walkability. See Overall Corridor Task 5.b.	Staff Time	1	2	3	4	5	1.1, 1.2, 1.3, 2.2, 2.3	COFH / CFLT	1 to 3 years	
2. Public Roadway & Streetscape Improvements											
CL.2.A	Implement streetscape improvements on approximately 1-parcel north/south of Lincoln Trail on Pasadena Drive/ Catherine Drive and Bluff Court to create sense of place and identity unique to the Corridor Link and Lincoln Trail District. This includes new sidewalks, street lighting, streetscape, and pavement markings.		1	2	3	4	5		COFH	3 to 6 years or as market dictates	Implementing streetscape can catalyze private investment and be leveraged an incentive to develop.
CL.2.A.1	Pasadena Drive / Catherine Drive	\$400-450K	1	2	3	4	5	1.1, 1.2, 1.3			
CL.2.A.2	Bluff Court	\$200-250K	1	2	3	4	5	1.1, 1.2, 1.3			
CL.2.B	Implement wayfinding and signage per district Wayfinding and Signage Master Plan outlined in Overall Corridor section.	Depends on Final Design	1	2	3	4	5	1.2, 1.3	COFH	3 to 6 years, with future development	

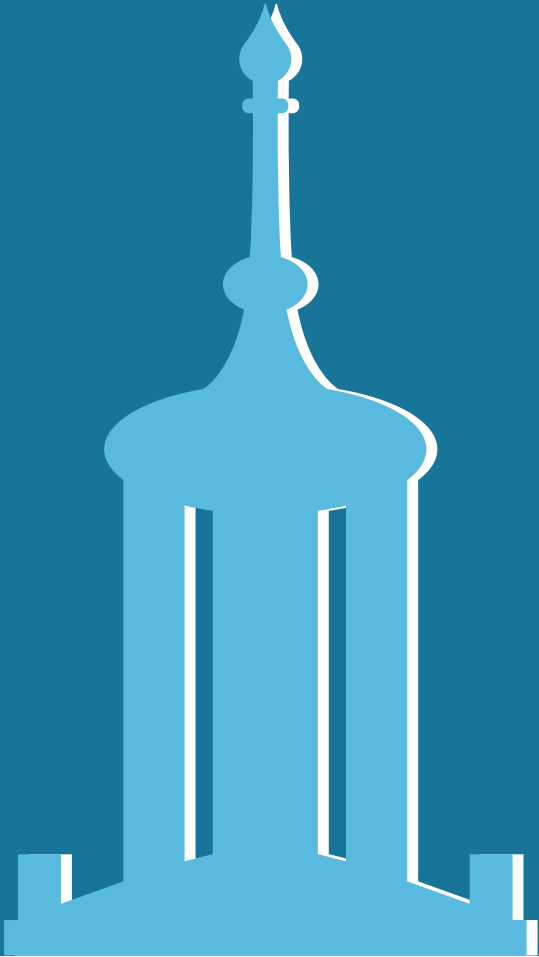
Task	Description	Associated Cost(s)	Level of Priority					Reference Goal/Strategy	Responsible Group(s)	Timeframe	General Comments
			Low		High						
			1	2	3	4	5				
MIX OF USES RECOMMENDATIONS											
1. Commercial Redevelopment											
MU.1.A	Engage property owners to share the City's plan for the district. Build collective support and execute a Memorandum of Understand that facilitates a public/private partnership approach to eventual redevelopment of this area.	Budget \$10K/ year for expenses and approx. 10% of Economic Development staff time to partnership creation for corridor development priorities	1	2	3	4	5	All	COFH / CFLT	1 to 3	This effort will take time to crystallize. So, starting soon and planning ahead is critical. Waiting until the "market is ready" risks possible stagnation of this area if businesses close or relocate. This can cause city leaders to accept less desirable replacement options further compromising successful revitalization of the area. The City's primary role is as the catalyst, bringing property owners and developers together and facilitating the process to implement a cohesive redevelopment strategy.
MU.1.B	Prepare a sub-area master plan for this Mix of Uses area that includes a more detailed evaluation of market and retail/ residential capacity than what is involved in this corridor plan.	\$50-75K	1	2	3	4	5	All	COFH / CFLT	3 to 6 years	While this could be a required step for future developers, having this information already prepared will help reduce developer concerns over viability and the time and uncertainty of obtaining plan approval.
MU.1.B.1	Master Plan should include evaluation of impacts to city services on a case-by-case basis in relation to added residential density and calls generated for fire, police, and emergency services to ensure cost/benefit balance.		1	2	3	4	5				It will be important to balance the demand on city services with the value of additional residential development to avoid over-extending services, negatively impacting response times and quality of service for all residents. Also aids in long range capital planning.
MU.1.C	Position commercial development along Lincoln Trail and near Commerce Lane intersection.	NA	1	2	3	4	5	2.2, 2.3	COFH / Developer	6-10 / 10+ As Market Dictates	Commercial/retail in this area will require high visibility and traffic to be successful. Creates an attractive pedestrian environment along Lincoln Trail, leading into the district.
MU.1.D	Consider commercial infill opportunities to take advantage of underutilized parking in the near term.	NA	1	2	3	4	5	2.2, 2.3	COFH / Private Developer	3 to 6 years	Avoid early decisions that may conflict with future vision.
MU.1.E	Work closely with existing property owners and businesses to monitor ongoing viability of existing commercial/retail in the district.	Budget \$10K/ year for expenses and approx. 10% of Economic Development staff time to partnership creation for corridor development priorities	1	2	3	4	5	All	COFH	Ongoing	Redevelopment in this district will be dependent on evolution and future viability of existing businesses. As businesses phase out, opportunities will arise for infill. It will take creative and ongoing effort to protect commercial viability in this area.

