

TAX INCREMENT FINANCING REDEVELOPMENT PLAN & PROJECT

July 5, 2016

The City of
MASCOUTAH, IL

MORAN

ECONOMIC DEVELOPMENT

TABLE OF CONTENTS

SECTION	PAGE
I. Introduction	2
II. Eligibility Findings for the Area	3
III. Findings of Need for Tax Increment Financing	15
IV. Redevelopment Plan	17
V. Implementation Strategy.....	20
VI. Amending the TIF Plan.....	26
VII. Reporting and Meeting	27

EXHIBITS

Exhibit A	Boundary Map.	Following Page 4
Exhibit B	Existing Land Use Map	Following Page 8
Exhibit C	Floodplain Area.....	Following Page 12
Exhibit D	Future Land Use Map	Following Page 18

TABLES

Table A	Developed Area EAV Growth Rates	10
Table B	Qualification Factors Matrices	13
Table C	Estimated Budget for Redevelopment Project Costs.....	23

APPENDICES

Appendix A	Legal Description	29
Appendix B	Parcel ID Numbers.....	33
Appendix C	Thouvenot, Wade & Moerchen, Inc. Study	37

SECTION I. INTRODUCTION

On February 16, 2016, the preliminary Eligibility Study for the Tax Increment Financing (“TIF”) Area was presented to the City Council. The Eligibility Study outlined the qualifying factors found in the Area, and this information is referenced within this Redevelopment Plan (“Plan”). At their meeting on July 5, 2016, an updated Eligibility Study was presented and the City Council approved motions to continue the TIF process and to complete this document, the Redevelopment Plan for the Area.

The City of Mascoutah intends to use tax increment financing, as well as other financing programs, if available, and development tools, to ameliorate the blighting conditions of the proposed Redevelopment Project Area and to stimulate private investment. The proposed Redevelopment Project Area as a whole has not been subject to economic growth and will not likely develop without the implementation of a tax increment financing program.

The Plan outlines the anticipated projects and includes the following activities:

- i. Upgrades of utilities and infrastructure. Extension of water and sanitary sewer system to areas not currently being served. Improve the storm water drainage system;
- ii. Storm water management improvements, including construction and improvement of detention pond areas;
- iii. Street, curb and sidewalk improvements and construction;
- iv. Land assembly and marketing of properties;
- v. Development of commercial and/or industrial businesses throughout the area. Specifically, commercial development adjacent to the I-64 interchange and the IL-4 corridor, and commercial/industrial development in the IL-161/IL-4 intersection area;

Tax Increment Financing is permitted by the Illinois Tax Increment Allocation Redevelopment Act (the “Act” or the “TIF Act”), which is found at 65 ILCS 5/11-74.4-1 et. seq. The Act sets forth the requirements and procedures for establishing the Area and the Plan. The Area is identified on various exhibits and descriptions in the following sections. It also should be noted at this time that this Plan does not constitute a suggestion of every allocation of TIF Revenue, nor does it represent or constitute an inference as to the content of any “Redevelopment Agreements” that may be negotiated between the City and any developer.

SECTION II. ELIGIBILITY FINDINGS FOR THE AREA

A. Introduction

In order to establish tax increment financing properties slated for inclusion in the TIF Area must be found to be eligible. The following sections report on the eligibility of these parcels.

B. Statutory Requirements

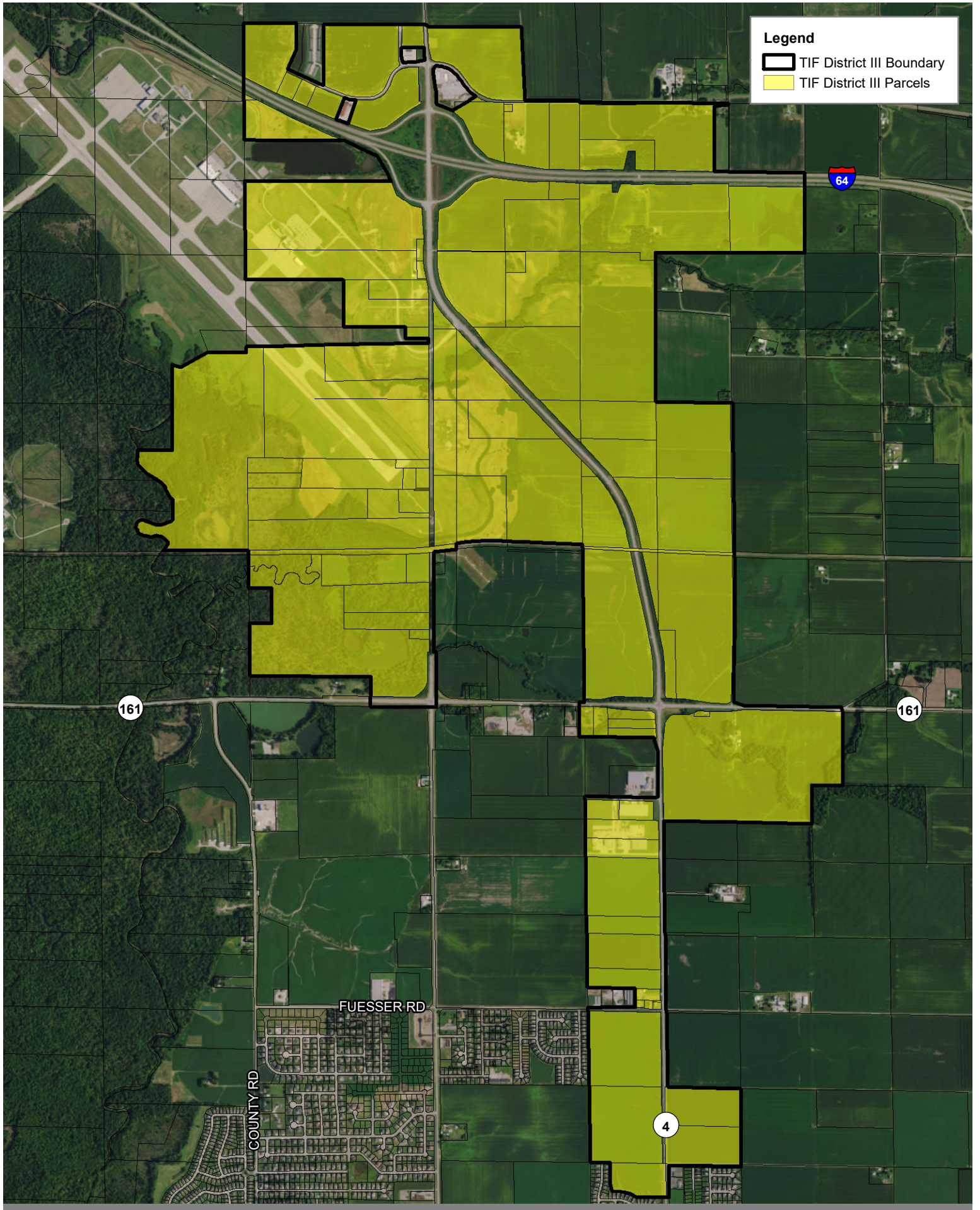
According to the Act, in order for a municipality to qualify properties for tax increment financing, a finding must be made that conditions exist which allow the Area to be classified as a blighted area, a conservation area, a combination of both blighted and conservation areas, or an industrial park conservation area. A map of the area of study (the “Area” or the “Proposed Area”) has been attached as Exhibit A – Boundary Map. Moran Economic Development conducted an evaluation of the physical conditions in the Area, and the findings of this evaluation are outlined below.

The definitions used for qualifying this Area, as defined in the Act, follows:

“Conservation Area” means any improved area within the boundaries of a redevelopment project area located within the territorial limits of the municipality in which 50% or more of the structures in the area have an age of 35 years or more. Such an area is not yet a blighted area but because of a combination of three or more of the following factors is detrimental to the public safety, health, morals or welfare, and such an area may become a blighted area:

1. Dilapidation - An advanced state of disrepair or neglect of necessary repairs to the primary structural components of buildings or improvements in such a combination that a documented building condition analysis determines that major repair is required or the defects are so serious and so extensive that the buildings must be removed.
2. Obsolescence - The condition or process of falling into disuse. Structures have become ill-suited for the original use.
3. Deterioration - With respect to buildings, defects including, but not limited to, major defects in the secondary building components such as doors, windows, porches, gutters and downspouts, and fascia. With respect to surface improvements, that the condition of roadways, alleys, curbs, gutters, sidewalks, off-street parking, and surface storage areas evidence deterioration, including, but not limited to, surface cracking, crumbling, potholes, depressions, loose paving material, and weeds protruding through paved surfaces.
4. Presence of structures below minimum code standards - All structures that do not meet the standards of zoning, subdivision, building, fire, and other governmental codes applicable to property, but not including housing and property maintenance codes.
5. Illegal use of individual structures - The use of structures in violation of applicable federal, State, or local laws, exclusive of those applicable to the presence of structures below minimum code standards.

6. Excessive vacancies - The presence of buildings that are unoccupied or under-utilized and that represent an adverse influence on the area because of the frequency, extent, or duration of the vacancies.
7. Lack of ventilation, light, or sanitary facilities - The absence of adequate ventilation for light or air circulation in spaces or rooms without windows, or that require the removal of dust, odor, gas, smoke, or other noxious airborne materials. Inadequate natural light and ventilation means the absence or inadequacy of skylights or windows for interior spaces or rooms and improper window sizes and amounts by room area to window area ratios. "Inadequate sanitary facilities" refers to the absence or inadequacy of garbage storage and enclosure, bathroom facilities, hot water and kitchens, and structural inadequacies preventing ingress and egress to and from all rooms and units within a building.
8. Inadequate Utilities - Underground and overhead utilities such as storm sewers and storm drainage, sanitary sewers, water lines, and gas, telephone, and electrical services that are shown to be inadequate. Inadequate utilities are those that are: (i) of insufficient capacity to serve the uses in the redevelopment project area, (ii) deteriorated, antiquated, obsolete, or in disrepair, or (iii) lacking within the redevelopment project area.
9. Excessive land coverage and overcrowding of structures and community facilities - The over-intensive use of property and the crowding of buildings and accessory facilities onto a site. Examples of problem conditions warranting the designation of an area as one exhibiting excessive land coverage are: the presence of buildings either improperly situated on parcels or located on parcels of inadequate size and shape in relation to present-day standards of development for health and safety and the presence of multiple buildings on a single parcel. For there to be a finding of excessive land coverage, these parcels must exhibit one or more of the following conditions: insufficient provision for light and air within or around buildings, increased threat of spread of fire due to the close proximity of buildings, lack of adequate or proper access to a public right-of-way, lack of reasonably required off-street parking, or inadequate provision for loading and service.
10. Deleterious land use or layout - The existence of incompatible land-use relationships, buildings occupied by inappropriate mixed-uses, or uses considered to be noxious, offensive, or unsuitable for the surrounding area.
11. Lack of community planning - The proposed redevelopment project area was developed prior to or without the benefit or guidance of a community plan. This means that the development occurred prior to the adoption by the municipality of a comprehensive or other community plan or that the plan was not followed at the time of the area's development. This factor must be documented by evidence of adverse or incompatible land-use relationships, inadequate street layout, improper subdivision, parcels of inadequate shape and size to meet contemporary standards, or other evidence demonstrating an absence of effective community planning.
12. The area has incurred Illinois Environmental Protection Agency or United States Environmental Protection Agency remediation - costs for, or a study conducted by an independent consultant recognized as having expertise in environmental remediation has determined a need for, the clean-up of hazardous waste, hazardous substances,



Legend

- TIF District III Boundary
- TIF District III Parcels

EXHIBIT A - BOUNDARY MAP
TIF DISTRICT III
 Mascoutah, IL



or underground storage tanks required by State or federal law, provided that the remediation costs constitute a material impediment to the development or redevelopment of the redevelopment project area.

13. The total equalized assessed value of the Proposed Redevelopment Project Area has declined for 3 of the last 5 calendar years - prior to the year in which the redevelopment project area is designated or is increasing at an annual rate that is less than the balance of the municipality for 3 of the last 5 calendar years for which information is available or is increasing at an annual rate that is less than the Consumer Price Index for All Urban Consumers published by the United States Department of Labor or successor agency for 3 of the last 5 calendar years prior to the year in which the redevelopment project area is designated.

“Blighted Area” means any improved or vacant area within the boundaries of a redevelopment project area located within the territorial limits of the municipality where, if vacant, the sound growth of the redevelopment project area is impaired by a combination of 2 or more of the following factors, each of which is (i) present, with that presence documented, to a meaningful extent so that a municipality may reasonably find that the factor is clearly present within the intent of the Act and (ii) reasonably distributed throughout the vacant part of the redevelopment project area to which it pertains:

1. Obsolete platting of vacant land - that results in parcels of limited or narrow size or configurations of parcels of irregular size or shape that would be difficult to develop on a planned basis and in a manner compatible with contemporary standards and requirements, or platting that failed to create rights-of-way for streets or alleys or that created inadequate right-of-way widths for streets, alleys, or other public rights-of-way or that omitted easements for public utilities.
2. Diversity of ownership - of parcels of vacant land sufficient in number to retard or impede the ability to assemble the land for development.
3. Tax and special assessment delinquencies - exist or the property has been the subject of tax sales under the Property Tax Code within the last 5 years.
4. Deterioration of structures or site improvements in neighboring areas adjacent to the vacant land.
5. The area has incurred Illinois Environmental Protection Agency or United States Environmental Protection Agency remediation - costs for, or a study conducted by an independent consultant recognized as having expertise in environmental remediation has determined a need for, the clean-up of hazardous waste, hazardous substances, or underground storage tanks required by State or federal law, provided that remediation costs constitute a material impediment to the development or redevelopment of the redevelopment project area.
6. The total equalized assessed value of the proposed redevelopment project area has declined for 3 of the last 5 calendar years - prior to the year in which the redevelopment project area is designated or is increasing at an annual rate that is less than the balance of the municipality for 3 of the last 5 calendar years for which information is available or is increasing at an annual rate that is less than the Consumer Price Index for All Urban Consumers published by the United States

Department of Labor or successor agency for 3 of the last 5 calendar years prior to the year in which the redevelopment project area is designated.

