

# Tax Increment Financing Redevelopment Plan & Redevelopment Project

## Remington Road Redevelopment Project Area



# MATTOON

MATTOON, ILLINOIS: *Working Together to Build the Future*

## City of Mattoon, Illinois

JULY 5, 2023

**PGAV** PLANNERS

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## SECTION I - INTRODUCTION

On May 2, 2023, the Mattoon City Council passed **Resolution 2023-3247** initiating a feasibility study to determine the eligibility of establishing a tax increment finance (TIF) redevelopment project area for a portion of the City of Mattoon (the “City”) and to induce development interest within such area. The area being considered for designation as a TIF area is generally bounded by Charleston Avenue (IL Route 16) on the north, Interstate 57 on the east, the northern boundary of the Mattoon Golf and Country Club and Country Club Road on the south. Access to the area from the west is provided by Remington Road and Dettro Drive and from the north by Swords Drive. There are no internal roads within the area. The area is vacant land that is subject to stormwater drainage issues that have contributed to flooding within the area. This has impeded development of the area in spite of its extensive frontage to I-57 and street access from the west and north.

Development within this area is planned to include a shopping center with various retail stores, service businesses, and restaurants, hotels and a sports complex consisting of an indoor sports and events facility and outdoor sports facility including soccer, multi-purpose, baseball, and softball fields. This development project would capitalize on the Area’s convenient access to interstate highways and create a regional attraction. The scale and features of this proposed development would result in a positive economic impact on the City and the surrounding region. As a large-scale regional destination, the project would likely stimulate economic development in adjacent areas of the City and Coles County.

It should be noted that preliminary development activities for the Phase I, Indoor Facility of the sports complex have been initiated primarily involving site preparation activities. This is a part of the larger project as described above and involves project components not intended to be funded by TIF revenues. Also, these development activities are not part of the larger stormwater infrastructure improvements that are needed to mitigate and/or eliminate the flooding within area and adjoining areas.

The proposed Remington Road Redevelopment Project Area is referred to herein as the “Redevelopment Project Area” and (the “Area”). The boundaries of the Area are as shown on **Exhibit A - Redevelopment Project Area Boundary** in **Appendix A**. Refer also to the **Redevelopment Project Area Legal Description** which follows Exhibit A in **Appendix A**. **Exhibit B – Parcel Locator** provides a map that numbers each parcel and links to **Table 1 – Property Owner Data** both of which follow the Legal Description in **Appendix A**.

The Area contains approximately 160 acres, inclusive of public rights-of-way. A total of 15 parcels of real property are within the Area. Except for a section of Remington Road, there are no other improvements (e.g., buildings, parking areas, roadways, etc.) within the Area.

The entire Area is classified as “vacant land,” as defined in the Tax Increment Allocation Redevelopment Act (the “Act”). These vacant tracts of land have chronic flooding and surface water discharge issues, as well as obsolete platting. Not all properties have conditions that would cause them to qualify individually under the definitions contained in the Act. However, the Area “as a whole” clearly meets the eligibility requirements of the Act and no development has taken place.

As noted previously, the Area consists of 15 parcels, all of which are vacant land and some of which have been used for agricultural purposes within the last five years. The Act defines vacant land as *"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 project area, unless... the parcel has been subdivided"*. A considerable portion of the vacant land in the proposed Redevelopment Project Area is being used for commercial agricultural purposes.

The process of subdividing the land in accord with the Illinois Plat Act to fit the intended Redevelopment Plan has been initiated. **Exhibit C – Subdivision of Area Properties** in **Appendix A** displays the intended subdivision subject to any variations that may occur during the completion of the subdivision process. This will eliminate the obsolete platting that exists within the Area and will create parcels that suit the intended development. It is intended that the subdivision process will have been completed prior to the time of the Redevelopment Plan's adoption.

Despite the Area’s convenient location, flooding conditions that constitute blight make much of the Area’s property unusable without extraordinary expense. These extraordinary expenses include adding large amounts of dirt fill to raise building elevations as required by regulation to address flood risks, construction of stormwater management facilities to correct the existing flooding/drainage issues and offset areas to be filled and addressing the Area’s deficient street and utility layout.

The City intends to use tax increment financing, as well as other economic development resources, as available, to facilitate redevelopment of the Area. It is the intent of the City to induce the investment of significant private capital in the Area, which also is expected to induce spillover investment in neighboring areas. The Area is also part of a business district that was established by the City on September 20, 2022, encompassing all of the proposed Redevelopment Project Area as well as properties to the north and west. In accordance with Section 11-74.4-3(n)(5) of the Act, a housing impact study need not be performed since the Area consists of vacant land.

The Act sets forth the requirements and procedures for establishing the Redevelopment Project Area and the Redevelopment Plan. The following sections of this report present the findings of eligibility and the redevelopment plan and redevelopment project specified in

Section IV (the “Redevelopment Plan” and the “Redevelopment Project”, respectively for the Area, as well as other findings, evidence and documentation required by the Act.

## SECTION II - STATUTORY BASIS FOR TAX INCREMENT FINANCING AND SUMMARY OF FINDINGS

### INTRODUCTION

Tax increment financing (TIF) is a local funding mechanism created by the "Tax Increment Allocation Redevelopment Act 65 ILCS 5/11-74.4-1 et. seq. (the "Act").

As used, herein, the term **redevelopment project** means any public and private development project in furtherance of the objectives of a redevelopment plan. The term **redevelopment project area** means an area designated by the municipality, which is not less in the aggregate than 1-1/2 acres and in respect to which the municipality has made a finding that there exist conditions which cause the area to be classified as an industrial park conservation area or a blighted area or a conservation area, or a combination of both blighted areas and conservation areas. **Redevelopment plan** means 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.

The concept behind the tax increment law is straightforward and allows a municipality to carry out redevelopment activities on a local basis. Redevelopment that occurs in a designated redevelopment project area results in an increase in the equalized assessed valuation (EAV) of the property and, thus, generates increased real property tax revenues. This increase or "increment" can be used to finance "redevelopment project costs" such as land acquisition, site clearance, building rehabilitation, interest subsidy, construction of public infrastructure, and other redevelopment project costs as permitted by the Act.

The Illinois General Assembly made various findings in adopting the Act, among them were:

1. That there exists in many municipalities within the State blighted and conservation areas; and
2. That the eradication of blighted areas and the treatment and improvement of conservation areas by redevelopment projects are essential to the public interest and welfare.