Task	Description	Associated Cost(s)	Level of Priority					Reference Goal/Strategy	Responsible Group(s)	Timeframe	General Comments
			Low		High						
			1	2	3	4	5				
MIX OF USES RECOMMENDATIONS											
2. Residential Development											
MU.2.A	Include multifamily residential developers to in the early partnership discussions. Their participation with add reality to the strategy to capitalize on large parcels as big box retail uses turn over in the future.	Budget \$10K/ year for expenses and approx. 10% of Economic Development staff time to partnership creation for corridor development priorities	1	2	3	4	5	2.1	COFH / Private Developer	As Market Dictates	Multifamily development could be done in a modular/phased fashion; block-by-block, or in larger areas as property is assembled. Adding rooftops/density in the corridor will serve to strengthen spending ability in the corridor to support a strong retail base.
MU.2.B	Engage a developer/builder to lead the development of single family attached housing along Ruby Lane to transition from the higher density development down to the adjacent single family neighborhood west of Ruby Lane.	Budget \$10K/ year for expenses and approx. 10% of Economic Development staff time to partnership creation for corridor development priorities	1	2	3	4	5	2.1	Private Developer	As Market Dictates	Single family attached/townhome development will involve a different developer than the larger scale multi-family. However, a strong partnership is important to ensure shared vision and collaboration.
MU.2.C	Engage a senior housing developer to participate in partnership efforts to evaluate market viability and to develop a mix of senior housing types in this district.	Budget \$10K/ year for expenses and approx. 10% of Economic Development staff time to partnership creation for corridor development priorities	1	2	3	4	5	2.1	Private Developer	As Market Dictates	Start with local senior living developers that know the market and expand to regional/national as needed to ensure a quality, viable product is developed.

Task	Description	Associated Cost(s)	Level of Priority					Reference Goal/Strategy	Responsible Group(s)	Timeframe	General Comments
			Low		High						
			1	2	3	4	5				
MIX OF USES RECOMMENDATIONS											
3. Public Roadway & Streetscape Improvements											
3.A	Implement streetscape improvements on internal public streets as development occurs to create sense of place and identity that complements Marketplace and the Lincoln Trail District. This includes new/upgraded asphalt and curb & gutter, new sidewalks, street lighting, storm drainage, and pavement markings.		1	2	3	4	5	1.1, 1.2, 1.3	COFH / Private Developer	6-10 / 10+ As Market Dictates	Given the extensive amount of street work that will be required to redevelop this area, the City should plan to partner with developers to share cost and/or utilize as incentives to leverage private investment.
MU.3.A.1	Ruby Lane: Lincoln Trail to North Edge of Development	\$1.3-1.5M	1	2	3	4	5				
MU.3.A.2	Jerome Lane: Lincoln Trail to North Edge of Development	\$1.5-1.8M	1	2	3	4	5				
MU.3.A.3	Commerce Lane: Lincoln Trail to North Edge of Development (excludes roundabout)	\$1.0-1.2M	1	2	3	4	5				
MU.3.A.4	Market Place: Ruby Lane to Commerce Lane (excludes roundabout)	\$750K-1.0M	1	2	3	4	5				
MU.3.A.5	Fairway Drive: Ruby Lane to East Edge of Development	\$2.3-2.5M	1	2	3	4	5				
MU.3.A.6	Improved North Outer Road/Drive	\$550-620K	1	2	3	4	5				
MU.3.A.7	Improved East Outer Road/Drive	\$1.3-1.5M	1	2	3	4	5				
MU.3.B	Implement wayfinding and signage per district Wayfinding and Signage Master Plan outlined in Overall Corridor section.	Depends on Final Design	1	2	3	4	5	1.2, 1.3	COFH	With future development	

Task	Description	Associated Cost(s)	Level of Priority					Reference Goal/Strategy	Responsible Group(s)	Timeframe	General Comments
			Low		High						
			1	2	3	4	5				
MIX OF USES RECOMMENDATIONS											
4. Parks & Green Space											
MU.4.A	Incorporate minimum expectations for green space and park amenities into any future development guidelines. New development should prioritize street trees and open lot trees to increase the viable tree canopy in the corridor and help mitigate heat island effect of development.	NA/Developer Responsibility	1	2	3	4	5		COFH / Private Developer	With future development	To ensure adequate, useful green space and parkland is established in the Mix of Uses area, the City should develop design guidelines and expectations for developers, tied to incremental incentive offerings.
MU.4.B	Include green stormwater treatment standards in development guidelines as outlined in Overall Corridor implementation section, Environment Strategies. These can include rain gardens in open lawn space, bioretention cells along roadways and parking lots, permeable paving, and other strategies that mitigate runoff quantity and improve quality.	NA/Developer Responsibility	1	2	3	4	5		COFH / Private Developer	With future development	Establish standards and expectations for integration of green stormwater treatment strategies into all development. Incentive strategies should be tied to implementation.
MU.4.C	Development standards should require the inclusion of trails, pocket parks, play equipment, and other recreational activities in new neighborhoods and multi-family developments for residents of all ages.	NA/Developer Responsibility	1	2	3	4	5	1.1, 2.1	COFH / Private Developer	With future development	Outdoor recreational amenities will attract new residents to the neighborhood and increase the quality and value of the property. These amenities also promote resident wellness and foster community interaction.