Or, if vacant, the sound growth of the redevelopment areas is impaired by one of the following factors that (i) is present, with that presence documented, to a meaningful extent so that a municipality may reasonably find that the factor is clearly present with the intent of the Act and (ii) is reasonably distributed throughout the vacant part of the redevelopment project area to which it pertains:

1. The area consists of one or more unused quarries, mines, or strip mine ponds.
2. The area consists of an unused rail yards, rail tracks or railroad rights-of-way.
3. The area, prior to its designation, is subject to chronic flooding which adversely impacts on real property in the area as certified by a registered professional engineer or appropriate regulatory agency.
4. The area consists of an unused or illegal disposal site containing earth, stone, building debris, or similar materials that were removed from construction, demolition, excavation, or dredge sites.
5. Prior to November 1, 1999, the area is not less than 50 nor more than 100 acres and 75% of which is vacant (notwithstanding that the area has been used for commercial agricultural purposes within 5 years prior to the designation of the redevelopment project area), and the area meets at least one of the factors itemized in paragraph (1) of this subsection, the area has been designated as a town or City center by ordinance or comprehensive plan adopted prior to January 1, 1982, and the area has not been developed for that designated purpose.
6. The area qualified as a blighted improved area immediately prior to becoming vacant, unless there has been substantial private investment in the immediately surrounding area.

C. Methodology of Investigation

Various techniques and methods of research and field surveys were utilized in determining the eligibility of the properties in question, including:

- On-site field examination of the Proposed Area by experienced property inspectors on the staff of Moran Economic Development. These personnel are trained in techniques and procedures of determining conditions of properties, buildings, streets, utilities, etc. and the subsequent use and analysis of this research to determine TIF eligibility.
- Contacts with City officials and other individuals knowledgeable about conditions and history in and of the Proposed Area, the age and condition of buildings and site improvements, development patterns, real estate matters, and related items.
- Use of definitions contained in the Act.
- Examination of maps, aerial photographs, and historic data related to the Proposed Area including St. Clair County real property tax assessment records.

- Review of information related to flooding issues in the City, including a report prepared for the Area by Thouvenot, Wade & Moerchen, Inc. (“TWM”), and applicable FEMA documentation.
- Examination and analysis of Equalized Assessed Values (“EAV” or “Property Values”) of properties in the potential TIF area.
- Adherence to basic findings of need as established by the Illinois General Assembly in establishing tax increment financing, which became effective on January 10, 1977 and has been subsequently amended.

D. Eligibility Findings for the Area

In making the determination of eligibility for an Area, it is not required that each and every property and/or building individually qualify, but it is the Area as a whole that must be determined to be eligible. An analysis of the physical conditions and presence of qualifying factors within the Area was performed. In addition to the analysis an inventory of existing land use was determined and outlined on the attached Exhibit B – Existing Land Use Map.

The findings of this analysis, outlined and detailed below, demonstrate that the Area is found to be a combination “blighted area” and “conservation area” as defined within the Act. While the Area was reviewed for all of the factors listed above in Section B, the following summarizes only the factors that exist within the Area:

The Area that is proposed for tax increment financing encompasses 96 parcels of property and rights-of-way in the City of Mascoutah. Generally, this Area encompasses parcels north of I-64 and follows IL-4 south, taking in adjacent parcels until reaching the Prairie View Estates subdivision. Beginning in the northern portion of the City’s corporate boundary, the Area takes in properties adjacent to the I-64 interchange. On the western side of IL-4 the Area takes in parcels adjacent to Hayden Dr, and on the eastern side the parcels south of Perrin Rd are taken in. Back along IL-4 the Area continues south, taking in properties on both the eastern and western sides of the roadway, including airport and adjacent property on the western side. Upon reaching IL-161 the area extends east of IL-4 to take in the parcel along the City’s eastern boundary, and continues south along IL-4 taking in the properties on the western side. The Area follows the City’s corporate boundary line and briefly extends east of IL-4 before taking in the property north of the Prairie View Estates subdivision, which makes up the southern portion of the Area’s boundary.

The boundary map for the Area has been attached as Exhibit A.

QUALIFICATIONS OF THE DEVELOPED PORTION OF THE AREA

- **Age of Structures**
Continuous use and exposure to the elements (varied temperatures, moisture, etc.) over an extended period of time adversely affects structures both aesthetically and structurally. Additionally, older buildings tend not to be ideal for modern-day uses as they often fail to meet contemporary development standards; a result of being constructed prior to the emergence of more rigorous guidelines.

As stated, 50% or more of the structures must have an age of 35 years or greater for a developed area to qualify as a “conservation area.” City and County records, photographs,

and aeriels were all used to document the presence of this factor. Additionally, field investigations were performed by Moran Economic Development.

There are 33 structures in the Area, 22 of which are 35 years of age or greater (67%). Per County property records the average age of these structures is 63 years old, with the average year of construction being 1953. Thus, the developed portion of the Area could be reviewed for its compliance with the “conservation” criteria.

The qualifying factors for developed land found in the Act were researched to determine eligibility for these properties. The following is the review of existing factors in the Area that would qualify it as a “Conservation Area.”

- **Obsolescence**

The Act defines this eligibility criterion as the condition or process of falling into disuse, in that structures become functionally obsolete when they contain characteristics or deficiencies which limit the use and marketability of those buildings after the original intended use ceases. Buildings can also become economically obsolete, demonstrated by stagnant or declining assessed valuation and lack of viable tenants for commercial space.

Of the 21 developed parcels, 13 are taxable properties. Nearly 40% of these taxable parcels have declined in EAV since 2010, combining for a loss of nearly \$100,000 in EAV for the City over the past 6 years. As such, the Area would qualify for this factor.

- **Deterioration**

Deteriorated conditions were present in 19 of the 28 structures in the Area (68%), and in 20 of the 21 developed parcels (95%). The field survey of main building conditions in the Area found 19 buildings to have notable defects in the secondary structural components, including roofs, windows, foundations, and fascia materials. These examples were evenly distributed throughout the Area both geographically and within the various land uses. This is not uncommon in an area with nearly 70% of the structures being over the age of thirty-five. With the average age of the structures being approximately 63 years old, much of the signs of deterioration can be attributed to general age and exposure to the elements.

The primary road serving the Area is IL-4. While it is in adequate condition for the most part, some of the side roads throughout the proposed district lack proper surfacing and curb and gutter. City officials have been active in improving the oil and chip roads with proper pavement upgrades, and it remains as a goal for the future. In other portions of the proposed district, parking lots and entry ways or driveways within lack proper pavement and exhibit clear signs of deterioration.

Overall, deteriorated conditions in some form were present in 20 out of 21 of the developed parcels (95%) in the Area, thus it would qualify for this factor.

- **Inadequate Utilities**

There is some need for utility upgrades and future improvements throughout the Area. Underground and overhead utilities such as storm sewers and storm drainage, sanitary sewers, water lines, etc., are generally lacking within the Area.

City engineers indicated the existing water lines in the Area range from 15-17 years old, and are PVC pipe. In terms of inadequacies of the existing system, a booster station would likely be required in order to accommodate any business with a large demand. The Area is

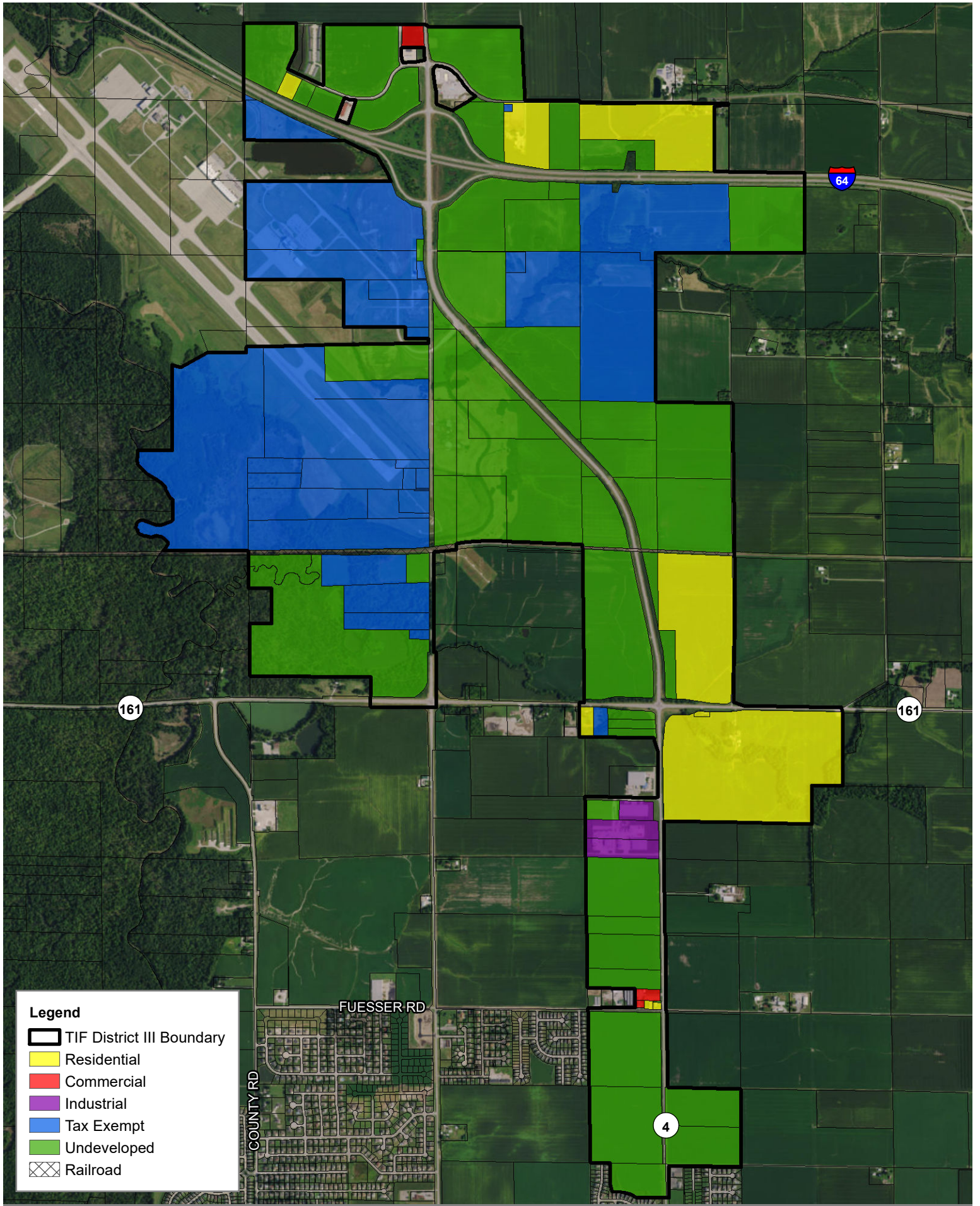


EXHIBIT B - EXISTING LAND USE
TIF DISTRICT III
 Mascoutah, IL



lacking water lines throughout, in particular the following locations: along IL-4, from just south of IL-161 to MidAmerica Airport; and along IL-161 from IL-4 to N County Rd. Engineers have also noted that the lack of waterlines throughout the Area poses issues with fire protection.

The water tower approximately 23 years old, but is in adequate condition. However, there are needed upgrades planned for the near future.

The sanitary sewer that exists in the Area consists of PVC pipe lines and is approximately 7 years old. The lines are limited throughout the Area, with existing lines serving only the properties along IL-4 south of IL-161.

The sewer treatment plant has seen upgrades through an expansion that occurred approximately 25 years ago. Currently, the plant is under-sized for its ability to serve any future growth in the Area. City engineers confirmed that a new plant is needed, and plans for construction are in place to be completed in the future.

There are considerable issues with the storm sewers and storm drainage throughout the Area, which is the subject of the study prepared by TWM and attached as Appendix C. City officials and personnel at MidAmerica Airport indicated that flooding within the Area occurs on a frequent basis, despite drainage improvements made during construction of the airport and its facilities. Flooding occurs in the Area primarily where the Crooked Creek channel crosses IL-4, and is related to storm flows where water is not naturally or effectively attenuated. TWM makes recommendations for regional storm water detention via a large, central detention pond or by several regional detention ponds in critical watershed locations. Additionally, the report goes on to recommend that the existing water detention improvements in the Area north of I-64 be enlarged to mitigate potential downstream flooding of the area. These improvements would be costly, as a preliminary estimation of potential project costs associated with the storm water management in the Area exceeds \$2.8M.

A significant portion of the developed parcels in the Area (76%) exhibit some form of the inadequate utilities outlined in previous paragraphs. Thus, the Area would qualify for this factor.

▪ **Deleterious Land Use or Layout**

Incompatible land-use relationships typically occur when the function of one land use negatively impacts the adjacent land uses. Hours of operation, vehicular traffic, noise, security lighting, truck delivery traffic, and utilizing the public right-of-way as part of a loading zone or parking lot are all factors that can negatively impact adjacent lots of different land uses.

In many instances there are residential land uses in areas where the highest and best use of the property is for commercial or industrial purposes. This can be limiting for the City in terms of tax revenues, both in sales and property taxes. Another indication of this factor is that these properties are currently zoned industrial or commercial, yet are not being used as such.

Ultimately, this factor was found in 14 (67%) of the developed parcels, and thus the Area does qualify for this criteria. Additionally, this factor contributes to a lack of community planning, an eligibility factor discussed below.

▪ **Lack of Community Planning**

Much of the Area (76%) suffers from a lack of community planning. The City's comprehensive plan had not been established when the Area was developed and the land was subdivided. An example of this factor is the deleterious land use or layout found in the Area. This is detailed previously, and is a result of the lack of community planning and guided development in the City.

Additional indications of a lack of community planning are the inadequate shape and size of parcels. There are numerous examples of large properties that were subdivided in irregular shapes and sizes, which is a reflection of the fact that no land use plan was followed in the formation of parcel lines. Property assembly and or parcel splits would likely be required for much of the Area to be developed to its highest and best use, which are additional barriers for development.

As a result, the Area qualifies for this factor.

▪ **Stagnant or Declining Property Values**

Equalized assessed valuation (EAV) information was reviewed by the staff of Moran Economic Development to determine whether or not the Area qualifies for this factor. Table A depicts annual growth rates both for the developed parcels in the Area and the balance of the City, which is the total EAV of Mascoutah minus the EAV of the developed parcels in the project Area, dating back to assessment year 2010.