These findings were made on the basis that the presence of blight, or conditions that lead to blight, is detrimental to the safety, health, welfare, and morals of the public.



To ensure that the exercise of these powers is proper and in the public interest, the Act specifies certain requirements that must be met before a municipality can proceed with implementing a redevelopment plan. One of these requirements is that the municipality must demonstrate that a redevelopment project area qualifies under the provisions of the Act. With the definitions set forth in the Act, a redevelopment project area may qualify either as a blighted area, a conservation area, or a combination of both blighted area and conservation area, or an industrial park conservation area.

### SUMMARY OF FINDINGS

The following findings and evidentiary documentation is made with respect to the proposed Redevelopment Project Area:

1. The Area as a whole meets the statutory requirements as a **blighted area**. Furthermore, the factors necessary to make this finding are present to a meaningful extent and are reasonably distributed throughout the Area.
2. The Redevelopment Project Area exceeds the statutory minimum size of 1-1/2 acres.
3. The Redevelopment Project Area contains contiguous parcels of real property.
4. If a Redevelopment Plan and Redevelopment Project are adopted and implemented by the City, it is reasonable to say that all properties included in the Redevelopment Project Area would substantially benefit from being included in the Area.

## SECTION III - BASIS FOR ELIGIBILITY OF THE AREA AND FINDINGS

### INTRODUCTION

A redevelopment project area, according to the Act, is that area designated by a municipality in which the finding is made that there exist conditions that cause the area to be classified as a blighted area, conservation area, or combination thereof, or an industrial park conservation area. The criteria and the individual factors defining each of these categories of eligibility are defined in the Act.

This Section documents the relevant statutory requirements and how the subject area meets the eligibility criteria.

### STATUTORY QUALIFICATIONS

The Act defines the factors that must be present in order for an area to qualify for TIF. “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:

- 1. If improved**, industrial, commercial, and residential buildings or improvements are detrimental to the public safety, health, or welfare because of a combination of **five (5) 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 improved part of the redevelopment project area:
  - a. 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.
  - b. Obsolescence.** The condition or process of falling into disuse. Structures have become ill-suited for the original use.
  - c. 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.
- d. 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.
  - e. 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.
  - f. 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.
  - g. 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 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.
  - h. Inadequate utilities.** Underground and overhead utilities such as storm sewers and storm drainage, sanitary sewers, water lines, and gas, telephone, and electrical services which 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.
  - i. 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: (i) 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 (ii) 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.

**j. 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.

**k. Environmental clean-up.** The proposed redevelopment project 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 the remediation costs constitute a material impediment to the development or redevelopment of the redevelopment project area.

**l. 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 development standards, or other evidence demonstrating an absence of effective community planning.

**m. The total equalized assessed value of the proposed redevelopment project area has declined for three (3) of the last five (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 three (3) of the last five (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 three (3) of the last five (5) calendar years prior to the year in which the redevelopment project area is designated.

**2. If vacant,** the sound growth of the redevelopment project area is impaired by a combination of two (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:

- a. **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-ways 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.
  - b. **Diversity of ownership** of parcels of vacant land sufficient in number to retard or impede the ability to assemble the land for development.
  - c. **Tax and special assessment delinquencies** exist, or the property has been the subject of tax sales under the Property Tax Code within the last five (5) years.
  - d. **Deterioration of structures or site improvements** in neighboring areas adjacent to the vacant land.
  - e. **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 the remediation costs constitute a material impediment to the development or redevelopment of the redevelopment project area.
  - f. **The total equalized assessed value of the proposed redevelopment project area has declined for three (3) of the last five (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 three (3) of the last five (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 three (3) of the last five (5) calendar years prior to the year in which the redevelopment project area is designated.
3. **If vacant**, the sound growth of the redevelopment project area 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 within the intent of the Act, and (ii) is reasonably distributed throughout the vacant part of the redevelopment project area to which it pertains:

- a. The area consists of one or more **unused quarries, mines, or strip mine ponds**.
- b. The area consists of **unused rail yards, rail tracks, or railroad** rights-of-way.
- c. The area, prior to its designation, is subject to (i) **chronic flooding** that adversely impacts on real property in the area, as certified by a registered professional engineer or appropriate regulatory agency or (ii) **surface water discharges** from all or a part of the area **and contributes to flooding** within the same watershed, but only if the redevelopment project provides for facilities or improvements to contribute to the alleviation of all or part of the flooding.
- d. 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.
- e. Prior to the effective date of this amendatory Act of the 91<sup>st</sup> General Assembly, 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 five (5) years prior to the designation of the redevelopment project area), and the area meets at least one of the factors itemized in paragraph (a) 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.
- f. 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.

### ANALYSIS OF BLIGHTING FACTORS

In determining whether the proposed Redevelopment Project Area meets the eligibility requirements of the Act, research and field surveys were conducted. These included:

- Contacts with City officials knowledgeable as to area conditions and history, age of buildings and site improvements.

- On-site field examination of conditions within the proposed Redevelopment Project Area by experienced staff of PGAV. These personnel are trained in techniques and procedures of determining conditions of real property, streets, etc. and determination of eligibility of designated areas for tax increment financing.
- Use of definitions contained in the Act.
- 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.
- Examination of Coles County real property tax assessment records and maps.
- Examination by a professional engineer found that (i) the Area is subject to chronic flooding that adversely impacts real property and (ii) surface water that discharges from all or a part of the Area contributes to flooding within the same watershed.

To ensure that the exercise of these powers is proper and in the public interest, the Act specifies certain requirements that must be met before a municipality can proceed with implementing a redevelopment project. One of these is that the municipality must demonstrate that the Redevelopment Project Area qualifies. An analysis of the physical conditions and presence of blighting factors was commissioned by the City. The result and documentation of this effort is summarized below.

PGAV staff conducted in-field visits to the area in August and September of 2022 to review existing conditions and properties to be included within the Area. These field visits were supplemented with subsequent analysis by PGAV staff and property assessment research by City officials. As shown on **Exhibit A** in **Appendix A** the Area consists of vacant land which has never been developed except for those which have had agricultural use.

**Table 2 - Summary of Eligibility Factors** on the next page provides a quantitative summary of the conditions that were documented in the proposed Redevelopment Project Area. In making the determination of eligibility, it is not required that each and every property or building in the Redevelopment Project Area be blighted or otherwise qualify. Rather, it is the area “as a whole” that must be determined to be eligible.