[RETURN TO AGENDA](#)



PROPOSED RESOLUTION NO. 74-'25

A RESOLUTION AUTHORIZING THE MAYOR ON BEHALF OF THE CITY TO ENTER INTO A PROFESSIONAL SERVICES AGREEMENT WITH ENVIRONMENTAL OPERATIONS, INC TO PROVIDE PROFESSIONAL ENVIRONMENTAL SERVICES RELATED TO POTENTIAL REDEVELOPMENT OF THE SOUTHEAST CORNER OF LINCOLN TRAIL AND NORTH ILLINOIS STREET.

WHEREAS, it has been determined necessary to obtain professional environmental services to determine development constraints prior to redevelopment of the southeast corner of Lincoln Trail and North Illinois Street, and

WHEREAS, it is the City's intent to fund these professional environmental services with TIF #7 Funds, and

WHEREAS, Environmental Operations, Inc has served the City in the past and has been selected now to perform said professional environmental services.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF FAIRVIEW HEIGHTS:

That the City of Fairview Heights does hereby authorize the Mayor to enter into an Environmental Services Agreement with Environmental Operations, Inc, 7733 Forsyth Boulevard Suite 1600, St Louis, MO 63105, to provide professional environmental services for subsurface site investigations for a cost plus fixed fee amount of approximately TWELVE THOUSAND NINE HUNDRED DOLLARS AND NO CENTS (\$12,900.00) per Environmental Operations, Inc's Environmental Services Agreement, attached hereto, made a part hereof, and marked "EXHIBIT A."

This Resolution shall be in full force and effect from and after its passage and approval as provided by law.

PASSED:

APPROVED:

ATTEST:

MARK T. KUPSKY - MAYOR
CITY OF FAIRVIEW HEIGHTS

KAREN J. KAUFHOLD - CITY CLERK



November 18, 2025

Proposal #P16330

Mr. Dallas Alley
City of Fairview Heights, Illinois
10025 Bunkum Road
Fairview Heights, Illinois 62208

RE: Subsurface Site Investigation Proposal
(12 Parcels [or a portion thereof])
Southeast Corner of Lincoln Trail and North Illinois Street
Fairview Heights, Illinois 62208

Dear Mr. Alley:

Environmental Operations, Inc. (EOI) is pleased to present our proposal for a Subsurface Site Investigation at the above referenced property.

BACKGROUND

The subject property, which encompasses approximately 14 acres and currently undeveloped, is utilized as a stormwater retention basin and is owned by the City of Fairview Heights (City). Potential future development (currently known as The [REDACTED]) includes residential and commercial use. In preparation for development, the City has requested a subsurface investigation in relation to the following identified concerns to determine potential impacts to the subject property.

EOI recently completed a Regulatory Database Review on the subject site (EOI Project #26129, dated October 23, 2025). This review revealed the following concerns in connection with the subject property:

- Underground Storage Tank (UST) and Leaking UST (LUST) listed as Fast Development LLC (BP) at 6400 North Illinois Street. While the LUST listing was closed in 1990, no documentation is available regarding closure or potential impacts to the on-site soil and/or groundwater. Additionally, a 1990 closure may not meet current regulatory guidelines. Therefore, this UST/LUST listing has the potential to represent a significant environmental liability for the subject property.
- UST, LUST, and BOL listing for Bridgestone Firestone and Firestone Store #214 located at 50 Lincoln Highway. No documentation is available regarding proper closure or potential impacts to on-site soil and/or groundwater systems. Therefore, this UST/LUST/BOL listing has the potential to represent a significant environmental liability for the subject property.

Environmental Consulting, Engineering, Remediation, Abatement and Demolition
7733 Forsyth Boulevard Suite 1600 St. Louis, Missouri 63105 314.241.0900
www.environmentalops.com

Subsurface Site Investigation Proposal – Fairview Heights, Illinois
November 18, 2025
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- Quale Service Center, Located at 6401 North Illinois Street, is listed as a UST, LUST, and Underground Injection Wells (UIC) site, and located upgradient the subject property. While a No Further Remediation (NFR) letter was issued for the LUST listings, no documentation is available regarding closure or potential impacts to the on-site soil and/or groundwater. Past closures may not meet current regulatory guidelines. Therefore, this UST/LUST site has the potential to represent a significant environmental liability for the subject property.
- UST/LUST listed under Moto Mart at 6114 North Illinois Street two 20,000-gallon gasoline; three 10,000-gallon gasoline; and one 20,000-gallon diesel USTs. Two LUST incidents (in 1997 and 2004) have been reported, neither of which have been issued a No Further Remediation (NFR) letter. Therefore, this UST/LUST listing has the potential to represent a significant environmental liability for the subject property.
- Electrical substation, owned by Ameren, is located at 6110 North Illinois Street. No regulatory listings were identified; however, the site represents a potential environmental liability for the subject property.