TABLE A - DEVELOPED AREA EAV GROWTH RATES

YEAR	MASCOUTAH ¹	DEVELOPED PARCELS ²	%	BALANCE ³	%
2015	\$133,685,697	\$2,120,160	2.12%	\$131,565,537	-1.68%
2014	\$135,893,371	\$2,076,193	0.28%	\$133,817,178	2.04%
2013	\$133,208,119	\$2,070,370	7.45%	\$131,137,749	3.29%
2012	\$128,893,424	\$1,926,742	-5.80%	\$126,966,682	4.61%
2011	\$123,417,312	\$2,045,321	-0.78%	\$121,371,991	1.93%
2010	\$121,134,943	\$2,061,430	1.62%	\$119,073,513	5.77%

¹Total City Equalized Assessed Value (EAV). Source: St. Clair County Clerk

²Total EAV of the Developed Parcels in the Project Area. Source: St. Clair County Supervisor of Assessments

³Total City EAV Minus the EAV of the Developed Parcels in the Project Area

This analysis shows that the developed parcels in the Area have had stagnant growth and increased at a lower rate than the balance of the City for three of the past five years (those years shown in bold). While the Act only requires the Area have lower growth rates for three of the previous five years, data dating back to 2009 shows that the developed portion of the Area actually had lower growth rates than the City for four of the last six years. Thus, the developed portion of the Area qualifies for this blighting factor.

QUALIFICATIONS OF THE VACANT PORTIONS OF THE AREA

In addition to the developed parcels, the qualifying factors for undeveloped land found in the Act were researched to determine eligibility for these properties.

The first step towards establishing eligibility in an undeveloped portion of a municipality is to determine whether or not such undeveloped property is considered vacant. "Vacant land" is defined in the Act (also Sec. 11-74.4-2) as follows:

...any parcel or combination of parcels of real property without industrial, commercial, and residential buildings which has not been used for commercial agricultural purposes within 5 years prior to the designation of the redevelopment area, unless the parcel is included in an industrial park conservation area or the parcel has been subdivided; provided that if the parcel was part of a larger tract that has been divided into 3 or more smaller tracts that were accepted for recording during the period from 1950-1990, then the parcel shall be deemed to have been subdivided, and all proceedings and actions of the municipality taken in that connection with respect to any previously approved or designed redevelopment project area or amended redevelopment project area are hereby validated and hereby declared to be legally sufficient for all purposes of this Act. For the purposes of this Section and only for land subject to the subdivision requirements of the Plat Act, land is subdivided when the original plat of the proposed Redevelopment Project Area or relevant portion thereof has been properly certified, acknowledged, approved, and recorded or filed in accordance with the Plat Act and a preliminary plat, if any, for any subsequent phases of the proposed Redevelopment Project Area or relevant portion thereof has been properly approved and filed in accordance with the applicable ordinance of the municipality.

Once undeveloped property is found to be "vacant," such vacant area may be found to be a blighted area based on certain factors. Researching various records using the St. Clair County Assessment and Tax Information System, it has been determined that there are 75 parcels of land found to be vacant. Of the 75 vacant parcels, there are 36 parcels of real property without industrial, commercial, or residential buildings. Additionally, these parcels have not been used for commercial agricultural purposes within the five year period preceding this redevelopment plan. The remaining 39 parcels have been used for commercial agricultural purposes within the five year period prior to the creation of this Redevelopment Plan. These parcels have been subdivided in accordance with the Plat Act, however, and as such can be considered vacant land.

Since the Area was found to be vacant, the qualifying factors for vacant land found in the Act were researched to determine eligibility for these properties. The following is the review of qualifying factors in this portion of the Area.

▪ **Obsolete Platting**

Approximately 53% of the undeveloped parcels (and a larger percentage of the undeveloped acreage) exhibit obsolete platting. There are numerous examples of undeveloped properties with platting that failed to create rights-of-way for streets or roadways, and as such these parcels are landlocked by other properties. Development on these parcels can be very difficult due to the lack of proper access to the property. Other parcels suffer from platting in irregular shapes or sizes. These parcels are unlikely to be utilized properly due to their incompatibility with contemporary standards and requirements for development. This results in over 800 acres of undeveloped property that is unlikely to be utilized to its highest and best use due to limitations created by obsolete platting. As such, the undeveloped portion of the Area qualifies for this factor.

▪ **Deterioration of Structures or Site Improvements in Neighboring Areas**

Deterioration was evident during field investigations of the neighboring areas adjacent to the undeveloped properties in the proposed Area. The deteriorating building and surface

conditions noted above (developed portion) affect the undeveloped portion of the Area as well, as many of the undeveloped parcels are adjacent to developed parcels exhibiting some form of deteriorated site improvements. This condition affects 59% of the undeveloped portion of the Area, and as such would qualify for this factor.

DETERMINATION OF STAND ALONE FACTORS IN VACANT PORTIONS OF THE AREA

In addition to the above qualifications for vacant property, the Act finds that if the sound growth of the redevelopment Area is impaired by a factor that is present (with that presence documented to a meaningful extent) and reasonably distributed throughout the vacant part of the redevelopment project Area it may qualify under an additional set of eligibility criteria.

▪ The Area is Subject to Chronic Flooding

The area, prior to its designation, is subject to chronic flooding which adversely impacts on real property in the area as certified by a registered professional engineer or appropriate regulatory agency. The National Flood Insurance Program Flood Insurance Rate Map panel is shown in Exhibit C, which depicts the flood hazard zones found in the Area. Additionally, the flooding issues were detailed previously in the “Inadequate Utilities” portion of the developed area qualifications, as the Area was the subject of a report prepared for the City by TWM (Appendix C). The report identifies the flood hazard and designated wetland areas that are in the Area which contribute to chronic flooding. Additionally, the report makes recommendations for storm water mitigation in the form of water detention ponds, totaling an estimated cost of over \$2.8M. As such, the Area would qualify for this factor.

E. Summary of Factors

It is found that the developed portion of the Area contains conditions that would qualify it as a Conservation Area; the number of buildings that are 35 years or older exceeds the statutory threshold of 50%, with 22 of the 33 structures (67%) being at least 35 years old; and the Area contains at least six qualifying factors present to a qualifying degree. The factors which cause the Area to qualify are present to a meaningful extent and are distributed throughout the Area. The following is a summary of those factors:

Obsolescence – 38% of the taxable parcels are found to be economically obsolete, with those parcels resulting in nearly \$100,000 in lost EAV since 2010.

Deterioration – 95% of the parcels and 73% of the buildings exhibit deteriorated conditions in some form.

Inadequate Utilities – 76% of the parcels exhibit inadequate utilities in some form.

Deleterious Land Use or Layout – 67% of the parcels exhibit conditions representative of deleterious land use or layout.

Lack of Community Planning – 76% of the developed portion of the Area exhibits this factor.

Stagnant or Declining EAV Growth Rates – the developed properties in the Area have had lower annual growth rates than the balance of the City for three of the last five years.

It is found that the undeveloped portion of the Area contains conditions that would qualify it as a Blighted Area. It exhibits an incidence of two qualifying factors, which are present to a

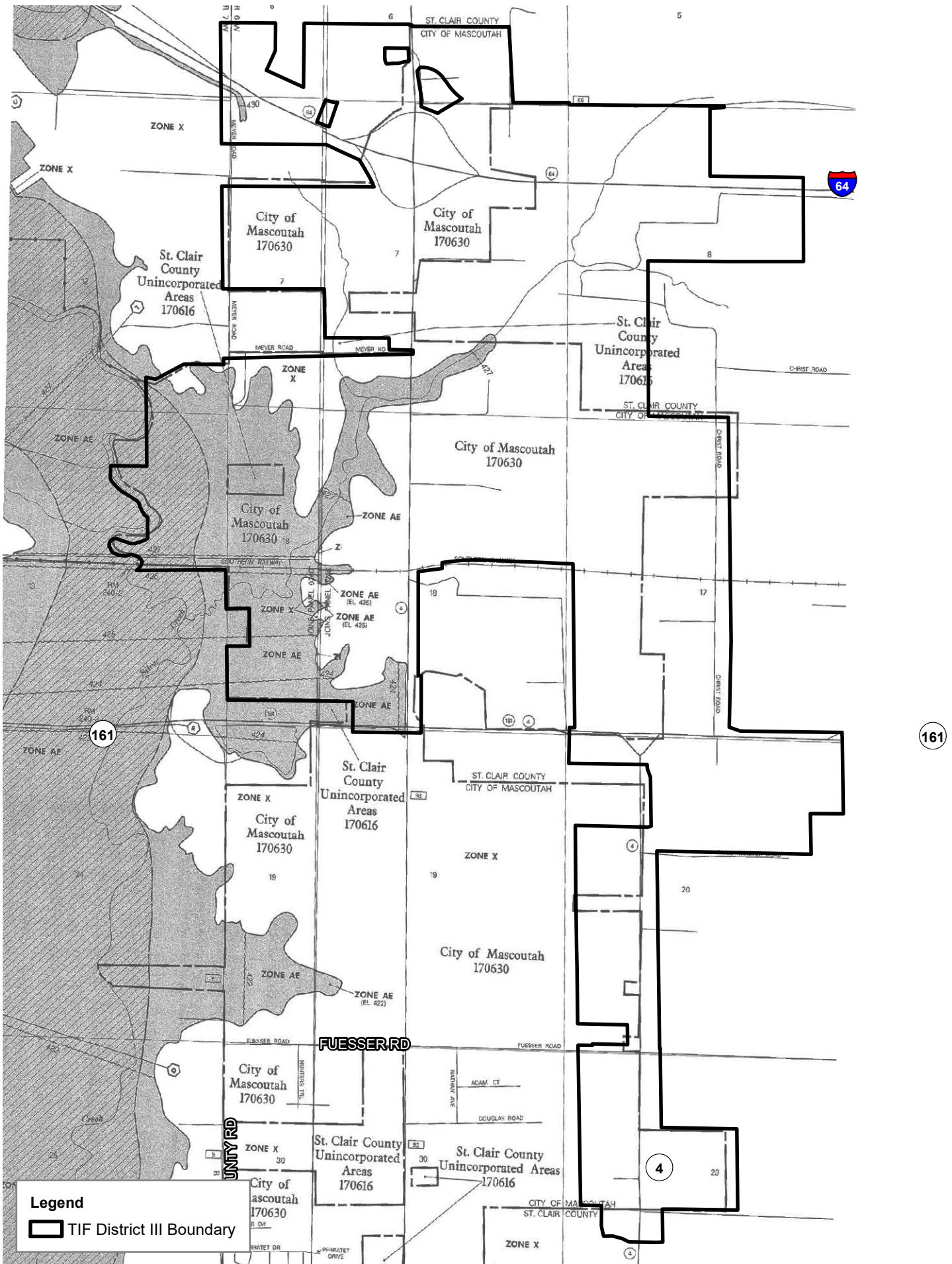


EXHIBIT C - FLOODPLAIN AREA
TIF DISTRICT III
 Mascoutah, IL



meaningful extent and are distributed throughout the Area. The following summarizes those factors:

Obsolete Platting – 53% of the undeveloped parcels exhibited some form of obsolete platting.

Deterioration of Adjacent Parcels – 59% of the undeveloped parcels are adjacent to parcels exhibiting conditions of deteriorated site improvements.

Additionally, there are stand-alone factors in vacant portions of the Area.

The Area is Subject to Chronic Flooding – A study from the engineering firm Thouvenot, Wade & Moerchen, Inc., attached as Appendix C, details the flooding and storm water drainage issues found in the Area.

All of the qualifying factors are presented in Table B.

TABLE B - QUALIFICATION FACTORS MATRICES

TOTAL PARCELS IN TIF DISTRICT		96	
Developed Land			
Number of Parcels		21	
Number of Structures		33	
Buildings Over 35 Years of Age	22	67%	
Dilapidation	1	3%	
Obsolescence*	5	38%	
<i>Structure Deterioration</i>	24	73%	
<i>Surface Deterioration</i>	20	95%	
Total Deterioration	20	95%	
Structures Below Minimum Code		Not Determined	
Illegal Use of Structures		Not Determined	
Excessive Vacancies	0	0%	
Lack of Ventilation, Light, or Sanitary Facilities	0	0%	
Inadequate Utilities	16	76%	
Excessive Land Coverage	0	0%	
Deleterious Land Use or Layout	14	67%	
Lack of Community Planning	16	76%	
EPA Remediation Costs		Not Determined	
Low EAV Growth for 3 of the Last 5 Years		YES	
Total # of Factors Existing		7	
Factors Existing to a Qualifying Extent		6	
50% or More of Area has 3 or More Factors Plus Age		YES	

*Economic Obsolescence of Taxable Parcels

TABLE B - QUALIFICATION FACTORS MATRICES (CONT.)

Undeveloped Land	
Number of Vacant Parcels	75
Obsolete Platting	YES
Diversity of Ownership	NO
Tax Delinquent	NO
Deterioration in Adjacent Areas	YES
EPA Remediation Costs	NO
Low EAV Growth for 3 of the Last 5 Years	NO
2 of the 6 Preceding Factors	YES
Stand Alone Factors	
Unused Quarries, Mines, or Strip Mine Ponds	NO
Unused Rail Yards, Rail Tracks, or Railroad Rights-of-Way	NO
Area, Prior to its Designation, is Subject to Chronic Flooding	YES
Illegal Disposal Site	NO
Between 50-100 Acres Undeveloped for Designated Purpose	NO
Qualified as Blighted Improved Area	NO
1 of the 6 Preceding Factors	YES

F. Conclusion

The developed portion of the Area is impacted by seven blighting factors, plus age. Six of those factors are reasonably distributed and present to a meaningful extent. As such, the developed portion of the Area is found to exceed the threshold required to be a considered “conservation area”.

The undeveloped portion of the Area is impacted by two of six blighting factors. Those factors are reasonably distributed and are present to a meaningful extent. Additionally, the undeveloped area is impacted by one of six stand-alone factors. As such, the undeveloped portion of the Area is found meet the threshold required to be considered a “blighted area”.

It is, therefore, found that the Redevelopment Project Area contains conditions that qualify it as a “combination area,” and that these parcels will continue to exhibit conditions that will worsen without a program of intervention to induce private and public investment in the area. The conditions that exist are detrimental to the Area as a whole, to the long term interests of the City, and to the other taxing districts. This tax increment program should serve to reduce or eliminate the factors which cause the Area to qualify under the TIF Act.

Therefore, after a thorough review of the factors present, the conclusion of this report is that the Proposed Area qualifies for tax increment financing. The City Council should review this analysis and, if satisfied, proceed with the recognition of these findings, the adoption of the Redevelopment Plan, and the establishment of the Mascoutah TIF III Redevelopment Area.

SECTION III. FINDINGS OF NEED FOR TAX INCREMENT FINANCING

The above study determined that the Area qualifies for tax increment financing as a combination of both a “blighted area” and “conservation area.” In addition to this determination, the Act requires that additional criteria be met before adopting a Redevelopment Plan. These additional findings follow.