**TABLE 2**  
**SUMMARY OF ELIGIBILITY FACTORS**  
**Remington Road Redevelopment Project Area**  
**City of Mattoon, Illinois**

	TOTAL	%
No. of improved parcels	0	0
No. of vacant parcels	<b>15</b>	<b>100%</b>
Total parcels	15	0
No. of buildings	0	0
No. of buildings 35 years or older	0	0
Housing Units	0	0
Occupied Housing Units	0	0
<b>IMPROVED LAND FACTORS:</b>		
No. of deteriorated buildings	Not Applicable	
No. of parcels with site improvements that are deteriorated	Not Applicable	
Deteriorated street and/or sidewalk pavement (by Sub-Area)	Not Applicable	
No. of dilapidated buildings	Not Applicable	
No. of obsolete buildings	Not Applicable	
No. of structures below minimum code	Not Applicable	
No. of buildings lacking ventilation, light or sanitation facilities	Not Applicable	
No. of building with illegal uses	Not Applicable	
Excessive Vacancies	Not Applicable	
No. of parcels with excessive land coverage or overcrowding of structures	Not Applicable	
Inadequate utilities (by Sub-Area)	Not Applicable	
Deleterious land use or layout (by Sub-Area)	Not Applicable	
Lack of community planning (by Sub-Area)	Not Applicable	
Declining or Sub-par EAV Growth	Not Applicable	
<b>VACANT LAND FACTORS (2 or More):</b>		
Obsolete Platting	<b>11</b>	<b>73%</b>
Diversity of Ownership	0	0
Tax Delinquencies	Not Determined	
Deterioration of Structures or Site Improvements in Neighboring Areas	0	0
Environmental Clean-up	Not Determined	
Declining or Sub-par EAV Growth	NO	
<b>VACANT LAND FACTORS (1 or More):</b>		
Unused Quarry, Mines, Rail, etc.	0	0
Blighted Before Vacant	0	0
Chronic Flooding	YES	
Unused or Illegal Disposal Site	0	0

**1. Findings Regarding Improved Area Factors**

There are no improved areas with the Redevelopment Project Area.



## 2. Findings on Vacant Area

All 15 parcels within the Area are vacant land, as defined in the Act. The Act defines vacant land as "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 project area, unless... the parcel has been subdivided". While a considerable portion of the vacant land in the proposed Redevelopment Project Area is being used for commercial agricultural purposes, this land will have been subdivided at the time of the plan's adoption and therefore is considered vacant land as defined in the Act.

The following narrative summarizes the qualifying factors present that apply to vacant land:

- a. Summary of Findings on Chronic Flooding and Surface Water Discharge: Based on research and analysis of the conditions of the Area, a registered Professional Engineer has certified that (i) the Area is subject to chronic flooding that adversely impacts real property in the area and (ii) surface water that discharges from all or a part of the Area and contributes to flooding of adjacent areas. **Appendix B** contains a copy of the report memorandum and accompanying exhibits provided to PGAV by Kimley-Horn and Associates, Inc. (Kimley-Horn) that describes and documents these conditions. Key points from this report memorandum include the following comments:

*"In existing conditions, the parcel<sup>1</sup> releases stormwater runoff undetained through 11 different discharge locations. This condition results in the parcel and surrounding parcels becoming chronically inundated by the existing insufficient conveyance systems. The parcels have become increasingly blighted from the impact of this chronic flooding and inundation. As part of this analysis, Kimley-Horn evaluated the existing and proposed conditions surface runoff rates to quantify the impact on the adjacent parcels."*

The report memorandum goes on to say, "15... it was determined that the area experiences chronic flooding throughout the year, most apparent in the existing shopping development to the north and extending further north towards the town center. Multiple flooding events have occurred and been documented by city staff and news sources along with resident complaints and evacuations following large rainfall events."

As noted in Section I of this report, development within this area is planned to include a shopping center with various retail stores, service businesses, and restaurants,

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<sup>1</sup> The "parcel" is referring to the large undeveloped property in the northeast quadrant of the Area labelled parcel 11 on Exhibit B that constitutes the greatest acreage within the area.

hotels and a sports complex consisting of an indoor sports and events facility and outdoor sports facility including soccer, multi-purpose baseball and softball fields.

It should be noted that preliminary development activities for Phase I of the sports complex, which is the indoor facility, have been initiated primarily involving site preparation activities. This is a part of the larger project as described above and involves project components not intended to be funded by TIF revenues. Also, these development activities are not part of the larger stormwater infrastructure improvements that are needed to mitigate and/or eliminate the flooding within the area and adjacent areas. A letter from Kimley Horn and Associates is included in **Appendix B** of this report along with their technical memorandum regarding the flooding and drainage condition in the Area confirms this stating:

*“These construction activities including the stripping of topsoil and the installation of subgrade earthen materials as well as the progression of construction of the indoor sports complex, will have no impact on the present drainage problem, as demonstrated by our previous findings. This work being currently undertaken and all work contemplated to be undertaken through the fall of this year is anticipated to have no discernible effect, either positive or negative, on the conclusions drawn from our earlier analysis including chronic inundation of the project parcel and surrounding parcels and the recurring flooding events that have contributed to the increasing blight observed in the project area.”*

- b. Summary of Findings on Obsolete Platting: Of the 15 parcels within the Area, 11 parcels represent obsolete platting. These are properties that consist of sizes and/or shapes that would be unsuitable for development types that would be marketable for the Area and suitable for the Redevelopment Project as envisioned for the Area. Of these 11 parcels, 4 represent shapes whose width/depth ratios are not suitable for nearly any type of development. Seven (7) parcels along the south side of Remington Road were platted for residential development that has never occurred.

The nature of the planned development within the Area to the north is primarily commercial in nature. The planned uses as proposed for the Redevelopment Project are commercial and recreation/sports related, therefore rendering the existing platting obsolete for the original intended uses. The area parcels will have to be replatted for the Redevelopment Project program. In order to enable the development of the Area in keeping with the intended Redevelopment Project (see **Section IV** and **Exhibit C** in **Appendix A**), the process of subdividing the land in accord with the Illinois Plat Act to fit the intended Redevelopment Plan has been initiated. **Exhibit C** –

**Subdivision of Area Properties** in **Appendix A** displays the intended subdivision subject to any variations that may occur during the completion of the subdivision process.