SCOPE OF WORK

The following *Scope of Work* was developed to determine if significant soil and/or groundwater impacts are present on the onsite subject property as a result of concerns listed in the Regulatory Database Review. The following specific work will be performed:

- EOI will conduct a search for buried public utilities in and around the areas of investigation on adjoining public right-of-way property. Location of all private utilities (e.g., sewer, water, etc.) is the responsibility of the client.
- EOI will advance five soil borings in accessible locations of the subject property. Specific boring locations will be determined in the field based on areas of concern and site access.
- Five soil borings will be advanced using direct push probe sampling techniques to groundwater or refusal (estimated 25-30 feet below ground surface, whichever comes first. Relatively undisturbed soil samples will be collected within each boring using a 2.25-inch diameter polyvinyl chloride (PVC) lined dual tube sampler at four-foot intervals. Soil samples will be scanned in the field for VOCs using a photoionization detector (PID) and field observations (e.g., odor, visual, etc.). A description of the soils encountered and PID scan results will be recorded on soil boring logs.
- A temporary decontamination pad will be constructed onsite. Reusable sampling equipment will be decontaminated between boreholes using an Alconox detergent and tap water rinse.
- One soil sample from each soil boring will be selected for laboratory analysis. Samples will be selected from the most likely impacted zone within each soil boring based on field observations. If no evidence of impact is present, soil samples in each boring will be

*Subsurface Site Investigation Proposal – Fairview Heights, Illinois
November 18, 2025
EOI Proposal #P16330*

collected from the most likely zone of impact based on the environmental concern (i.e., near the observed groundwater table). Soil samples will be placed in pre-cleaned glassware, labeled, and retained on ice as preservation for transport to the laboratory. A second (contingency) soil sample will also be collected from each boring immediately above the termination depth as a potential surrogate for groundwater. These samples will only be analyzed in the event that groundwater samples are not able to be collected.

- Following the soil investigation, a temporary piezometer will be installed in each soil boring for groundwater evaluation. The piezometers will be constructed using one-inch diameter PVC sumps, screens, and risers.
- Following installation, the temporary piezometers will be purged and sampled using dedicated disposable bailers. The groundwater samples will be placed in pre-cleaned and properly preserved glassware, labeled, and retained on ice as preservation for transport to the laboratory.
- The soil and groundwater samples (10 total) will be submitted under chain-of-custody procedures to an accredited offsite independent laboratory for the following analyses:
 - o Volatile Organic Compounds (VOCs) using SW-846 Method 8260
 - o Polynuclear aromatic hydrocarbons (PAHs) via SW-846 Method 8270
 - o Total petroleum hydrocarbons (TPH) via Methods OA-1 and OA-2
 - o PCBs via SW-846 Method 8082 (soil only)
- Upon completion of this investigation, the temporary piezometers will be removed, and the soil borings properly abandoned in accordance with the State of Illinois regulations. The ground surface at each location will be repaired to match the surrounding conditions.
- Upon receipt of the laboratory analytical results, a Phase II investigation report will be prepared and submitted to the Client. This report will include a description of the procedures and methodologies, soil boring logs, a scaled site plan, laboratory analytical results and conclusions.

COSTS

The cost to conduct the above Scope of Work is a firm, fixed price of \$12,900.00. This cost assumes normal (7-10 working days) analytical reporting. If desired, analytical results can be reported in 2 working days from laboratory receipt for an additional \$4,900.00.

HEALTH AND SAFETY

EOI's projects are conducted in accordance with current local, state, and federal regulations including United States Environmental Protection Agency (USEPA), IEPA, and Occupational Safety and Health Administration (OSHA) requirements. EOI site workers will, at a minimum, have received and be currently certified in OSHA 40-Hour Hazardous Waste Operations and Emergency Response (HAZWOPER) training.

Subsurface Site Investigation Proposal – Fairview Heights, Illinois
November 18, 2025
EOI Proposal #P16330

LIMITATIONS

This investigation was designed to determine if impacts to soil and/or groundwater are present related to the environmental concerns identified during the Regulatory Database Review. No investigation can identify all environmental problems; however, considering the information available at the time that this *Scope of Work* was designed, it is considered reasonable for an initial investigation of these concerns. If contamination is discovered during the investigation, this *Scope of Work* is not designed to determine the lateral and/or vertical extent of contamination.

CLIENT RESPONSIBILITIES

Environmental Operations, Inc. will be responsible for identifying all buried public utilities on adjacent public right-of-way property prior to commencement of this *Scope of Work*. The client will be responsible for identifying all buried private utilities onsite (not identified during the public utility locate request) and arranging access to the site and sample locations.

SCHEDULE

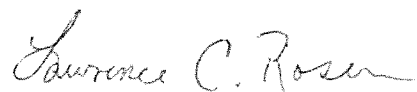
Environmental Operations, Inc. will commence the above *Scope of Work* immediately following receipt of written authorization to proceed. Field work will commence following notice to proceed, with schedule dependent on availability of the drilling subcontractor. Laboratory analyses will be submitted for normal (7-10 working day) turnaround reporting. Results of this investigation will be verbally reported upon receipt and evaluation of the laboratory data. A written report for this investigation will be prepared within one week following receipt of the laboratory data report. EOI will immediately notify the client if we anticipate any schedule delays. This proposal is valid for a period of 30 days from the above date.

TERMS OF PAYMENT

Invoices will be sent monthly and payment of 100% of the invoice is due within 30 days. A 1.5% service charge per month (18% per annum) will be charged on all past due accounts and will accrue from the original date of the past due invoice.

If you need additional information or have questions, you can reach me by phone at (314) 241-0900.

Respectfully submitted,
ENVIRONMENTAL OPERATIONS, INC.



Lawrence C. Rosen, P.G.
Senior Project Manager

*Subsurface Site Investigation Proposal – Fairview Heights, Illinois
November 18, 2025
EOI Proposal #P16330*

Please sign below and return this form to initiate the above Scope of Work.