A. The Redevelopment Area Exceeds the Statutory Minimum Size

The Area proposed for tax increment financing encompasses 96 parcels of developed and undeveloped property, rights-of-way, and City and County property totaling approximately 2,365 acres. The City, therefore, meets this requirement, as the Area contains more than the required 1 ½-acre minimum as defined in the Act. The full description of the Area is written in Appendix A – Legal Description.

B. The Redevelopment Project Area is Contiguous

The Mascoutah TIF III Redevelopment Area is contiguous and contained within a single perimeter boundary. Therefore, the City meets this requirement. The Area as is fully described in the attached Legal Description – Appendix A.

C. All Properties Included will Substantially Benefit

The City believes that the implementation of tax increment financing will substantially benefit all properties included in the Redevelopment Project Area.

D. The Area, on the Whole, is not Subject to Growth

The Area has generated little growth in real property taxes and there has been insignificant private investment in the Area, as a whole, to enhance the tax base of the City or of the other affected taxing districts. The balance of the City (those parcels outside of the Area) has had higher annual growth rates than the Area for four of the past six years. Additionally, the balance of the City has outperformed the Area by over 20% in terms of total EAV growth since 2010. The blighting conditions present in the Area, in particular the flooding issues detailed in Appendix C, severely limit growth. These parcels cannot reasonably be anticipated to further redevelop without the adoption of tax increment financing. Therefore this requirement is met.

E. The TIF Plan and Project Conform with the City’s Community Plan

The City has determined that this Redevelopment Plan is consistent with the goals and objectives of the comprehensive plan. All future development in the Redevelopment Project Area will conform to applicable codes and ordinances as may be in effect at that time.

F. The Redevelopment Plan Meets the Statutory Timeframe

The estimated date for the completion of the Redevelopment Plan shall be no later than twenty-three (23) years from the adoption of the Redevelopment Project Area by the City. If available and deemed appropriate by the City, obligations incurred to finance improvements in the Area will be repaid by incremental revenues, which may be supplemented with funds from other sources such as local taxes, State or Federal loans or grants.

G. The Area Would not be Developed But For Tax Increment Financing

The City finds that the Area has not currently, nor would reasonably be, developed without the use of tax increment revenues. The City pledges that such incremental revenues will be obligated for the development and revitalization of the Redevelopment Area as provided in the Act. The positions of those expressed in the private sector indicate that the activities outlined for the Area cannot be expected to occur “but for” assistance from tax increment financing.

H. The Assessment of Financial Impacts on Taxing Districts is Outlined

The City of Mascoutah will find that the financial impact or increased demand for facilities or services resulting from the implementation of the Redevelopment Project on local taxing districts is minimal. Potential negative impact upon local taxing districts due to the proposed area is expected to be minimal since this Plan does not include high-service uses, and due to the fact that the Area is not now creating significant incremental revenue compared to the City. New Developments would, potentially, create jobs and sales tax and would contribute to the local economy in ways far beyond simple incremental increases.

Negative effects upon said districts will also be minimized through the inclusion of projects that will benefit them. Utility, roadway, and access improvements will be beneficial to emergency service providers, as well as the general public in and around the Redevelopment Project Area. Without development in the Area, which is currently minimal, local taxing districts fail to benefit from tax revenues generated by new development, or from any future redevelopment projects.

Once this Plan and related projects have been implemented, and the anticipated commercial development has occurred, the resulting EAV increases will generate a far higher level of property tax revenues to the local taxing districts than would otherwise have occurred.

The City, to the extent that surplus revenues become available, will distribute such revenues on a pro-rata basis to local taxing bodies whenever possible.

SECTION IV. REDEVELOPMENT PLAN

A. Introduction

This section presents the Redevelopment Plan for the Mascoutah TIF III Redevelopment Project Area. Pursuant to the Tax Increment Allocation Redevelopment Act, when the finding is made that an Area qualifies as either a conservation area, a blighted area, a combination of both conservation and blighted areas, or an industrial park conservation area, a Redevelopment Plan must be prepared. A Redevelopment Plan is defined in the Act in the following manner:

...the comprehensive program of the municipality for development or redevelopment intended by the payment of redevelopment project costs to reduce or eliminate those conditions the existence of which qualified the redevelopment project area as a blighted area or conservation area or combination thereof or industrial park conservation area, and thereby to enhance the tax bases of the taxing districts which extend into the Redevelopment Project Area.

B. Future Land Use Plan

The Future Land Use Plan for the Redevelopment Project Area is shown in Exhibit D. All Redevelopment Projects shall be subject to the provisions of the City's ordinances and other applicable codes as may be in existence and may be amended from time to time.

C. Objectives

The objectives of the Redevelopment Plan are to:

1. Reduce or eliminate those conditions that qualify the Redevelopment Area as eligible for tax increment financing;
2. Prevent the recurrence of those qualifying conditions which exist within the Area;
3. Enhance the real estate tax base for the City of Mascoutah and all other taxing districts which extend into the Area;
4. Encourage and assist private development within the Redevelopment Project Area through the provision of financial assistance for new development as permitted by the Act. This will provide for expanded employment opportunities that will strengthen the economic base of the City and surrounding areas;
5. Complete all public and private actions required in this Redevelopment Plan in an expeditious manner so as to maximize TIF opportunities.

D. Policies

Appropriate policies have been, or will be, developed by the City of Mascoutah in regards to this Redevelopment Plan and Project. These policies include, but are not limited to, the following:

1. Use TIF-derived revenues to accomplish the specific public-side activities and actions outlined in the Implementation Strategy of the Plan.
2. Utilize City staff and consultants to undertake those actions necessary to accomplish the specific public-side activities as outlined in the Implementation Strategy of the Plan.
3. Actively market the Redevelopment Project Area to private-side developers.

4. Provide financial assistance, as permitted by the Act, to encourage private-side developers to complete those certain private actions and activities as outlined in this Plan.
5. Seek out additional sources of revenue to help “kick start” development and redevelopment activities in the Redevelopment Project Area.
6. Monitor the public and private actions and activities occurring within the Area.
7. Complete the specified actions and activities in an expeditious manner, striving to minimize the length of the existence of the Area.

These policies may be additionally amended from time to time as determined by the City.

E. Redevelopment Project

To achieve the objectives of the TIF redevelopment project, a number of activities will need to be undertaken. An essential element of the Redevelopment Plan is a combination of private developments in conjunction with public investments and infrastructure improvements. Improvements and activities necessary to implement the Redevelopment Plan may include, but are not limited to, the following:

1. Private Redevelopment Activities

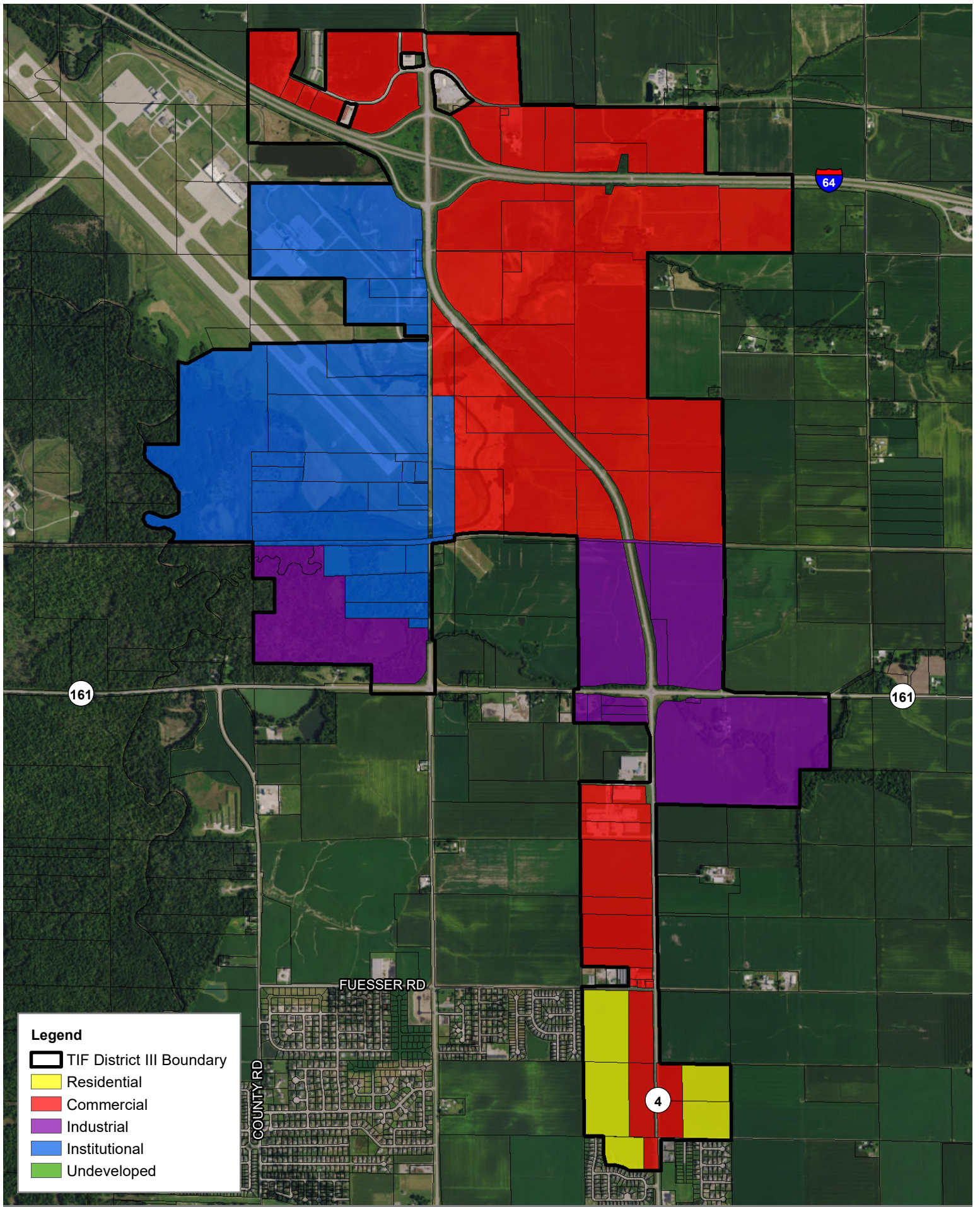
The private activities proposed for the Mascoutah TIF III Redevelopment Project Area may include, but are not limited to:

- On-site infrastructure upgrades including streets and sidewalks and other utility upgrades;
- Extension of utility systems to underserved properties;
- Storm water management infrastructure;
- Recruitment of new development to the City;
- Marketing of available properties adjacent to the I-64 interchange;
- Marketing of available properties along the IL-4 corridor;

2. Public Redevelopment Activities

Public improvements and support activities will be used to induce and complement private investment. These may include, but are not limited to:

- Costs of engineering, architectural, or professional studies related to economic development of the Area;
- Land assembly and site preparation;
- General utility improvements, including extension of existing systems to those properties without service;



Legend







-  TIF District III Boundary
-  Residential
-  Commercial
-  Industrial
-  Institutional
-  Undeveloped

EXHIBIT D - FUTURE LAND USE
TIF DISTRICT III
 Mascoutah, IL



- Improvements related to storm water management;
- General street improvements and upgrades of the existing street network;
- Marketing of properties within the TIF District Area for recruitment of business purposes;
- Financing costs, including those related to the issuance of obligations; Interest cost incurred by a redeveloper related to the construction, renovation or rehabilitation of a redevelopment project;
- Relocation costs, to the extent that a municipality determines that relocation costs shall be paid, or is required to make payment of relocation costs by federal or state law;

SECTION V. IMPLEMENTATION STRATEGY

A. Introduction

The development and follow-through of a well-devised implementation strategy is an essential element in the success of any Redevelopment Plan. In order to maximize program efficiency, take advantage of both current and future interest in the Area, and with full consideration of available funds, a phased implementation strategy will be employed. This will allow the City to better manage public expenditures used to spur development within the Area by addressing public concerns.

In order to maintain an appropriate balance between private investment and public improvements, the City will work to adopt the Redevelopment Plan. Once the Plan is adopted, the City will negotiate redevelopment agreements with private developers who will propose the use of tax increment funds to facilitate a Redevelopment Project.

B. Estimated Redevelopment Project Costs

Costs that may be incurred by the City as a result of implementing a Redevelopment Plan may include, without limitation, project costs and expenses and any other costs that are eligible under the Act. Such itemized costs include the following:

1. The costs of studies, surveys, development of plans, and specifications, implementation and administration of the Redevelopment Plan including but not limited to staff and professional service costs for architectural, engineering, legal, financial, planning or other services.
2. The cost of marketing sites within the Redevelopment Project Area to prospective businesses, developers, and investors.
3. Property assembly costs, including but not limited to acquisition of land and other property, real or personal, or rights or interest therein, demolition of buildings, site preparations, site improvements that serve as an engineered barrier addressing ground level or below ground environmental contamination, including, but not limited to parking lots and other concrete or asphalt barriers, and the clearing and grading of land.
4. Costs of rehabilitation, reconstruction or repair or remodeling of existing public or private buildings, fixtures, and leasehold improvements; and the cost of replacing an existing public building if pursuant to the implementation of a Redevelopment Project the existing public building is to be demolished to use the site for private investment or devoted to a different use requiring private investment.
5. Cost of construction of public works or improvements, not to include the cost of constructing a new municipal building principally used to provide offices, storage space, or conference facilities or vehicle storage, maintenance, or repair for administrative, public safety, or public works personnel and that is not intended to replace an existing public building unless the municipality makes a reasonable determination in the Redevelopment Plan, supported by information that provides the basis for that determination, that the new municipal building is required to meet an increase in the need for public safety purposes anticipated to result from the implementation of the Redevelopment Plan.