The first of two “vacant land” criteria provided for in the TIF Act requires two factors one of which is “obsolete” platting. Other potential qualifying factors under these criteria are not present. However, 11 out of 15 parcels within the Area have platting that makes no sense relative to the logical and most market productive ways in which the Area can be developed, not only for the proposed Redevelopment Project, but for nearly every other land use that is appropriate for this prime location within the City.

### **Summary and Conclusions**

It is found that the Area contains conditions that qualify it as a **blighted area**. Both flood-related criteria in subsection 3(C) of the Act’s definition of blighted area apply to the largest part of the Area. Additionally, the obsolete platting eligibility factor applicable to vacant land criteria is also present on 11 of the 15 parcels within the Area. The vacant land findings are sufficient to qualify the Area as blighted, as this term is defined in the Act. The following summarizes the existence of the most predominant blighting factors existing within the Area:

- **Chronic Flooding**– A professional engineer has certified that the Area is subject to chronic flooding that adversely impacts real property in the Area.
- **Surface Water from Area Contributes to Flooding**– Based on analysis of the Area’s hydrology, a professional engineer has certified that surface water that discharges from the Area contributes to flooding downstream from the Area.

The eligibility factors are present to a meaningful extent and reasonably distributed throughout the Area. It can be concluded that the Area suffers from blighting influences and requires a program of intervention to induce private and public investment in the Area. This conclusion can be made when considering the need for new private investment in this area of the City that will revitalize the Area. However, this investment has not occurred because of the impediments to this investment resulting from the flooding that occurs within the area. The ultimate goal is to minimize or eliminate the blighting conditions and to enhance the tax base of all overlapping taxing authorities.

The City Council should review this analysis and, if satisfied with the findings contained herein, proceed with the adoption of these findings in conjunction with the adoption of the Redevelopment Plan and establishment of the Redevelopment Project Area.

## SECTION IV - REDEVELOPMENT PLAN

### INTRODUCTION

This section presents the Redevelopment Plan and Redevelopment Project for the City's Redevelopment Project Area. Pursuant to the Tax Increment Allocation Redevelopment Act, when the finding is made that an area qualifies as either a conservation, blighted, combination of conservation and blighted areas, or industrial park conservation area, a redevelopment plan must be prepared. A **redevelopment plan** is defined in the Act as "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".

### GENERAL LAND USES TO APPLY

The proposed General Land Use Plan for the Redevelopment Project Area is presented on **Exhibit D - General Land Use Plan** in **Appendix A**. In September of 2022, the City modified both the commercial areas and proposed land use plan map elements of its Comprehensive Plan changing the designation of the Area land use from industrial to commercial and/or multi-family residential. As defined in the Comprehensive Plan text the proposed commercial uses include shopping centers with various retail stores, service businesses, and restaurants, and hotels. While the boundaries of this land use split are somewhat amorphous on both maps that accompany this change, commercial development is the focus of the northern portion of the Area and with development components that have regional draw capability. The multi-family residential component that appears on the proposed land use plan map is designated in a strip south of the commercial land use designation to the north. A detached single-family residential land use designation is shown for the portion of the Area to the south.

In general, the Redevelopment Plan envisions the major project as the construction of a large sports complex to complement the existing and future businesses located adjacent to the Area along with new commercial development on the northern portion of the Area adjacent to the interstate interchange.

As noted above, the amended proposed land uses map in the Comprehensive Plan designates some of the land area in the southern section of the Area for multi-family and single-family development. A portion of the southern part of the Area is also zoned for residential development essentially mirroring the land use plan map. However, this zoning recognizes and

permits (as “special uses”) the development of various types of recreation facilities in both single-family and multi-family residential districts and commercial districts. The sports complex will provide permitted uses under the City’s land use and zoning vision. The sports and recreation facilities will drive tourism spending and overnight stays for existing businesses and the new commercial uses will provide supporting retail, restaurant, and service uses. In keeping with both the City’s Comprehensive Plan and current zoning regulations.

**Exhibit D** depicts the land use for the Area mirroring the proposed land use map from the 2022 amended Comprehensive Plan. The proposed uses in the **Conceptual Development Plan** depicted in **Exhibit E** in **Appendix A** will combine retail, restaurant, hotel, and other types of commercial uses generally in the northern portion of the Area with the sports complex and residential uses in the southern part of Area. The General Land Use Plan will therefore comply with the general intent of the Comprehensive Plan as depicted in the 2022 amendment and the overlaying zoning applicable to the intended development program envisioned by this Redevelopment Plan. In addition, the grading and storm water control measures that will be incorporated into the proposed development will eliminate and/or mitigate the flooding conditions present in the Area.

It is the objective of this Redevelopment Plan that development and redevelopment activities will be accomplished in a well-planned manner to mitigate any potential incompatible land uses. The new development project described above will represent new construction and private investment in the Area. Development of all redevelopment projects shall be subject to the provisions of the City’s ordinances and other applicable codes.

The interest shown to date in private development in the Area is dependent upon development incentives and public infrastructure needs being addressed by the City. The costs for these redevelopment activities cannot be addressed absent tax increment financing.

**Exhibit E – Conceptual Development Plan** in **Appendix A** provides a picture of the proposed Redevelopment Project elements. It should be noted that this is a conceptual site plan that may be subject to change if the project proceeds following the approval of this Redevelopment Plan.

## OBJECTIVES

The objectives of the Redevelopment Plan are:

1. Reduce or eliminate those conditions that qualify the Redevelopment Project Area as eligible for tax increment financing by carrying out the Redevelopment Plan, including installing the needed public improvements stated herein. These improvements may

include other actions permitted by the Act and infrastructure needs as identified during the implementation of the Redevelopment Plan.

2. Prevent the expansion and increase of blighting conditions by implementing actions outlined herein.
3. Enhance the real estate tax base for the City and all other taxing districts which extend into the Redevelopment Project Area through the implementation and completion of the activities identified herein.
4. Encourage and assist private investment, redevelopment, and rehabilitation within the Redevelopment Project Area through the provision of financial assistance for new development and rehabilitation as permitted by the Act.
5. Improve the overall environment of the Area, including public safety and security measures, to encourage new investment wherever possible in a manner that is compatible with surrounding land uses.
6. Provide safe and efficient traffic circulation, facilitate effective emergency response time and accessibility, and general access within the Redevelopment Project Area.
7. Complete all public and private actions required in this Redevelopment Plan in an expeditious manner.