Accepted by: _____
Company: _____
Signature: _____
Name and Title: _____
Date: _____
P.O. #s _____
To be invoiced to: _____
Invoice and
Billing Questions Name, Title: _____
to be directed to: Email: _____
Phone: _____

NOTICE OWNER: FAILURE OF THIS CONTRACTOR TO PAY THOSE PERSONS SUPPLYING MATERIAL OR SERVICES TO COMPLETE THIS CONTRACT CAN RESULT IN THE FILING OF A MECHANIC'S LIEN ON THE PROPERTY WHICH IS THE SUBJECT OF THIS CONTRACT PURSUANT TO CHAPTER 429, RSMO. TO AVOID THIS RESULT, YOU MAY ASK THIS CONTRACTOR FOR "LIEN WAIVERS" FROM ALL PERSONS SUPPLYING MATERIAL OR SERVICES FOR THE WORK DESCRIBED IN THIS CONTRACT. FAILURE TO SECURE LIEN WAIVERS MAY RESULT IN YOUR PAYING FOR LABOR AND MATERIAL TWICE.

PROPOSED RESOLUTION NO. 75-'25

A RESOLUTION AUTHORIZING THE MAYOR TO ENTER INTO AN AGREEMENT FOR PROFESSIONAL SERVICES WITH FARNSWORTH GROUP FOR AN ARCHAEOLOGICAL RECONNAISSANCE SURVEY OF THREE ACRES FOR THE FUTURE EXPANSION OF THE REC COMPLEX AND PLEASANT RIDGE PARK RENOVATIONS

WHEREAS, the City of Fairview Heights requires an Archaeological Reconnaissance Survey of approximately three (3) acres to support the future expansion of The REC Complex and Pleasant Ridge Park Renovations; and

WHEREAS, Farnsworth Group, located at 300 East Main Street, Belleville, Illinois 62220, has been selected to provide said Archaeological Reconnaissance Survey Services;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF FAIRVIEW HEIGHTS, ILLINOIS, that the Mayor be, and is hereby, authorized to enter into an Agreement with Farnsworth Group, 300 East Main Street, Belleville, Illinois 62220, for an Archaeological Reconnaissance Survey of approximately three (3) acres related to the future expansion of The REC Complex and Pleasant Ridge Park renovations, for a fixed fee of ten thousand six hundred dollars (\$10,600), pursuant to the Agreement attached hereto, made a part hereof, and marked "Exhibit A."

BE IT FURTHER RESOLVED that this Resolution shall be in full force and effect from and after its passage and approval as provided by law.

PASSED
APPROVED:

MARK T. KUPSKY, MAYOR
CITY OF FAIRVIEW HEIGHTS

ATTEST:

KAREN KAUFHOLD, CITY CLERK

 AIA® Document G802® – 2017

Amendment to the Professional Services Agreement

PROJECT: *(name and address)*
REC Complex Expansion and Pleasant
Ridge Park Renovation
9950 Bunkum Rd.
Fairview, IL 62208

AGREEMENT INFORMATION:
Date:
12-18-2024

AMENDMENT INFORMATION:
Amendment Number:
02
Date:
11-18-2025

OWNER: *(name and address)*
City of Fairview Heights
10025 Bunkum Road
Fairview Heights, IL 62208

ARCHITECT: *(name and address)*
Farnsworth Group Inc.
300 E. Main Street, Suite 101
Belleville, IL 62220

The Owner and Architect amend the Agreement as follows:

Additional scope consists of a Phase 1 Archaeological Reconnaissance Survey options for 1.8 acres OR 3 acres. Scope details can be found in the attached Exhibit labeled Archaeological Survey - Scope of Work.

The Architect's compensation and schedule shall be adjusted as follows:

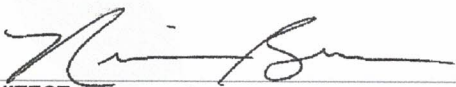
Compensation Adjustment:

____ Option 1 (1.8 acres)
Project Management - \$900
Survey - \$8,200
Total Fee - \$9,100

____ Option 2 (3 acres)
Project Management - \$900
Survey - \$9,700
Total Fee - \$10,600

Schedule Adjustment:

Prepared to mobilize with 3-4 weeks of signed agreement and report within 30 - 45 days after fieldwork is completed.



ARCHITECT *(Signature)*

OWNER *(Signature)*

Nicholas Bruner, Sr. Architectural Manager
(Printed name, title, and license number if required)

(Printed name and title)

11-19-25

Date

Date



20 Allen Avenue, Suite 200
St. Louis, Missouri 63119
p 314.962.7900

www.f-w.com

Farnsworth Group is providing a scope of work (SOW) and cost estimate to complete cultural resource surveys for the Fairview Heights Park project in St. Clair County, Illinois.

PROJECT AREA OF POTENTIAL EFFECTS (APE)

Considering that there is no federal nexus anticipated, the APE for archaeology for the project will include all areas of potential ground disturbance associated with the project within HPA's, including approximately 1.8 acre of proposed disturbance limits within the HPA and a previously recorded archaeological site. There are no non-extant structures shown on historic maps within the project area. An additional 1.2 acres (3 acres total) of survey within the project limits is recommended around the previously recorded site and HPA to fully delineate the extent of the archaeological site and/or ensure no further archaeological deposits are present.

CULTURAL RESOURCE DESKTOP SURVEY

A desktop records review will be conducted using the IHPA's Historic Architectural Resources Geographic Information System (HARGIS), the online Illinois Inventory of Archaeological Sites, and the National Register of Historic Places (NRHP) on-line database. In addition, online historic map and soil data will be researched for the project area.

The results of the desktop review will be used during the fieldwork and subsequent report writing. While in the field, and as needed, additional archival research may be conducted at local repositories to develop a historic context for the area that will facilitate the creation of defensible NRHP recommendations for any cultural resources identified.