6. Cost of job training and retraining projects, including the cost of “welfare to work” programs implemented by businesses located within the Redevelopment Project Area.
7. Financing costs, including but not limited to, all necessary and incidental expenses related to the issuance of obligations, and which may include payment of interest on any obligations issued there under accruing during the estimated period of construction of any Redevelopment Project for which such obligations are issued and for not exceeding thirty-six (36) months thereafter, and including reasonable reserves related thereto.
8. To the extent the municipality by written agreement approves the same, all or a portion of a taxing district’s capital costs resulting from the Redevelopment Project necessarily incurred or to be incurred within a taxing district in furtherance of the objectives of the Redevelopment Plan and Project.
9. An elementary, secondary, or unit school district’s increased costs attributable to assisted housing units located within the Area for which the developer or redeveloper receives financial assistance through an agreement with the municipality or because the municipality incurs the cost of necessary infrastructure improvements within the boundaries of the assisted housing sites necessary for the completion of that housing.
10. Relocation costs to the extent that a municipality determines that relocation costs shall be paid or is required to make payment of relocation costs by federal or state law.
11. Payments in lieu of taxes.
12. Costs of job training, retraining, advanced vocational education or career education, including but not limited to courses in occupational, semi-technical or technical fields leading directly to employment, incurred by one or more taxing districts, provided that such costs (i.) are related to the establishment and maintenance of additional job training, advanced vocational education or career education programs for persons employed or to be employed by employers located in a Redevelopment Project Area; and (ii.) when incurred by a taxing district or taxing districts other than the municipality, are set forth in a written agreement by or among the municipality and the taxing district or taxing districts, which agreement describes the program to be undertaken, including but not limited to the number of employees to be trained, a description of the training and services to be provided, the number and type of positions available or to be available, itemized costs of the program and sources of funds to pay for the same, and the term of the agreement. Such costs include, specifically, the payment by community college districts of costs pursuant to Sections 3-37, 3-38, 3-40 and 3-40.1 of the Public Community College Act and by school districts of costs pursuant to Sections 10-22.20a and 10-23.3a of the School Code.
13. Interest cost incurred by a redeveloper related to the construction, renovation or rehabilitation of a Redevelopment Project provided that:

- i. Such costs are to be paid directly from the special tax allocation fund established pursuant to this Act;
 - ii. Such payments in any one-year may not exceed 30% of the annual interest costs incurred by the redeveloper with regard to the Redevelopment Project during that year;
 - iii. If there are not sufficient funds available in the special tax allocation fund to make the payment pursuant to this paragraph then the amounts so due shall accrue and be payable when sufficient funds are available in the special tax allocation fund;
 - iv. The total of such interest payments paid pursuant to this Act may not exceed 30% of the total (i) cost paid or incurred by the redeveloper for the Redevelopment Project plus (ii) Redevelopment Project costs excluding any property assembly costs and any relocation costs incurred by a municipality pursuant to this Act;
14. Unless explicitly stated within the Act, the cost of construction of new privately-owned buildings shall not be an eligible Redevelopment Project cost.
 15. None of the Redevelopment Project costs enumerated above shall be eligible redevelopment costs if those costs would provide direct financial support to a retail entity initiating operations in the Redevelopment Project Area while terminating operations at another Illinois location within 10 miles of the Redevelopment Project Area but outside the boundaries of the Redevelopment Project Area municipality.

C. Estimated Budget for Redevelopment Project Costs

The estimated costs associated with the eligible public redevelopment activities are presented in Table C. This estimate includes reasonable and necessary costs incurred or estimated to be incurred during the implementation of the Plan. The estimated costs are subject to change as specific plans and designs are themselves subject to change.

TABLE C - ESTIMATED BUDGET FOR REDEVELOPMENT PROJECT

DESCRIPTION	ESTIMATED COST
Costs of studies, surveys, development of plans and specifications, including staff and professional service costs for architectural, engineering, legal, environmental, marketing, or other services;	\$175,000
Property assembly costs; including acquisition of land and other property, real or personal; demolition of structures, site preparation, and the clearing and grading of land;	\$950,000
Costs of rehabilitation, reconstruction, repair, or remodeling of existing public or private buildings, fixtures, or leasehold improvements;	\$1,225,000
Costs of the construction of public works or improvements (construction or reconstruction of rights of way, additional safety barriers, streets, roadways, curbs and gutters, street lighting, sidewalks, bicycle pathways, and public utilities, including storm and sanitary sewers, and lift stations);	\$1,450,000
Costs associated with storm water detention, including land acquisition, site preparation and excavation, pipework, seeding and strawing, etc.;	\$2,800,000
Financing costs; including those related to the issuance of obligations; interest cost incurred by a redeveloper related to the construction, renovation, or rehabilitation of a redevelopment project;	\$1,300,000
Relocation costs to the extent that the municipality determines that these costs shall be paid, or is required to make payment of relocation costs by federal or state law;	\$200,000
TOTAL ESTIMATED BUDGET	\$8,100,000

Expenditures in individual categories may differ from those shown above; however, the total amount of the Estimated Redevelopment Project Costs will not exceed \$8,100,000 plus any additional interest and financing costs as may be required.

D. Most Recent Equalized Assessed Valuation

The most recent total equalized assessed valuation for the Redevelopment Project Area is approximately \$2,480,352. The County Clerk of St. Clair County will verify the Base EAV amount upon the adoption of the City ordinances approving tax increment financing, creating the Redevelopment Project Area, and approving the Mascoutah TIF III Redevelopment Plan and Project. As mentioned prior, a list of all parcels within the Area is attached as Appendix B – Parcel ID Numbers.

E. Redevelopment Valuation

Contingent on the adoption of the Mascoutah TIF III Redevelopment Plan and Project, and commitment by the City to the Redevelopment Program, it is anticipated that private developments and/or improvements will occur within the Redevelopment Project Area.

After discussions with the City, it has been estimated that private investment will increase the equalized assessed valuation (EAV) by approximately \$3,500,000. This figure is in present day dollars, and takes into account only the investment driven valuation increase. Therefore, after redevelopment, the total estimated EAV, in present day dollars, will be approximately \$6,000,000.

F. Source of Funds

The primary source of funds to pay for Redevelopment Project costs associated with implementing the Redevelopment Plan shall be funds collected pursuant to tax increment allocation financing to be adopted by the City. Under such financing, tax increment revenue, in the form of increases in the equalized assessed value (EAV) of property in the Redevelopment Project Area, shall be allocated to a special fund each year (the "Special Tax Allocation Fund"). The assets of the Special Tax Allocation Fund shall be used to pay Redevelopment Project Costs within the entire Area, and retire any obligations incurred to finance Redevelopment Project Costs.

In order to expedite the implementation of the Redevelopment Plan and construction of the public improvements, the City of Mascoutah, pursuant to the authority granted to it under the Act, may issue bonds or other obligations to pay for eligible Redevelopment Project Costs. These obligations may be secured by future revenues to be collected and allocated to the Special Tax Allocation Fund.

If available, revenues from other public and private economic development funding sources will be utilized. These may include state and federal programs, local retail sales tax, land disposition proceeds from the sale of land in the Area, and applicable revenues from any abutting tax increment financing areas in the City. In turn, this tax increment financing Area may also provide monies to abutting tax increment financing areas in the City.

G. Nature and Term of Obligation

The principal source of funding for the Redevelopment Project will be the deposits into the Special Tax Allocation Fund of monies received from taxes on the increased value of real property in the Area.

In order to expedite the implementation of the Redevelopment Plan, the City of Mascoutah, pursuant to the authority granted to it under the Act, may issue obligations to pay for the Redevelopment Project Costs. These obligations may be secured by future amounts to be collected and allocated to the Special Allocation Fund. Such obligations may take the form of any loan instruments authorized by the Act. Such loans or obligations may be issued pursuant to this Redevelopment Plan, for a term not to exceed 20 years, bearing an annual interest rate as permitted by law.

Revenues received in excess of 100% of funds necessary for the payment of principal and interest on the obligations, and not earmarked for other Redevelopment Project Costs or early retirement of such obligations, may be declared as surplus and become available for pro rata distribution annually to the taxing bodies to the extent that this distribution of surplus does not impair the financial viability of the Redevelopment Project.

H. Fair Employment Practices and Affirmative Action

The City of Mascoutah will insure that all public and private redevelopment activities are constructed in accordance with fair employment practices and affirmative action. The City will additionally insure that all recipients of tax increment financing assistance adhere to these policies.

I. Certifications

The Illinois TIF statute declares that if a redevelopment project area contains 75 or more inhabited residential units then a municipality shall prepare a separate housing impact study. If,

however, the municipality certifies that the redevelopment plan will not result in displacement of residents from 10 or more residential units then no housing impact study is required.

Although the Area contains less than 75 inhabited residential units, the City of Mascoutah hereby certifies that the Mascoutah TIF III Redevelopment Plan and Project will not result in the displacement of residents from 10 or more inhabited residential units. The City hereby certifies that this Plan will not result in the removal of inhabited housing units which contain households of low-income or very low-income persons as these terms are defined in the Illinois Affordable Housing Act. If the removal of inhabited housing units which contain households of low-income or very low-income persons were to occur, the City would first be required to prepare a separate housing impact study and provide affordable housing and relocation assistance not less than that which would be provided under the federal Uniform Relocation Assistance and Real Property Acquisition Act of 1970 and the regulations under the Act, including the eligibility criteria, as required by 65 ILCS 11-74.4-3(n)(7).

SECTION VI. AMENDING THE TIF PLAN

The Mascoutah TIF III Redevelopment Plan and Project may be additionally amended in accordance with the provisions of the Tax Increment Allocation Redevelopment Act, 65 ILCS 5/11-74.4-1, et. seq.

SECTION VII. REPORTING AND MEETING

The City shall adhere to all reporting and meeting requirements as provided for in the Act.

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APPENDIX A

LEGAL DESCRIPTION

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APPENDIX A – LEGAL DESCRIPTION

Lot 12 of the Southeast Quarter of Section 12, Lots 1, 6, 8, 9, 10 and 11 of the Northeast Quarter of Section 13, all in Township 1 North, Range 7 West of the Third Principal Meridian, St. Clair County, IL.

Also,

Part of the South Half of Section 6, part of Sections 7 and 8, part of the West Half of Section 17, and part of Sections 18, 20 and 29, all in Township 1 North, Range 6 West of the Third Principal Meridian, St. Clair County, Illinois and being more particularly described as follows:

Beginning at the northeast corner of The Plaza Phase 1, reference being had to the plat thereof in the St. Clair County Recorder's Office in Document A02085026; thence easterly on the easterly extension of the north line of said The Plaza Phase 1 to the east right of way line of Illinois State Route 4; thence southerly on said east right of way line to the northerly line of PIN 10-06.0-400-017; thence easterly on said northerly line of PIN 10-06.0-400-017 to the west line of Lot 17 of the Southeast Quarter of said Section 6; thence southerly on said west line of Lot 17 to the north right of way line of Perrin Road; thence easterly on said north right of way line of Perrin Road to the east line of said Section 6; thence southerly on said east line of Section 6 to the northwest corner of said Section 8; thence easterly on the north line of said Section 8 to the northeast corner of PIN 10-08.0-100-006; thence southerly on the east line of said PIN 10-08.0-100-006 to the northerly right of way line of F.A.I. Route 64; thence easterly on said northerly right of way line of F.A.I. Route 64 to the east line of the West Half of the East Half of said Section 8; thence southerly on said east line of the West Half of the East Half of Section 8 to the south line of the North Half of said Section 8; thence westerly on said south line of the North Half of said Section 8 to the northeast corner of the Plat of Lots 7A, 7B, 8 and 9 of said Section 8; thence southerly on the east line of said Plat of Lots 7A, 7B, 8 and 9, and the Original Subdivision of said Section 8, to the north line of said Section 17; thence east on the north line of said Section 17 to the easterly right of way line of Christ Road; thence southerly on said east right of way line of Christ Road to the northerly right of way line of S.B.I. Route 161; thence easterly on said northerly right of way line of S.B.I. Route 161 to the west line of Richter Estates, reference being had to the plat thereof in the St. Clair County Recorder's Office in Plat Book 72 on page 61; thence southerly on said west line of Richter Estates and the southerly extension thereof to the southeast corner of Lot 2 of the Original Subdivision of said Section 20; thence westerly on the south line of said Lot 2 of the Original Subdivision of Section 20 to the northeast corner of the Southeast Quarter of the Northeast Quarter of said Section 20; thence southerly on the east line of said Southeast Quarter of the Northeast Quarter of Section 20 to the southeast corner of the North Half of the Southwest Quarter of said Northeast Quarter of Section 20; thence westerly on the south line of said North Half of the Southwest Quarter of the Northeast Quarter of Section 20 and the westerly extension thereof to the east right of way line of said Illinois State Route 4 (aka N. Jefferson Street); thence Southerly on said east right of way line of Illinois State Route 4 (aka N. Jefferson Street) to the north line of the Plat of Lots 1 through 4 of said Section 29; thence easterly on the north line of said Plat of Lots 1 through 4 of said Section 29 to the east line of said Plat of Lots 1 through 4 of Section 29; thence southerly on said east line of Plat of Lots 1 through 4 of Section 29 to the north line of Crown Pointe Phase 1, reference being had to the plat thereof in the St. Clair County Recorder's Office in Document Number A02186128; thence westerly on the north line of Crown Pointe Phase 1 and the westerly extension thereof to the westerly right of way line of said Illinois State Route 4 (aka N. Jefferson Street); thence southerly on said westerly right of way line of Illinois State Route 4 (aka N. Jefferson Street) to the north line of Prairie View Estates Phase 1, reference being had to the plat thereof in the St. Clair County Recorder's Office in Document Number A02008629; thence westerly on the north lines of said Prairie View Estates Phase 1 to the easterly line of Prairie View Estates Phase 2, reference being had to the plat thereof in the St. Clair County Recorder's Office in Document Number A02023219; thence northerly on said east line of Prairie View Estates Phase 2 to the north line of said Prairie View Estates Phase 2; thence westerly on said northerly line of Prairie View Estates Phase 2 to the west line of said Section 29; thence northerly on the west line of said Section 29 and the northerly extension thereof to the north right of way line of Fuesser Road; thence easterly on said north right of way line of Fuesser Road to the east line of Kappert's Subdivision; reference being had to the plat thereof in the St. Clair County Recorder's Office in Document Number A01736969; thence northerly on said east line of Kappert's Subdivision to the north line of said Kappert's Subdivision; thence westerly on said north line of Kappert's Subdivision and

the westerly extension thereof to the east line of Lot 17 of the Southeast Quarter of said Section 19; thence northerly on said east line of Lot 17 and the northerly extension thereof to the northerly right of way line of Air World Centre Way; thence easterly on said northerly right of way line of Air World Centre Way to the westerly right of way line of said Illinois State Route 4 (aka N. Jefferson Street); thence northerly on said Illinois State Route 4 (aka N. Jefferson Street) to the south line of Netal Estates; reference being had to the plat thereof in the St. Clair County Recorder's Office in Plat Book 85 on page 11; thence westerly on said south line of Netal Estates to the southwest corner of Lot 2 of said Netal Estates; thence northerly on the west line of said Lot 2 of Netal Estates to the northerly right of way line of said S.B.I. Route 161; thence easterly on said northerly right of way line of said S.B.I. Route 161 to the east line of said Section 18; thence northerly on said east line of Section 18 to the northerly right of way line of the Norfolk Southern Railroad; thence westerly on said northerly right of way line of the Norfolk Southern Railroad to the west right of way line of North 6th Street; thence southerly on said west right of way line of North 6th Street to the northerly right of way line of said S.B.I. Route 161; thence westerly on said northerly right of way line of S.B.I. Route 161 to the west line of Lot 10 of the Original Subdivision of said Section 18; thence northerly on said west line of Lot 10 of the Original Subdivision of Section 18 to the south line of Lot 19 of the Original Subdivision of said Section 18; thence westerly on said south line of Lot 19 and Lot 16 of the Original Subdivision of said Section 18 to the west line of Section 18; thence northerly on the west lines of said Sections 18, 7, and 6 to the south line of Lot 13 of the Original Subdivision of said Section 6; thence easterly on the said south line of Lot 13 of the Original Subdivision of said Section 6 to the Point of Beginning.