### **PROGRAM POLICIES TO ACCOMPLISH OBJECTIVES**

The City proposes to undertake this Redevelopment Plan and Redevelopment Project, which consists of planned economic development activities, sound fiscal policies, marketable land uses, and other private and public activities. Appropriate policies have been or will be developed as required to ensure the completion of the Redevelopment Plan and the activities specified.

The City has considered alternative means of financing the necessary public improvement program, as well as providing financial incentives for private investment within the Redevelopment Project Area. It was determined that tax increment financing constitutes the most effective means available for enabling the development of the Redevelopment Project Area to proceed. This portion of the community, the City as a whole, and all other local taxing bodies, will benefit from the implementation of this Redevelopment Plan.

## REDEVELOPMENT PROJECT

To achieve the objectives and the overall project proposed in the Redevelopment Plan, a number of activities will need to be undertaken. An essential element of the Redevelopment Plan is a combination of private developments, as well as public investments and infrastructure improvements. Improvements and activities necessary to implement the Redevelopment Plan may include the following:

### **1. Private Redevelopment Activities:**

Construction of new private buildings and site improvements at various locations in the Area.

### **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: street and sidewalk improvements, parking, land assembly and site preparation, public utilities (water, sanitary and storm sewer facilities), traffic signalization, stormwater control and flood mitigation measures, and marketing of properties, as well as other programs of financial assistance as may be provided by the City.

### **3. Land Assembly, Displacement Certificate & Relocation Assistance:**

In order to achieve the objectives of the Redevelopment Plan, land assembly by the City and eventual conveyance to private entities may be necessary in order to attract private development interest. Therefore, any property located within the Redevelopment Project Area may be acquired by the City, as necessary, to assemble various parcels of land to achieve marketable tracts, or if such property is necessary for the implementation of a specific public or private redevelopment project. Since the Area consists of vacant land there will be no displacement of inhabited housing units located in the Area (see below).

#### ***Displacement Certificate:***

Under Sections 11-74.4-3 (n) (5) and 11-74.4-4.1 (b) of the Act, the City hereby certifies that this Redevelopment Plan will not result in the displacement of ten (10) or more inhabited residential units since the Area consists of vacant land.

**Relocation Assistance:**

There will be no need for relocation assistance since the Area consists of vacant land.

**ESTIMATED REDEVELOPMENT PROJECT COSTS**

The estimated costs associated with the eligible public redevelopment activities are presented below in **Table 3 - Estimated Redevelopment Project Costs**.

**TABLE 3**  
**ESTIMATED REDEVELOPMENT PROJECT COSTS**  
Remington Road Redevelopment Project Area  
City of Mattoon, Illinois

<b>Cost Item and Description</b>	<b>Estimated Cost</b>
<b>A. Public Works or Improvements</b> <i>(Including but not limited to streets, sidewalks, curbs and gutters, utilities, flooding and stormwater control measures and other public improvements)</i>	\$2,500,000
<b>B. Property Assembly</b> <i>(Including but not limited to acquisition of land and other property, site preparation, and site improvements)</i>	\$25,800,000
<b>C. Planning, Professional Services, Marketing and Administration</b>	\$3,350,000
<b>D. Financing Costs</b>	See Note 3
<b>E. Contingency</b>	\$3,500,000
<b>Total Estimated Costs</b>	<b>\$35,150,000</b>

Notes:

1. All costs shown are in 2023 dollars and do not include additional costs to be incurred in future financing (i.e., bond issuance costs, interest payments on obligations and related expenses) or inflationary costs that may be realized.
2. Adjustments may be made among line items within the budget to reflect program implementation experience.
3. Financing costs such as interest expense, capitalized interest and cost of issuance of obligations are not quantified herein. These costs are subject to prevailing market conditions and will be considered part of the total redevelopment project cost if and when such financing costs are incurred.
4. Private redevelopment costs and investments associated with building construction, site improvements, and other redevelopment project costs not eligible under the TIF Act are in addition to the above.
5. The total estimated redevelopment project costs shall not be increased by more than 5% after adjustment for inflation from the date of the Plan adoptions, per subsection 11-74.4.5 (c) of the TIF Act.

This estimate includes reasonable or necessary costs incurred, or estimated to be incurred, in the implementation of this Redevelopment Plan. These estimated costs are subject to refinement as specific plans and designs are finalized and experience is gained in implementing



this Redevelopment Plan and do not include financing costs or interest payments that may be incurred in conjunction with redevelopment projects. These are the estimated costs associated with carrying out the Redevelopment Plan as described herein and as may be eligible for TIF financing. The actual costs financed by TIF will depend on the annual revenue streams produced by the project. Also, some costs may be paid from revenues derived from other public and private revenue sources.

## DESCRIPTION OF REDEVELOPMENT PROJECT COSTS

Costs that may be paid for or reimbursed in implementing the Redevelopment Plan may include project costs and expenses as itemized in **Table 3**, subject to the definition of “redevelopment project cost” as contained in the TIF Act, and the “Contingency” line item may include any other costs that are eligible under said definition (“Redevelopment Project Costs”). Itemized below is the statutory listing of “redevelopment project costs” currently permitted by the TIF Act [bold typeface added for emphasis]. Note that some of the narrative below has been paraphrased and eligible Redevelopment Project Costs shall only be limited by the definition of redevelopment project costs in the Act (see full definitions in the TIF Act).

In addition to the proposed TIF funding, the City may seek the assistance of various State of Illinois Departments (Department of Transportation, Department of Commerce and Economic Opportunity, etc.), or appropriate agencies of the Federal Government to assist in funding site preparation, infrastructure, or other required projects or improvements. In addition, the City may consider the imposition or redirection of various taxes within the Redevelopment Project Area. The City has previously designated all of the Area as part of a larger business district. To the extent additional funds can be secured from the State of Illinois, or any federal program or other public or private sources, the City may use such funding sources in furtherance of the Redevelopment Plan and Redevelopment Projects.

- 1. Property assembly costs**, including but not limited to acquisition of land and other property, real or personal or interest therein, demolition of buildings, site preparation, site improvements that serve as an engineered barrier addressing ground level or below ground level environmental contamination, including but not limited to parking lots and other concrete or asphalt barriers, and the clearing and grading of land.
- 2. 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.