PHASE I ARCHAEOLOGICAL RECONNAISSANCE

An archaeological field reconnaissance will be conducted by an archaeological team consisting of archaeologists with experience in Illinois. The purpose of the reconnaissance survey is to identify all archaeological sites (both historic and prehistoric) that are in the survey area. The archaeological survey will follow SHPO guidelines for survey efforts.

According to these guidelines, pedestrian survey (walk over investigation) would be conducted at 5 m intervals in search of archaeological deposits. This survey method will require at least 40 percent ground surface visibility in areas that have been previously plowed (i.e., agricultural fields). However, if there is mature corn, the interval will need to be reduced to every other row. In addition, there is no pedestrian survey allowed in Illinois in mature soybeans.

If there is less than 40 percent ground surface visibility, then shovel testing on a 15 m interval will be necessary. Shovel tests must be 40 cm in diameter and representative photographs will be taken of soil profiles. When an archaeological site is encountered, standard field recording methodologies will be employed. The locations of shovel probes, pedestrian survey areas, and archaeological sites found in the project area will be recorded using Global Positioning System technology.

LABORATORY WORK AND ARTIFACT CURATION

If archaeological sites are discovered during fieldwork, then artifacts will be returned to the laboratory at Evansville, IN for cleaning, analysis, and cataloging following standard practices.

When archaeological sites are encountered within the project area, they will be recorded according to SHPO guidelines and only a sample of historic artifacts will be retained. All precontact artifacts will be collected. Landowners will be offered the artifacts back. If artifacts are not accepted by landowners, the Illinois State Museum (ISM) will be used as the curation facility. Regardless, letters of release/retainment will need to be filled out by each landowner that has archaeological sites on their property. Original field notes, photographs, and artifacts will be submitted for curation to the ISM.

REPORT PRODUCTION

Per SHPO guidelines, an Archaeological Survey Short Report (ASSR) will be prepared once the fieldwork is complete. The ASSR will contain all relevant details of the project, including results of the records review, relevant archival research, and, if needed, detailed description of each archaeological site identified, NRHP eligibility assessment of each site-, and site-specific recommendations. Furthermore, the need for phase II archaeological investigations (further NRHP assessment of an archaeological site) will be determined at this time.

A PDF copy of the reports will be provided to the client for their review and comment. Appropriate revisions will be made if necessary. Upon client acceptance of the reports, the client will be provided with a revised PDF copy for submittal to SHPO for review. Alternatively, the report materials can be submitted to the SHPO on behalf of the client if requested. Archaeological site forms will be submitted to the ISM. Also, identified cultural resource (archaeological site and historic structure) locations will be provided to the client in ArcMap shapefile (.shp) and Google Earth (.kmz) formats. Report transmittal to SHPO would include a cover letter that contains project location information and description per guidance for submitting projects for review.

SCHEDULE

The fieldwork can be started within 15 days following a written notice to proceed. Considering the assumptions below, and no significant delays due to weather, an archaeological survey of the high probability areas of the project will take no more than 2 working days to complete with a two person crew.

Within one day following fieldwork, the client will be notified with the results of the fieldwork. Archaeological site numbers will be requested from the ISM within 5 days after fieldwork and it is assumed they will be received prior to the draft report production.

An electronic copy of the report will be submitted to the client for review within 30 to 45 business days of completion of fieldwork. After receiving comments on either report, any required changes will be made within 5 business days.

COST PROPOSALS

The following options are available for consideration to perform the Phase 1 survey:

Considering the assumptions below, the archaeological survey and the report can be completed **on a time and materials basis not to exceed \$9,100 which includes 1.8 acres of archaeological survey and the recording of one archaeological site.**

[] Initial to select option

If additional archaeological survey within the project limits is requested, the survey and report can be completed **on a time and materials basis not to exceed \$10,600 which includes 3 acres of archaeological survey and the recording of one archaeological site.**

[] Initial to select option

PROJECT ASSUMPTIONS

- No more than 3 acres of archaeological survey, all of which will be shovel probed, will be required.
- 1 archaeological site will be recorded.
- There will be no delay due to inclement weather.
- The client will facilitate the artifact return/retain letters for any sites found.
- There will be no issues with access to the project area for the survey.

PROPOSED RESOLUTION NO. 76-'25

**A RESOLUTION AUTHORIZING THE MAYOR TO ENTER INTO
AN AGREEMENT FOR PROFESSIONAL SERVICES WITH
FARNSWORTH GROUP FOR VALUE ENGINEERING SERVICES
FOR THE FUTURE EXPANSION OF THE REC COMPLEX AND
PLEASANT RIDGE PARK RENOVATIONS.**

WHEREAS, the City of Fairview Heights is in need of Value Engineering Services for the future expansion of The REC Complex and for Pleasant Ridge Park Renovations; and

WHEREAS, Farnsworth Group, located at 300 East Main Street, Belleville, Illinois 62220, has been selected to provide said Value Engineering Services;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF FAIRVIEW HEIGHTS that the Mayor be, and is hereby, authorized to enter into an Agreement with Farnsworth Group, 300 East Main Street, Belleville, Illinois 62220, for Value Engineering Services related to the future expansion of The REC Complex and Pleasant Ridge Park renovations, for a fixed fee of twenty-five thousand dollars (\$25,000.00), plus normal reimbursable expenses, pursuant to the Agreement attached hereto, made a part hereof, and marked "Exhibit A."

BE IT FURTHER RESOLVED that this Resolution shall be in full force and effect from and after its passage and approval as provided by law.