Except PINs:

10-06.0-101-002
10-06.0-301-008
10-06.0-303-002
10-06.0-400-021
10-07.0-100-004
10-07.0-200-023
10-07.0-300-010
10-07.0-300-011
10-18.0-300-004

The above tract contains 2,364 acres more or less.

Also,

Excepting therefrom, any portion of the above described tract lying within public and railroad right of way.

APPENDIX B

PARCEL ID LIST

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APPENDIX B - PARCEL ID NUMBERS

09-13.0-200-006	10-07.0-300-012	10-18.0-100-005	10-20.0-100-005
10-06.0-300-006	10-07.0-300-013	10-18.0-100-007	10-20.0-100-007
10-06.0-300-008	10-07.0-300-014	10-18.0-100-008	10-20.0-100-010
10-06.0-301-007	10-07.0-300-015	10-18.0-100-009	10-20.0-100-011
10-06.0-302-001	10-07.0-400-001	10-18.0-100-010	10-20.0-100-012
10-06.0-302-002	10-07.0-400-004	10-18.0-100-012	10-20.0-100-013
10-06.0-303-001	10-07.0-400-005	10-18.0-100-013	10-20.0-100-014
10-06.0-400-017	10-07.0-400-006	10-18.0-100-014	10-20.0-100-017
10-06.0-400-019	10-07.0-400-007	10-18.0-100-015	10-20.0-100-018
10-07.0-100-006	10-08.0-100-004	10-18.0-100-016	10-20.0-200-001
10-07.0-100-011	10-08.0-100-005	10-18.0-200-002	10-20.0-300-002
10-07.0-100-012	10-08.0-100-006	10-18.0-200-005	10-20.0-300-008
10-07.0-101-001	10-08.0-200-007	10-18.0-200-006	10-20.0-300-018
10-07.0-101-003	10-08.0-300-001	10-18.0-200-007	10-20.0-300-021
10-07.0-200-005	10-17.0-100-001	10-18.0-200-008	10-20.0-300-022
10-07.0-200-008	10-17.0-100-002	10-18.0-300-001	10-20.0-300-025
10-07.0-200-009	10-17.0-100-003	10-18.0-300-007	10-20.0-300-026
10-07.0-200-011	10-17.0-100-004	10-18.0-300-016	10-20.0-301-005
10-07.0-200-016	10-17.0-100-005	10-18.0-300-018	10-20.0-301-006
10-07.0-200-019	10-17.0-300-001	10-18.0-300-019	10-29.0-100-003
10-07.0-200-025	10-17.0-505-001	10-18.0-300-020	10-29.0-100-004
10-07.0-300-002	10-17.0-505-002	10-18.0-300-021	10-29.0-100-005
10-07.0-300-006	10-18.0-100-002	10-18.0-505-001	10-29.0-100-006
10-07.0-300-007	10-18.0-100-004	10-20.0-100-004	10-29.0-303-025

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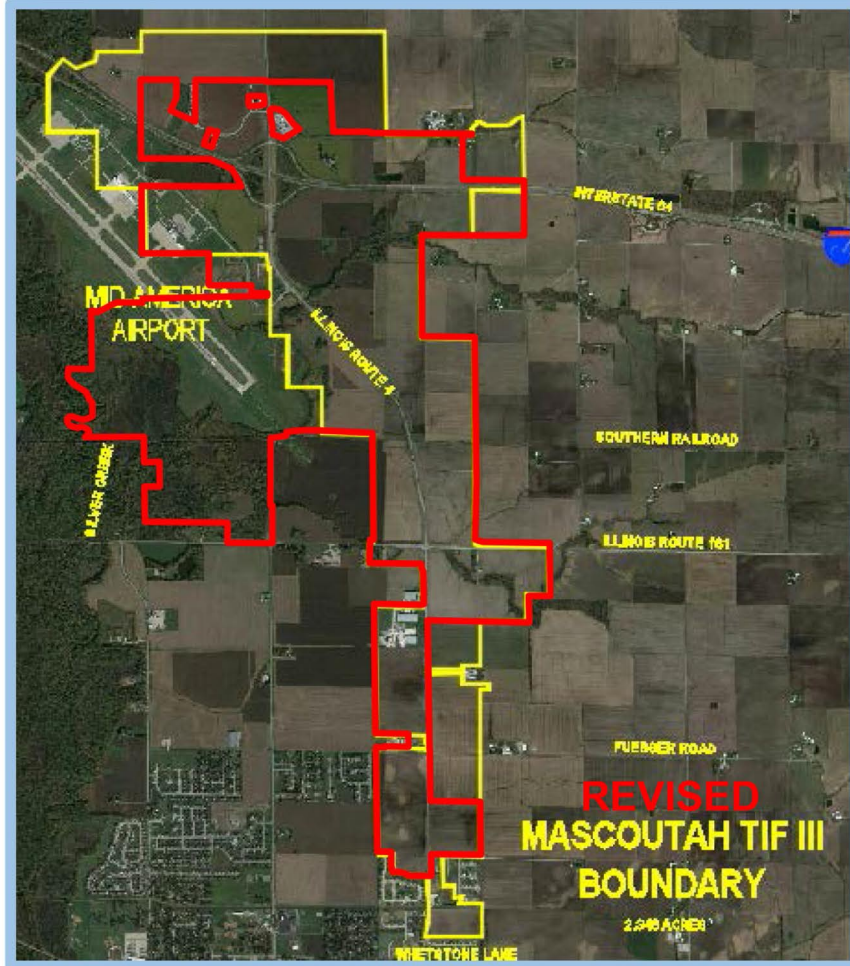
APPENDIX C

THOUVENOT, WADE & MOERCHEN, INC. STUDY

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City of Mascoutah

2016 TIF III Update



Client

City of Mascoutah

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Tel. No. 618.566.2964

Fax No. 618.566.4897

E-mail: Cityhall@mascoutah.com

Consulting Engineer

Thouvenot, Wade & Moerchen, Inc.

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Swansea, Illinois 62226

Tel. No. 618.624.4488

Fax No. 618.624.6688



ENGINEERS ♦ LAND SURVEYORS ♦ PLANNERS

WWW.TWM-INC.COM

January, 2016

General

This report has been prepared at the request of the City of Mascoutah to provide an update to a previous letter report that was completed by TWM, Inc. in 2006 that assessed criteria for determination of the eligibility of the Mascoutah TIF III District as it pertained to the Illinois TIF Act legislation. The original Mascoutah TIF III District designated in 2006 comprised an area of 1468 acres and was deemed that it would comply with the requirements of the TIF Act, Text Section P.A. 93-0298, effective July 23, 2003, and Section 11-74.4-3 (c) ii. This TIF Act section states that surface water that discharges from all or a part of the (TIF) area and contributes to flooding within the same watershed, is eligible as long as the redevelopment project provides for facilities or improvements to contribute to the alleviation of all or part of the flooding. With the addition of recently annexed areas to the City and subsequent expansion of the Mascoutah TIF III boundaries, this report will update the determination of the TIF III District to comply with the provisions of the TIF Act.

Location and Land Usage

The 2016 Mascoutah TIF III District comprises a land area of 2346± acres in the northern portion of the City of Mascoutah (refer to **Exhibit 1 – City of Mascoutah TIF III Boundary Limits**). The annexation of additional parcels has increased the TIF District area by 878 acres from its 2006 boundaries.

The District includes properties surrounding the Interstate 64 / Illinois Route 4 interchange, a portion of Mid-America's Airport property generally north and east of the main runway, and parcels of property adjacent to Illinois Route 4 from the Interstate 64 interchange southerly to just south of the Mascoutah Surface Water Protection Drainage Ditch. Existing land usage in the area is categorized by agricultural land, airport property, and commercial areas. (Refer to **Exhibit 2 – Existing General Land Usage**).

The TIF III District is impacted by the Mid-America Airport Hazard Zones which encroach and bisect the TIF III District from Northwest to Southeast. (Refer to **Exhibit 3 – Airport Hazard Zones**).

Zoning in the TIF III District is controlled by the City of Mascoutah and is designated in **Exhibit 4 – City of Mascoutah Zoning**.

Watersheds

The Mascoutah TIF III District is bounded on its west by the Silver Creek Watershed. This watershed impacts the District in the fact that the 100 year flood plain of Silver Creek encroaches and bisects a portion of the TIF III District causing backwater from Silver Creek to flood a portion of the TIF III District. Refer to **Exhibit 5 – 100 Year Flood Plain Limits**).

The topography of the TIF III District that drains to the Silver Creek watershed is very flat causing drainage to be ineffective within the TIF III District. Three watersheds convey surface storm water to Silver Creek. The first watershed is generally located northwest of the Interstate 64/Illinois Route 4 interchange. This watershed conveys water southerly to a large retention pond located northeast of the Mid-America Airport runway. This pond discharges its flows northwesterly to the Silver Creek Watershed. A second watershed and also the largest watershed in the TIF III District is commonly referred to as the Crooked Creek Watershed. This watershed is a two-fingered watershed that commences northeast and easterly of the TIF III District and flows generally southwesterly along the southern edge of the Mid-America Airport runway to Silver Creek. This watershed receives backwater from Silver Creek during the 100 year storm event, and is also impacted during lesser storm events. The third watershed within the TIF III District is generally located along Illinois Route 161 and conveys storm water flows from east to west to Silver Creek.

Designated Flood Hazard Areas

Flood Hazard Areas for the City of Mascoutah TIF III District are designated on FEMA Flood Insurance Rate Maps:

- 17163C0230D
- 17163C0235D
- 17163C0240D
- 17163C0245D

Exhibit 5 – 100 Year Flood Plain Limits delineates areas within the TIF III District that are subject to flooding. We have also designated where 100 year base flood elevations occur and delineated the 100 year water surface elevations.

Designated Wetland Areas

The National Wetlands Inventory Map delineates several location within the Mascoutah TIF III District that are classified as wetland. The wetland areas within the TIF III District are as follows (Refer to **Exhibit 6 – Wetland Areas**):

1. A wetland area south of the intersection of Illinois Route 161 and Machine Shop Road designated as PF101A (Palustrine System, Forested Class, Broad-Leaf Deciduous Subclass, temporarily flooded water regime), and PSS1A (Palustrine System, Scrub Shrub Class, Broad Leaf Deciduous Sub-class, temporarily flooded).
2. A wetland area located south of Illinois Route 161 and just west of the aforementioned wetland being designated as PEMA (Palustrine System, Emergent Class, and Temporarily Flooded Water Regime).
3. A freshwater pond designated as PUBGh (Palustrine System, Un-consolidated Bottom Class, Intermittently Exposed Water Regime, Diked / Impounded) located roughly equidistant between Farm Tractor Road and Fuesser Road and 2640 feet east of Illinois Route 4.
4. A wetland area designated as PEMAf (Palustrine System, Emergent Class, Temporarily Flooded Water Regime, Farmed), located southwest of the intersection of Illinois Route 4 and Fuesser Road.
5. A wetland area located west of Illinois Route 4 and southeast of the Mid-America Airport runway designated as PEM/AB3FH (Palustrine System, Emergent Class / Aquatic Bed, Rooted Vascular, Permanently Flooded).
6. A freshwater pond located southwest of the Interstate 64 / Illinois Route 4 intersection designated as PUBGx (Palustrine System, Unconsolidated Bottom, Intermittently Exposed, and Excavated).
7. A freshwater lake located west of the aforementioned pond being designated as L1UBHx (Lacustrine, Limnetic, Unconsolidated Bottom, Permanently Flooded, Excavated)
8. A wetland area located northwest of the Interstate 64 and Illinois Route 4 interchange designated as PUBGh (Palustrine System, Un-consolidated Bottom, Intermittently Exposed, Diked / Impounded)
9. A wetland area located immediately north of Interstate 64 and east of Illinois Route 4 designated as PUBGx ((Palustrine System, Un-consolidated Bottom, Intermittently Exposed, and Excavated).
10. Two wetland areas located north of Interstate 64 and in the easterly portion of the TIF III District both being classified as PUBGh (Palustrine System, Unconsolidated Bottom, Intermittently Exposed, Diked Impounded)
11. A wetland area at the westerly terminus of the TIF III District near Interstate 64 designated as PF01A (Palustrine System, Forested Class, Broad-Leaf Deciduous Sub-class, temporarily flooded water regime).
12. A large wetland area in the Crooked Creek watershed south of Interstate 64 and east of Illinois Route 4 being designated PF101A (Palustrine System, Forested Class, Broad-Leaf Deciduous Subclass, temporarily flooded water regime), and two smaller wetlands south of this wetland being PUBFh (Palustrine System, Un-consolidated Bottom, Semi-permanently Flooded, Dike Impounded)

Watershed Flooding Areas

Past discussions with City of Mascoutah personnel and Mid-America Airport personnel have indicated that flooding of areas within the TIF III District occurs on a recurrent basis. Flooding continues to occur in the areas near the Mid-America Airport facility despite the drainage improvements that were made to the facility during its initial construction. It has been acknowledged that flooding occurs on the eastern side of the airport runway and extends up the Crooked Creek channel that crosses Illinois Route 4. Airport facility personnel have also indicated that sub-surface water in the runway area is affecting the stability of the runway itself and they have noted some minor differential settlement of the runway.