3. **Cost of construction of public works or improvements**, except that redevelopment project costs shall not include the cost of constructing a new municipal public 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 it is not intended to replace an existing public building as provided for in paragraph 3 above, unless either:
  - a. the construction of the new municipal building implements a redevelopment project that was included in a redevelopment plan that was adopted by the municipality prior to November 1, 1999; or
  - b. 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.
4. **Cost of job training** and retraining projects, including the cost of “welfare to work” programs **implemented by businesses** located within the redevelopment project area.
5. **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 thereunder including interest 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.
6. To the extent the municipality by written agreement accepts and 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.
  - a. For redevelopment project areas designated (or redevelopment project areas amended to add or increase the number of tax-increment-financing assisted housing units), an elementary, secondary, or unit **school district's increased costs attributable to assisted housing units located within the redevelopment project area** for which the developer or redeveloper receives financial assistance through and agreement with the municipality or because the municipality incurs the cost of necessary infrastructure improvement projects within the boundaries of the assisted housing sites necessary for the completion of that housing as authorized by the Act, shall be paid by the municipality from the Special Tax Allocation Fund under certain

conditions. For specific conditions and formulae used to determine payments due to a school district, see Subsection 11-74.4-3 (q) (7.5) of the TIF Act.

- 7. 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 or in order to satisfy Subsection 11-74.4-3 (n) (7) of the TIF Act (re: federal Uniform Relocation Assistance and Real Property Acquisition Policies Act requirements).
- 8. Payments in lieu of taxes**, those estimated tax revenues from real property in a redevelopment project area derived from real property that has been acquired by a municipality which according to the redevelopment project or plan is to be used for a private use which taxing districts would have received had a municipality not acquired the real property and adopted tax increment financing and which would result from the levies made after the time of the adoption of tax increment allocation financing to the time the current equalized assessed value of real property in the redevelopment project area exceeds the total initial equalized value of real property in said area.
- 9. 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:
  - a. are related to the establishment and maintenance of additional job training, advanced vocational education or career education or career education programs for persons employed or to be employed by employers located in a redevelopment project area; and
  - b. 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 programs 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 types of positions available or to be available, itemized costs of the program and sources of funds to pay for the same, and the terms 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.
- 10. Interest costs incurred by a redeveloper** related to the construction, renovation or rehabilitation of a redevelopment project provided that:

- a. such costs are to be paid directly from the special tax allocation fund established pursuant to this Act;
- b. 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;
- c. 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;
- d. 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;
- e. the cost limits set forth in subparagraphs (b) and (d) above shall be modified for the financing of rehabilitation or new housing units for low-income households and very low-income households, as defined in Section 3 of the Illinois Affordable Housing Act. The percentage of 75% shall be substituted for 30% in subparagraphs (b) and (d) above;
- f. Instead of the eligible costs provided by subparagraphs (b) and (d) above, as modified in this subparagraph, and notwithstanding any other provision of the TIF Act to the contrary, the municipality may pay from tax increment revenues up to 50% of the cost of construction of new housing units to be occupied by low-income households and very low-income households as defined in Section 3 of the Illinois Affordable Housing Act. For further provisions on financing and eligible costs, see Subsection 11-74.4-3 (q) (11) of the TIF Act.

**11. Unless explicitly stated in the Act,** the cost of construction of new privately owned buildings *shall not* be an eligible redevelopment project cost.

**12. None of the redevelopment project costs** enumerated above shall be eligible redevelopment project 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. For purposes of this paragraph, termination means closing of a retail operation that is directly related to the opening of the same operation or like retail entity owned or operated by more than 50% of the original ownership in a redevelopment project area; but it does not mean closing

an operation for reasons beyond the control of the retail entity, as documented by the retail entity, subject to a reasonable finding by the municipality that the current location contained inadequate space, had become economically obsolete, or was no longer a viable location for the retailer or serviceman.

## **SOURCE OF FUNDS**

A source of funds to pay for Redevelopment Project Costs associated with implementing the Redevelopment Plan and Redevelopment Projects shall be funds collected pursuant to tax increment allocation financing to be adopted by the City. Under such financing, tax increment revenue resulting from increases in the EAV of property, in each Redevelopment Project Area (“Tax Increment Revenue”) shall be allocated to a special fund each year (the “Special Tax Allocation Fund”). The assets of the Special Allocation Fund shall be used to pay or reimburse Redevelopment Project Costs and retire any obligations incurred to finance Redevelopment Project Costs.

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

If available, revenues from other economic development funding sources, public or private, will be utilized. These may include State and Federal programs, local retail sales tax, applicable revenues from any adjoining Tax Increment Financing Areas, and land disposition proceeds from the sale of land in the Redevelopment Project Area, as well as other revenues. The final decision concerning redistribution of yearly tax increment revenues may be made a part of a bond ordinance.

## **NATURE AND TERM OF OBLIGATIONS**

Without excluding other methods of City or private financing, a significant source of funding will be notes and other limited revenue obligations of the City or another issuer secured by those deposits made into the Special Allocation Fund of monies received from the taxes on the increased value (above the initial equalized assessed value) of real property in the Area. Bonds may be issued in one or more series, in such amounts, on such terms and at such rates as may be required to finance all or any portion of the Redevelopment Project, including the repayment of notes or other bonds previously issued with accrued interest. These monies may also be used to repay private or public sources for the expenditure of funds made as Redevelopment Project Costs for applicable public or private redevelopment activities noted

above.

Notes and other indentures of indebtedness may also be issued in amounts, on terms and at such rates of interest as may be acceptable to the City. Revenues received in excess of 100% of funds necessary for the payment of principal and interest on the bonds and not needed for other redevelopment project costs or early bond retirements may be declared as surplus. Therefore, these revenues would become available for distribution annually to the taxing bodies to the extent that this distribution of surplus does not impair the financial viability of the Redevelopment Project. One or more bond issues may be sold at any time in order to implement this Redevelopment Plan.

## SECTION V – OTHER FINDINGS AND REQUIREMENTS

### CONFORMANCE WITH COMPREHENSIVE PLAN

Development projects proposed to be undertaken in implementing this Redevelopment Plan will conform to the Comprehensive Plan for the City. In addition, all development in the Redevelopment Project Area will comply with applicable zoning ordinance provisions that are associated with the Comprehensive Plan land use recommendations.