PASSED

APPROVED:

MARK T. KUPSKY, MAYOR
CITY OF FAIRVIEW HEIGHTS

ATTEST:

KAREN KAUFHOLD, CITY CLERK

 AIA® Document G802® – 2017

Amendment to the Professional Services Agreement

PROJECT: *(name and address)*
REC Complex Expansion and Pleasant
Ridge Park Renovation
9950 Bunkum Rd.
Fairview, IL 62208

AGREEMENT INFORMATION:
Date:
12-18-2024

AMENDMENT INFORMATION:
Amendment Number:
03
Date:
11-18-2025

OWNER: *(name and address)*
City of Fairview Heights
10025 Bunkum Road
Fairview Heights, IL 62208

ARCHITECT: *(name and address)*
Farnsworth Group Inc.
300 E. Main Street, Suite 101
Belleville, IL 62220

The Owner and Architect amend the Agreement as follows:

Additional scope consisting of design services for the purpose of value engineering the current FVH REC Complex Expansion and Pleasant Ridge Park Renovation projects in collaboration with Holland Construction Services.

Per the attached Exhibit, VE Options Worksheet 11.17.25 - GMP Prep Meeting Update, the scope of work includes:

- Additional meetings and collaboration with HCS, their subs, and the Owner to review, respond, and re-design the VE items currently listed in the pending column of the exhibit.
- The preparation of bidding documents for the purposes of re-bidding BP# 31.1, 31.2 and bidding BP#33.
- The re-design and preparation of various pending items to provide drawing and specification changes and resulting deductive change orders.
- The review and approval of VE substitution requests.
- The preparation of VE ASI's and Construction Change Directives that do not require drawing or specification changes.
- Additional meetings and collaboration with AHJ to update permit application and apply for variance(s) identified in the exhibit for the purpose of cost savings.

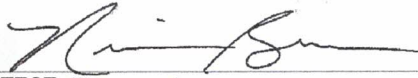
The Architect's compensation and schedule shall be adjusted as follows:

Compensation Adjustment:

Project Management 3,750.00
Civil/Landscape 6,250.00
Architecture 2,750.00
Interiors 1,000.00
Structural 5,250.00
Mechanical 3,000.00
Electrical 2,250.00
Plumbing 750.00
Total Fee: \$ 25,000.00

Schedule Adjustment:

1-2 weeks for items designated to be re-bid
2-3 weeks for all other pending items
Total schedule adjustment: 3-5 weeks



ARCHITECT (Signature)

OWNER (Signature)

Nicholas Bruner, Sr. Architectural Manager

(Printed name, title, and license number if required)

(Printed name and title)

11-19-25

Date

Date



Cost Savings Options - 23-078.G0 - FVH Rec Pickleball & Pleasant Ridge Park Upgrades

Alternates are presented for consideration pending approval by designers of record. No costs have been included for design efforts required to implement provided alternates.

		Totals \$	(901,069) \$	(143,710) \$	(592,359) \$		
Division	Description	Proposed Value	Rejected	Pending	Accepted	COMMENTS	ACTION
BP#3	4" Sidewalks	\$ (2,932)		\$ (2,932)			Farnsworth to review impact
BP#3	Remove CMU Trash Enclosure but small thickening in slab	\$ (15,000)	\$ (15,000)				
BP#3	Revised Joint Sealant Plan (TBD Discuss with Farnsworth)	\$ (12,707)		\$ (12,707)			HCS to share Joint Sealant plan for review by Farnsworth to determine credit
BP#4	Remove CMU Trash Enclosure - REC ONLY	\$ (11,000)	\$ (11,000)				
BP#4	Remove CMU Trash Enclosure - PARK ONLY	\$ (6,000)	\$ (6,000)				
BP#4	Remove Stone column wraps at Pavilion	\$ (22,000)		\$ (22,000)			Farnsworth to review different cost effective options for column wraps
BP#4	Remove Masonry Scope from Park Monument Sign	\$ (10,000)	\$ (10,000)				
BP#4	Revised Brick Ties - (Spec calls for thermally broke)	\$ (8,500)		\$ (8,500)			
BP#4	Remove Cast Stone Tops - Add Sheet Metal Cap	TBD					
BP#5	Joist and Deck VE - (1.5" V Deck ILO 2" Dovetail) - (\$15k-\$20k)	\$ (15,000)		\$ (15,000)			Farnsworth to review at face value, determine if additional fee's are required or if 1.5" V deck will work without redesign
BP#5	CMU Dumpster Enclosure Gates removal	\$ (2,200)	\$ (2,200)				
BP#6.1&2	ASL Pavilions ILO Polygon	TBD	Rejected				
BP#7	Reduce gauge/thickness of metal panel...possibly color too (color is custom)	TBD		TBD			
BP#8	Remove Delegated Design on Storefront	\$ (5,500)		\$ (5,500)			Farnsworth to review
BP#9.1	Roof Overhang redesign - (Meeting required with trades (9.1.6.1/7.1))		Rejected				
BP#9.1	Detail 6.7.8 - A9.2 - Review if this is necessary		Rejected				
BP#9.1	High Impact Credit @ Interior Pickle Ball locations only	\$ (1,500)		\$ (1,500)			Farnsworth to review
BP#9.1	Level 5 Removal Everywhere	\$ (3,500)		\$ (3,500)			Farnsworth to review
BP#9.1	Mold Resistant Removal (Except wet walls, MR to Type X)	\$ (1,500)		\$ (1,500)			Farnsworth to review
BP#9.1	Consider consolidate the clouds at Spectator area west of courts						
BP#9.6	Tile/VT Voluntary Product VE Options (WO-1 to EF Contract, T-1, T-2 & T-3 to Crossville Basalt, Product literature available) K Lewis email 11/5/25	\$ (5,000)		\$ (5,000)			HCS to share product cut sheets for review
BP#23	Building Controls - Remove Building Automation System utilize standalone	\$ (38,000)		\$ (38,000)			Farnsworth to review option and determine re-design fee's accordingly
BP#23	Reduced Zones - Reduce VAV quantity - Most VAV zones have exterior walls, BAER differed to Farnsworth if this is worth entertaining or not	TBD				There is value to be found, HCS will rely on Farnsworth mechanical to review potential to scale back VAV	
BP#23	Duct Changes - Return change to Wall Grille ILO Ducted	\$ (5,200)		\$ (5,200)			Farnsworth to review option and determine re-design fee's accordingly
BP#23	Duct Changes - Insulated double spiral to uninsulated single wall	\$ (6,500)		\$ (6,500)			Farnsworth to review option and determine re-design fee's accordingly
BP#23	Duct Changes - Duct sock ILO Spiral	\$ (8,700)	\$ (8,700)				
BP#23	Duct Changes - Reduced spiral branch runs from 5 to 3	\$ (6,500)		\$ (6,500)			Farnsworth to review option and determine re-design fee's accordingly
BP#23	Pleasant Park - Remove all HVAC exhaust duct work at Park	\$ (2,810)	\$ (2,810)				Farnsworth to review option and determine re-design fee's accordingly
BP#23	RTU1 & 2 - RTU-1 change to standard efficiency RTU Staged heat with Aluminumized heat exchanger in lieu of modulating Std galvanized drain pan. RTU-2 Eliminate variable speed compressor. Unit will have 3 stages of cooling. Kept modulating gas on this one for supply air tempering. No hot gas reheat Std polymer drain pan in lieu of Stainless steel	\$ (25,000)		\$ (25,000)			Farnsworth to review option and determine re-design fee's accordingly