Flooding in the area is related to uncontrolled storm flows in the TIF III District where storm water flows are not naturally or effectively attenuated. Any development in the area without the implementation of storm water controls will exacerbate the flooding. The expansion of the TIF III District particularly the western expansion towards Silver Creek are areas where storm water control will be essential to prevent increased flooding.

In order to alleviate the flooding that is occurring in the TIF III District watershed area, we would recommend that regional storm water detention be provided in critical areas of the TIF III District. This could be undertaken by the construction of either a single large storm water detention pond or more effectively, several regional storm water detention ponds placed in critical watershed locations. Placement of a storm water detention facility or facilities would likely be in the area immediately east of Illinois Route 4 prior to the eastern watershed channel crossing Illinois Route 4. In addition, we would recommend the storm water retention facilities that have recently been constructed north of Interstate 64 be enlarged to mitigate potential flooding downstream of this area. While the design and construction of these facilities is beyond the scope of this letter report, we would anticipate that the storm water detention facilities particularly the eastern watershed detention facility will be of significant size to have the desired result to reduce flooding.

We have provided a preliminary opinion of probable construction cost for the various storm water facilities on the tabular sheet that follows.



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OPINION OF PROBABLE CONSTRUCTION COST

CONSULTING ENGINEERS

LAND SURVEYORS

PLANNERS

Project: Mascoutah TIF III - Storm Water Detention Costs
Project No.: 150764

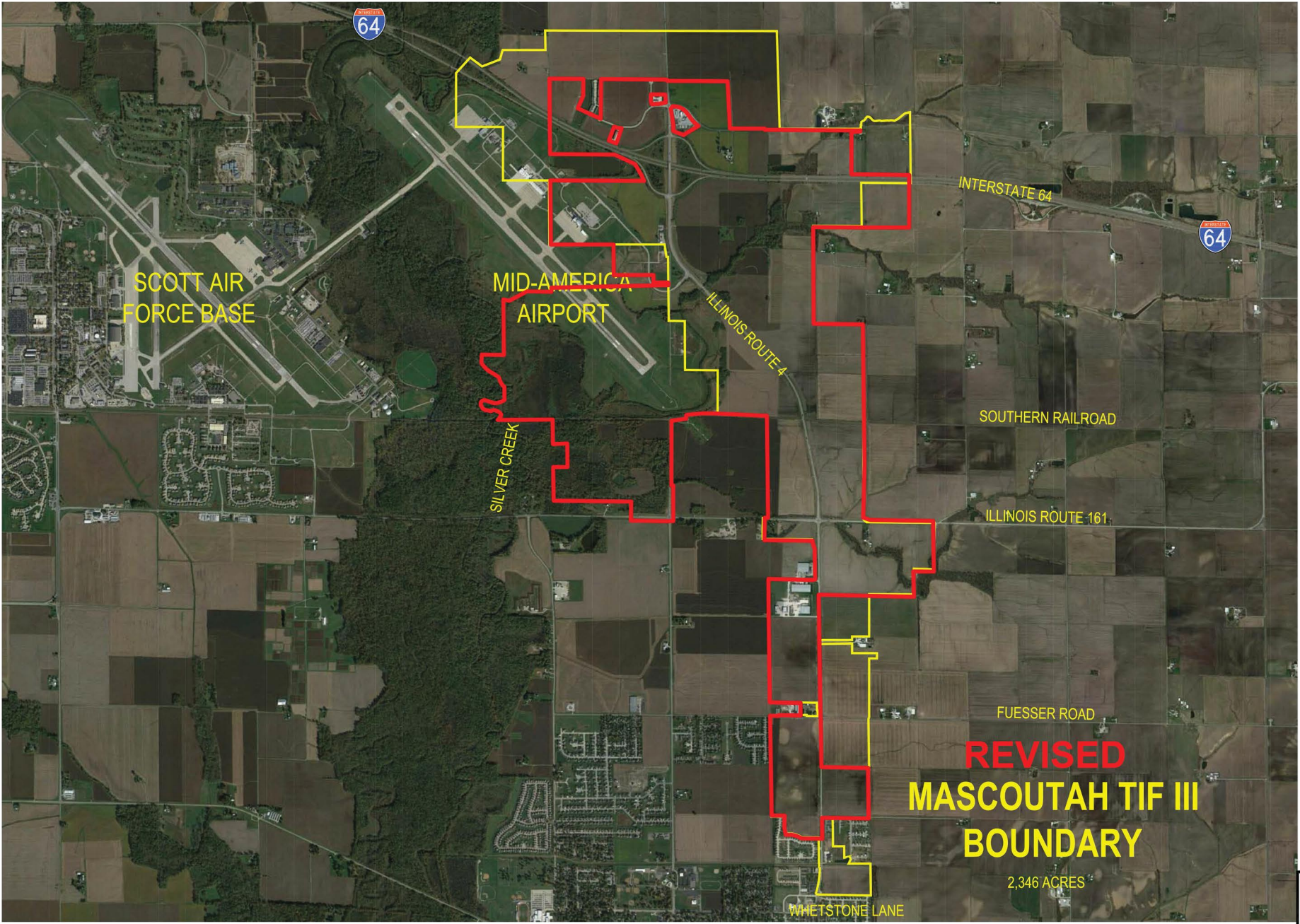
Client: City of Mascoutah
Date of Estimate: Jan. 18, 2015

Line Item No.	Item Description	Quantity	Unit	Unit Cost	Total Item Cost
Group I Detention Facility East of and Adjacent to IL Rte. 4					
1.1	Land Acquisition	50	Acres	\$ 26,000.00	\$ 1,300,000.00
1.2	Earthwork and Excavation for Detention Pond	270000	C.Y.	\$ 4.00	\$ 1,080,000.00
1.3	Outfall Structure and Appurtenant Piping	1	Each	\$ 10,000.00	\$ 10,000.00
1.4	Rip Rap	1	Each	\$ 10,000.00	\$ 10,000.00
1.5	Seeding and Strawing	10	Acres	\$ 4,000.00	\$ 40,000.00
Group II Detention Facility Expansion North of Interstate 64					
2.1	Land Acquisition	3	Acres	\$ 26,000.00	\$ 78,000.00
2.2	Earthwork and Excavation for Detention Pond	20000	C.Y.	\$ 4.00	\$ 80,000.00
2.3	Outfall Structure and Appurtenant Piping	1	Each	\$ 5,000.00	\$ 5,000.00
2.4	Rip Rap	1	Each	\$ 3,000.00	\$ 3,000.00
2.5	Seeding and Strawing	0.5	Acres	\$ 2,000.00	\$ 1,000.00
SUB-TOTAL					\$ 2,607,000.00
CONTINGENCIES @ 10%					\$ 260,700.00
ENGINEERING					\$ 80,000.00
OPINION OF PROBABLE CONSTRUCTION COST					\$ 2,867,700.00

The quantities and prices shown are an engineering opinion of probable construction cost to assist the client in identifying the magnitude of construction cost. Costs are not based on contractor's bids, and actual construction cost may vary. Costs are estimated on present day costs and do not reflect future inflation or seasonal adjustments.

ILLINOIS: SWANSEA • WATERLOO • EDWARDSVILLE

MISSOURI: ST. LOUIS • ST. CHARLES



**THOUVENOT,
WADE &
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ENGINEERS • SURVEYORS • PLANNERS



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**TIF III BOUNDARY
/AERIAL**

**TIF III
DEVELOPMENT AREA
CITY OF MASCOUTAH**

EXHIBIT 1



**REVISED
MASCOUTAH TIF III
BOUNDARY**

2,346 ACRES

**CITY OF MASCOUTAH
TIF III
BOUNDARY LIMITS**



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**EXISTING
LAND USES**

**PROPOSED TIF III
DISTRICT
CITY OF MASCOUTAH**

EXHIBIT 2

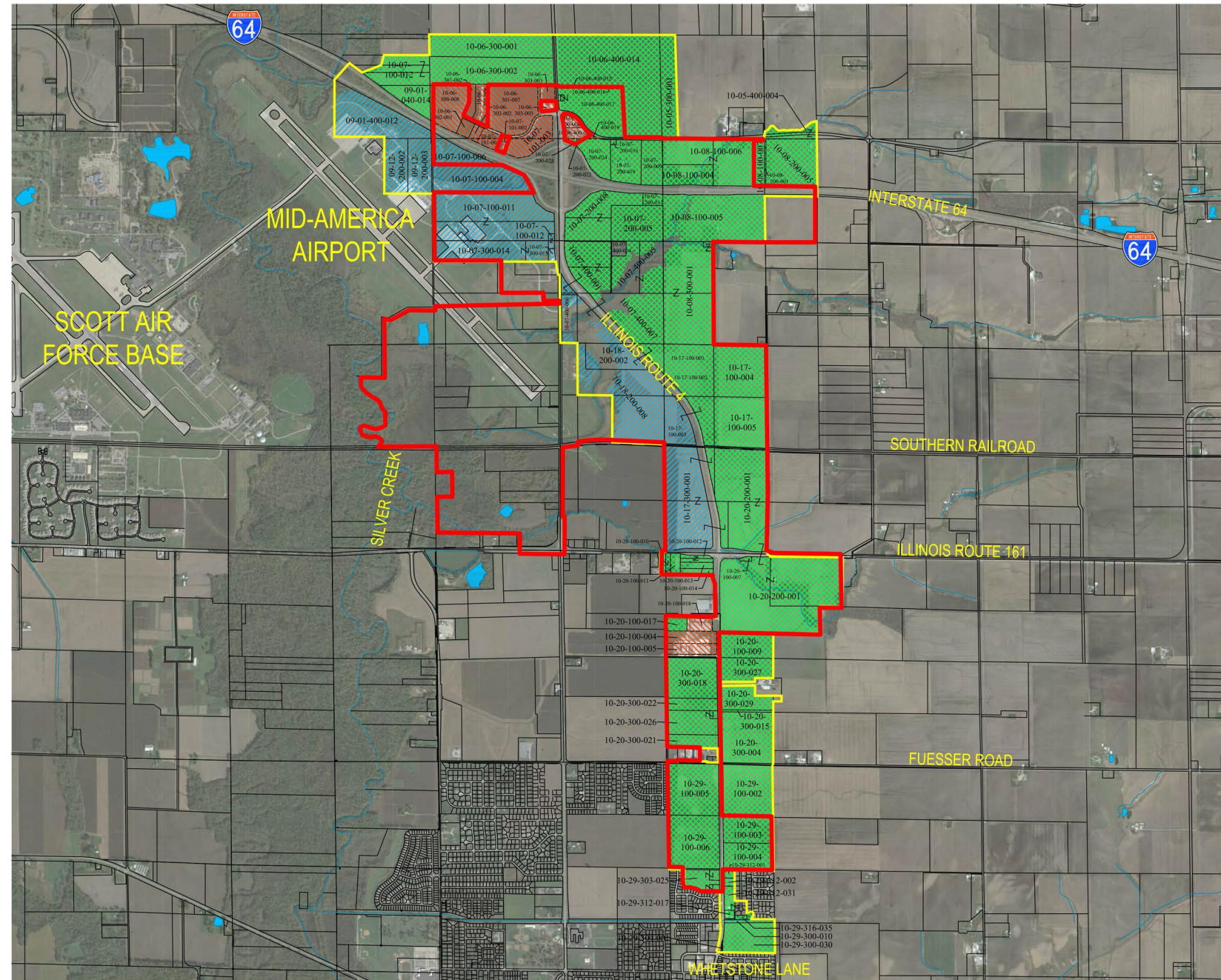
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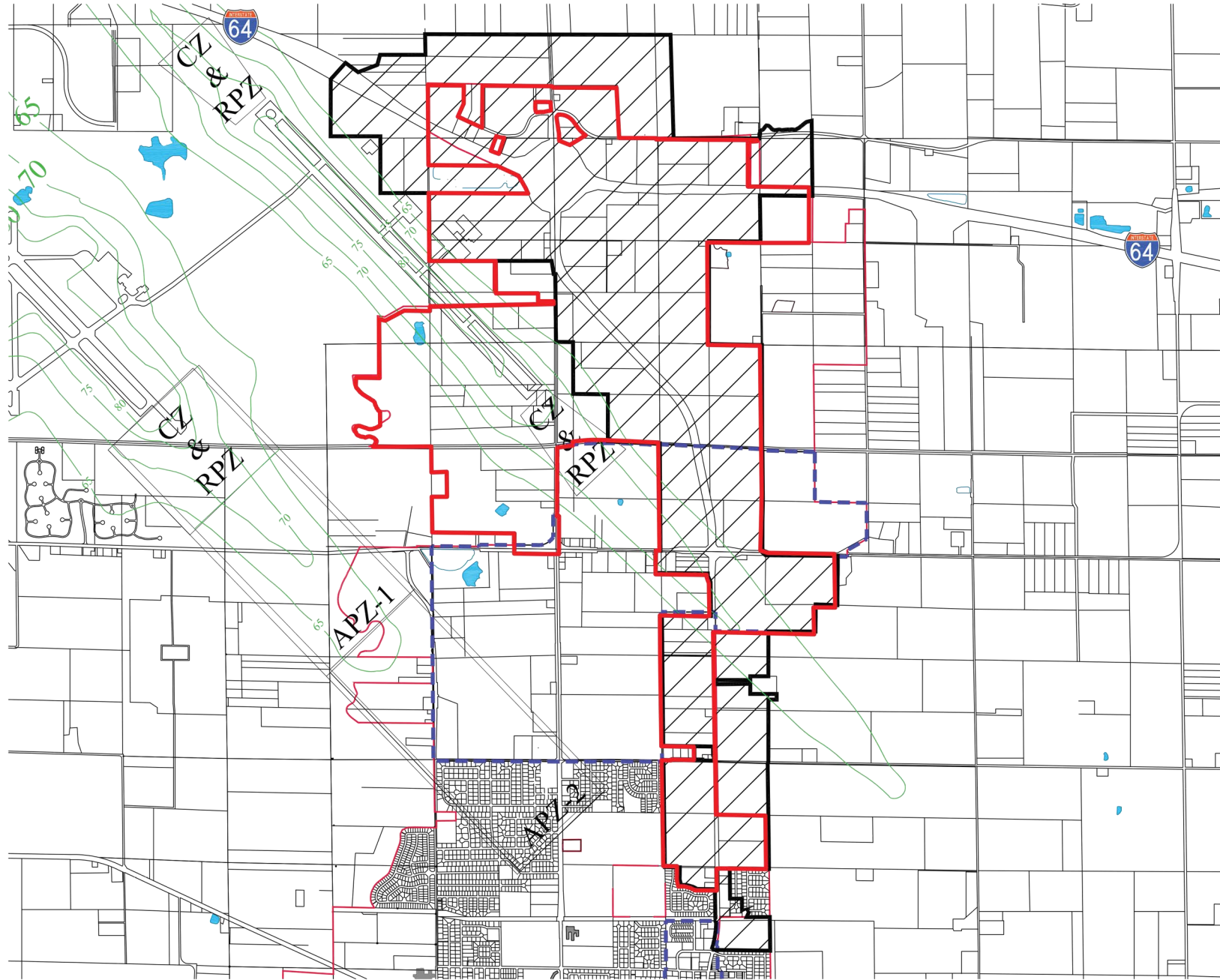
-  FARM LAND
-  AIRPORT
-  COMMERCIAL