### AREA, ON THE WHOLE, NOT SUBJECT TO GROWTH AND DEVELOPMENT

The Area, as a whole, has not experienced growth and development due to investment on the part of private enterprise. The properties that comprise the Area have continued to be vacant land with little assessed value (\$84,342 in 2022) for the comparative acreage involved for many years, despite the Area's prime location at the Interstate 57 interchange with Charleston Avenue (IL 16). The northern and eastern boundary of the Area has more than 4,600 feet of frontage to the interchange and I-57. As noted previously in this report and supplemented by the Kimley Horn engineering data in Appendix B, the flooding conditions that have pervaded a large portion of the Area, has impacted its development potential, and has contributed to flooding in adjacent areas. Without the added financial resources that tax increment financing will provide, the Area is likely to remain undeveloped.

### WOULD NOT BE DEVELOPED "BUT FOR" TIF

The City has found that the Redevelopment Project Area would not reasonably be developed without the use of tax increment revenues. The City further commits that such incremental revenues will be utilized for the development and revitalization of the Redevelopment Project Area as provided in the Act. Underscoring the economic need for municipal financial assistance in the form of tax increment financing is the fact that without the City's commitment to provide such municipal financial assistance, there will not be commitments for private development and revitalization.

It should be noted that a key component of the Redevelopment Project as depicted on **Exhibit E (Conceptual Development Plan)** in **Appendix A** is the indoor sports facility that is within the Redevelopment Project Area. This is a development within the overall Redevelopment Plan and Redevelopment Project. Its development will drive and support demand for some of the other project components. Its initial site preparation activities have been initiated before the process for adoption of this Redevelopment Plan is scheduled for completion (assuming the Plan is ultimately adopted). This early construction activity will be necessary

so that the building can support its future use commitments.

While this development component is within the Area, it is not a “redevelopment project” that is intended to be funded with TIF revenues. It is being constructed by a not-for-profit entity and therefore is not expected to contribute Tax Increment Revenue to the Redevelopment Plan. Tax Increment Revenue generated from other private development components will not be dedicated to its construction. The City’s inducement resolution of May 2, 2023, notes that certain public and private development activities may take place prior to Plan adoption.

There are significant impediments to development within the Area that need to be overcome before the Area becomes attractive to private investment. One is the lack of roadway and utility infrastructure to access all of the vacant property in the Area. But the most serious impediment is related to flooding and stormwater control needed within the Area to control chronic flooding and minimize or eliminate contribution flooding of properties within bordering areas to the south. Stormwater control and retention facilities must be designed and constructed in such a way to address on- and off-site flooding. As noted previously in this report, the work on the indoor sports complex that was recently initiated within the Area will not materially improve the chronic flooding issue within the area and adjacent areas. This is documented in a letter from Kimley Horn and Associates that is provided in Appendix B that accompanies the report on the flooding and drainage issues. As cited previously in this Plan report an excerpt from that letter states:

*“These construction activities including the stripping of topsoil and the installation of subgrade earthen materials as well as the progression of construction of the indoor sports complex, will have no impact on the present drainage problem, as demonstrated by our previous findings. This work being currently undertaken and all work contemplated to be undertaken through the fall of this year is anticipated to have no discernible effect, either positive or negative, on the conclusions drawn from our earlier analysis including chronic inundation of the project parcel and surrounding parcels and the recurring flooding events that have contributed to the increasing blight observed in the project area.”*

Correcting the flooding conditions will involve many other land preparation and infrastructure improvements, that have not begun.

It is the intent of this TIF Redevelopment Plan to help overcome the economic disincentives that have caused the Area to continue to be undeveloped and return a very low rate of growth that has not kept pace with inflation. Without financial incentives to overcome these barriers, investment by private enterprise will not take place to the degree necessary to realize significant revitalization and/or redevelopment within the Area.



## ASSESSMENT OF FINANCIAL IMPACT

The size and scope of the mixed-used development that includes sports facilities, retail and restaurant, and hotel uses envisioned by the Redevelopment Plan will require that the Area be developed over a period of multiple years. The final build-out of the Redevelopment Project proposed by this Redevelopment Plan is expected to result in additional demands on police and fire protection services, among other public services. Because the timeframe for build-out and detailed design of the various components of mixed-use development in Area are uncertain, the precise nature of the additional demands on public services is unknown. The City will assess the demand for services and facilities throughout the development of the Area.

The City and the Joint Review Board as defined in the Act will monitor the progress of the Redevelopment Plan and its future impacts on all local taxing bodies. In the event significant adverse impacts are identified that increase demands for facilities or services in the future, the City will consider utilizing tax increment proceeds or other appropriate actions, to the extent possible, to assist in addressing the needs.

## ESTIMATED DATE FOR COMPLETION OF THE REDEVELOPMENT PROJECTS

The estimated date for completion of the Redevelopment Project or retirement of obligations issued shall not be later than December 31<sup>st</sup> of the year in which the payment to the City Treasurer as provided in subsection (b) of Section 11-74.4-8 of the Act is to be made with respect to ad valorem taxes levied in the twenty-third calendar year after the year in which the ordinance approving the Redevelopment Project Area is adopted.

## MOST RECENT EQUALIZED ASSESSED VALUATION

The most recent total equalized assessed valuation (EAV) for the Redevelopment Project Area according to Coles County records is \$84,342. A listing of the **parcels of real property located in the Area, and the 2022 Assessment Year EAV**, is in **Appendix A** as **Table 1**. The County Clerk of Coles County will verify the base EAV amount of each property after adoption of the City ordinances approving the Redevelopment Plan and establishing the Redevelopment Project Area.

## REDEVELOPMENT VALUATION

Contingent on the adoption of this tax increment Redevelopment Plan and commitment by the City to the Redevelopment Project, it is anticipated that the private redevelopment

investment in this Redevelopment Project Area will cause the equalized assessed valuation to increase to approximately \$48,500,000 (2023 dollars) upon completion of the redevelopment projects.

### **FAIR EMPLOYMENT PRACTICES AND AFFIRMATIVE ACTION**

The City will require that all private and public redevelopment activities are constructed in accordance with fair employment practices and affirmative action by any and all recipients of Tax Increment Financing assistance.

### **REVIEWING AND AMENDING THE TIF PLAN**

This Redevelopment Plan may be amended in accordance with the provisions of the TIF Act. Also, the City shall adhere to all reporting requirements and other statutory provisions.