BP#26	Reduce Card Readers	TBD		TBD		Farnsworth Fairview Heights to review with low voltage contractor on what openings make sense to have card reader and if others can be changed to keyed lockset	Farnsworth City of Fairview to Review
BP#26	Revised Light Fixture Package	\$ (67,560)		\$ (67,560)			HCS to provide submittal of revised fixture package for review/acceptance
BP#26	Transformer location change to minimize conduit/wire need on construction side	TBD		TBD			Farnsworth to review revised location options. HCS can provide ROM on savings via simple red line drawing prior to spending engineering/drafting time to make accommodation
BP#26	Are (2) 4" conduits required from existing building to exterior pickleball courts	TBD		TBD			Farnsworth City of Fairview to Review
BP#26	Fire alarm wiring exposed ILO in conduit	\$ (2,160)		\$ (2,160)			Simple change
BP#26	Aluminum Conductors from Transformer to MDP	TBD		TBD			Farnsworth to review if aluminum cabling can be used from transformer into building ILO copper
BP#31.1	Rec Expansion Landscaping Credit	\$ (130,000)		\$ (130,000)		Mark took these out, assuming we could cut approx 50% of the cost out (\$160k)	Farnsworth drawing revision needed to Re-Bid, breakout landscaping as separate package
BP#31.2	Park Renovation Landscaping Credit	\$ (185,000)		\$ (185,000)		Mark took these out, assuming we could cut approx 50% of the cost out (\$160k)	Farnsworth drawing revision needed to Re-Bid, breakout landscaping as separate package
BP#31(both)	Mark's trying to capture 50% savings, plug added to reflect goal savings from landscaping			\$ 160,000		Plug for Mark's savings goal	Farnsworth drawing revision needed to Re-Bid, breakout landscaping as separate package
BP#31.1	Rec Stabilization	\$ (43,000)	\$ (43,000)			HCS to remove Stabilizing from HCS cost	Farnsworth drawing revision needed to Re-Bid, breakout landscaping as separate package
BP#31.2	Park Stabilization	\$ (40,000)	\$ (40,000)			HCS to remove Stabilizing from HCS cost	Farnsworth drawing revision needed to Re-Bid, breakout landscaping as separate package
BP#31(both)	Top soil salvage & reuse	TBD					Farnsworth drawing revision needed to Re-Bid, breakout landscaping as separate package
BP#31(both)	Jetting of structures near end of construction	\$ (5,000)		TBD			Farnsworth drawing revision needed to Re-Bid, breakout landscaping as separate package
BP#31(both)	SWPPP Maintenance	\$ (50,000)		\$ (50,000)			Farnsworth drawing revision needed to Re-Bid, breakout landscaping as separate package
BP#31(both)	Concrete wash out pit	\$ (20,000)		\$ (20,000)			Farnsworth drawing revision needed to Re-Bid, breakout landscaping as separate package
BP#31(both)	PVC Boots ILO Cast Iron	\$ (15,550)		\$ (15,550)			Farnsworth drawing revision needed to Re-Bid, breakout landscaping as separate package
BP#31(both)	Tree size reduction - Variance required from City of Fairview					Consider getting variance from city on tree size	Farnsworth drawing revision needed to Re-Bid, breakout landscaping as separate package
BP#31.1	Option A Walkway Removal - need sitework credit	\$ (10,300)		\$ (10,300)			Farnsworth drawing revision needed to Re-Bid, breakout landscaping as separate package
BP#31.2	Option B Walkway Removal - need sitework credit	\$ (6,650)		\$ (6,650)			Farnsworth drawing revision needed to Re-Bid, breakout landscaping as separate package