SCALE: 1"=2500'

**EXISTING GENERAL
LAND USAGE AND
PROPERTY TAX ID'S**





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MOERCHEN, INC.
ENGINEERS ♦ SURVEYORS ♦ PLANNERS



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SCALE: 1"=2500'

TIF III DISTRICT = 2,346 ACRES

**AIRPORT
HAZARD ZONES**

**PROPOSED TIF III
DISTRICT
CITY OF MASCOUTAH**

EXHIBIT 3

LEGEND

- TIF III DISTRICT
- TIF I DISTRICT
- CITY LIMITS
- REVISED TIF III DISTRICT

**CITY OF MASCOUTAH
AIRPORT HAZARD
ZONES**



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SCALE: 1" = 2500'

TIF III DISTRICT = 2,346 ACRES

ZONING MAP

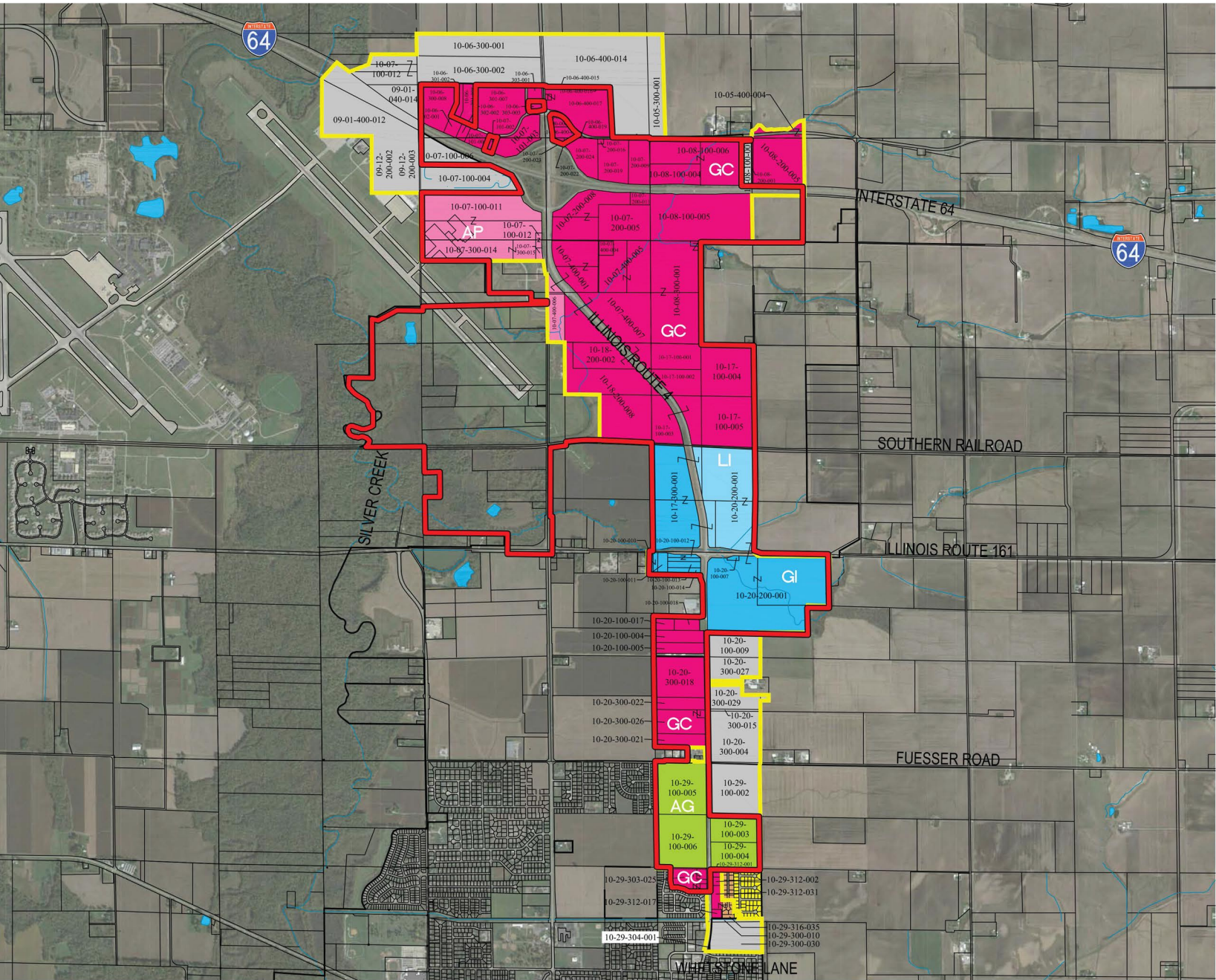
**PROPOSED TIF III DISTRICT
CITY OF MASCOUTAH**

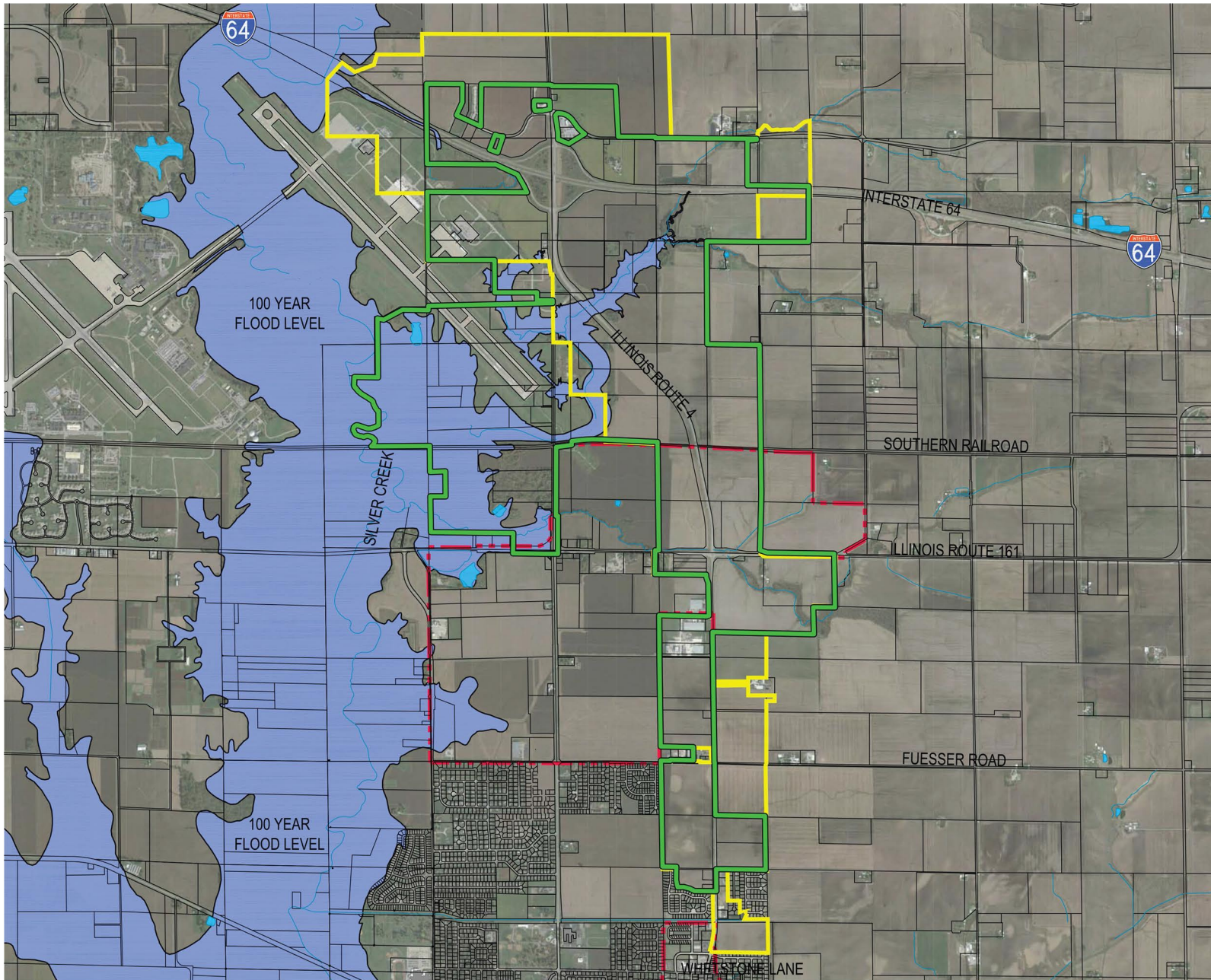
EXHIBIT 4

LEGEND

- AG, AGRICULTURAL
- RS-10, SINGLE-FAMILY RESIDENTIAL
- RM, MULTIPLE-FAMILY RESIDENTIAL
- RMH, MOBILE HOME RESIDENTIAL
- GC, GENERAL COMMERCIAL
- LI, LIGHT INDUSTRIAL
- GI, GENERAL INDUSTRIAL
- AP, AIRPORT
- TIF III OUTSIDE OF CITY LIMITS
- TIF III BOUNDARY REVISED
- TIF III BOUNDARY
- MASCOUTAH CITY LIMITS

**CITY OF MASCOUTAH
ZONING MAP**





**THOUVENOT,
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ENGINEERS ♦ SURVEYORS ♦ PLANNERS



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SCALE: 1"=2500'

TIF III DISTRICT = 2,346 ACRES

**FLOOD LIMITS
MAP**

**PROPOSED TIF III
DISTRICT
CITY OF MASCOUATAH**

EXHIBIT 5

LEGEND

- 100 YEAR FLOOD LEVEL
- TIF III DISTRICT
- TIF I DISTRICT
- REVISED TIF III DISTRICT

**100 YEAR
FLOOD LIMITS**

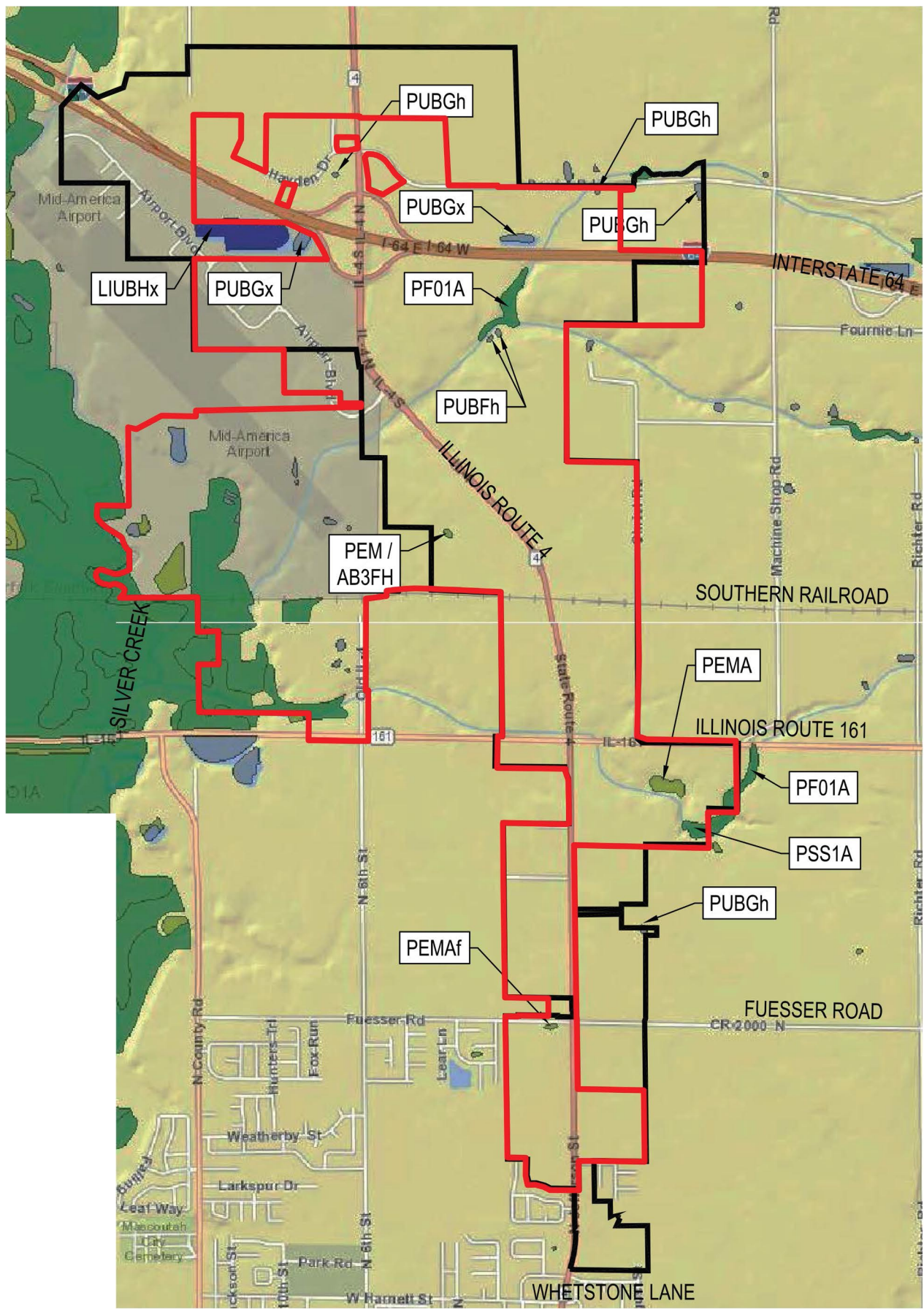


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**WETLANDS
MAP**

**PROPOSED TIF III
DISTRICT
CITY OF MASCOUTAH**

EXHIBIT 6



SCALE: 1"=2500'

TIF III DISTRICT = 2,346 ACRES

LEGEND

- TIF III DISTRICT
- REVISED TIF III DISTRICT

WETLAND AREAS