## **APPENDIX A**

### **EXHIBIT A – REDEVELOPMENT PROJECT AREA BOUNDARY**

### **REDEVELOPMENT PROJECT AREA LEGAL DESCRIPTION**

### **EXHIBIT B – PARCEL LOCATOR**

### **TABLE 1 – PROPERTY OWNER DATA**

### **EXHIBIT C – SUBDIVISION OF AREA PROPERTIES**

### **EXHIBIT D – GENERAL LAND USE PLAN**

### **EXHIBIT E – CONCEPTUAL DEVELOPMENT PLAN**

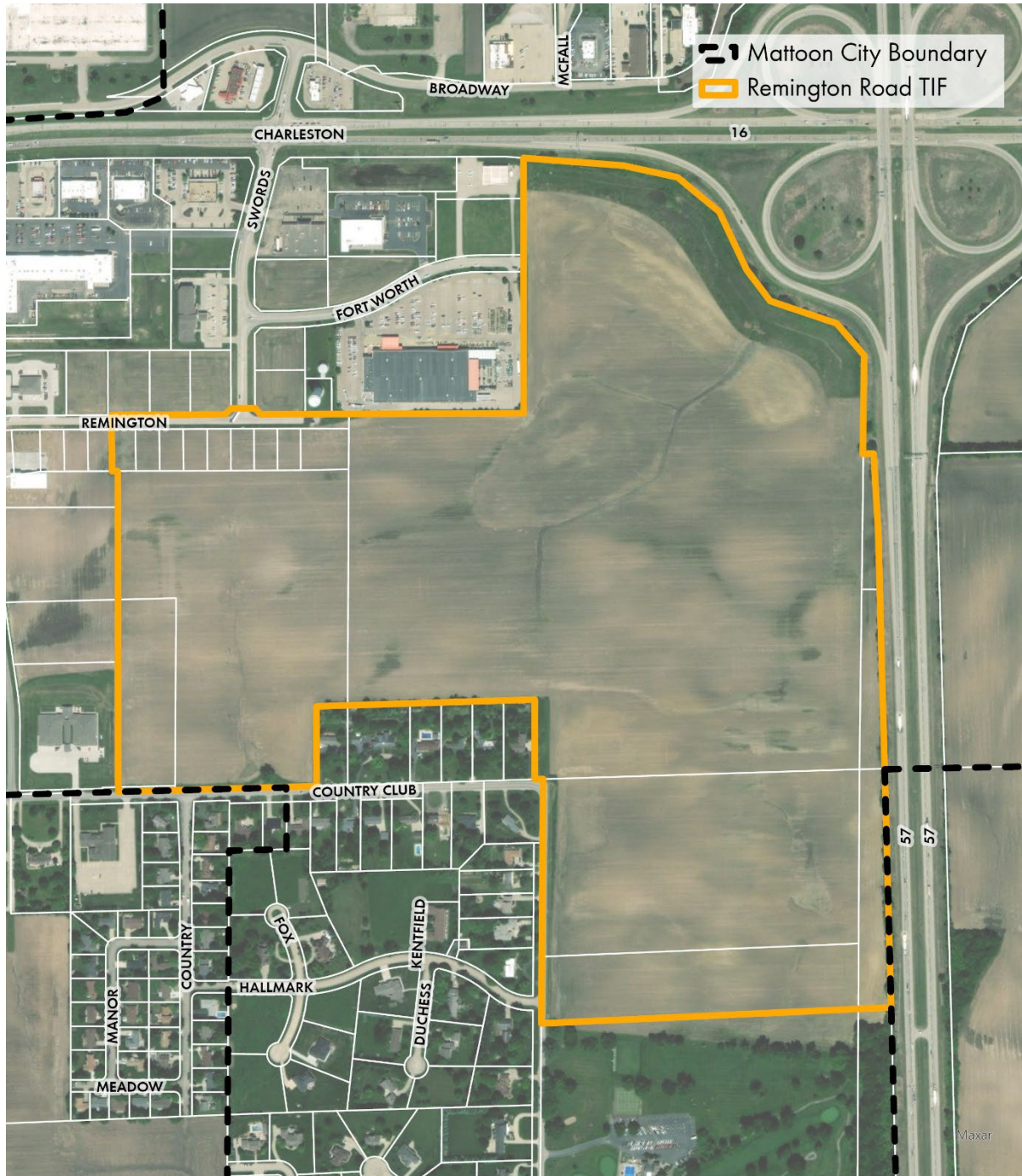


Exhibit A - Redevelopment Project Area Boundary  
Remington Road Redevelopment Area  
Mattoon, IL



## LEGAL DESCRIPTION

COMMENCING AT THE SOUTHWEST CORNER OF BLOCK 16, LOT 6 OF THE MCFALL-SWORDS COMMERCIAL-RESIDENTIAL DEVELOPMENT, THENCE NORTH 89 DEGREES 44 MINUTES 49 SECONDS EAST A DISTANCE OF 23.5 FEET, THENCE SOUTH 0 DEGREES 5 MINUTES 21 SECONDS EAST A DISTANCE OF 1,322.4 FEET TO THE NORTH RIGHT-OF-WAY OF COUNTRY CLUB ROAD, THENCE EASTERLY ALONG THE NORTH RIGHT OF WAY A DISTANCE OF 829.7 FEET, THENCE NORTH 0 DEGREES 6 MINUTES 35 SECONDS WEST A DISTANCE OF 334.2 FEET, THENCE NORTH 88 DEGREES 13 MINUTES 4 SECONDS EAST A DISTANCE OF 913.2 FEET, THENCE SOUTH 0 DEGREES 6 MINUTES 35 SECONDS EAST A DISTANCE OF 334.1 FEET TO THE NORTH RIGHT-OF-WAY OF COUNTRY CLUB ROAD, THENCE NORTH 88 DEGREES 13 SECONDS 10 MINUTES EAST A DISTANCE OF 34.7 FEET ALONG THE NORTH RIGHT-OF-WAY OF COUNTRY CLUB ROAD, THENCE SOUTH 0 DEGREES 25 MINUTES 37 SECONDS WEST ALONG THE CENTERLINE OF COUNTRY CLUB ROAD A DISTANCE OF 1,022.7 FEET, THENCE NORTH 87 DEGREES 22 MINUTES 58 SECONDS EAST A DISTANCE OF 1,464.4 FEET TO THE WEST RIGHT-OF-WAY OF INTERSTATE 57, THENCE NORTH 1 DEGREE 33 MINUTES 40 SECONDS WEST ALONG THE WEST RIGHT-OF-WAY OF INTERSTATE 57 1,998.2 FEET, THENCE NORTH 3 DEGREES 21 MINUTES 48 SECONDS WEST A DISTANCE OF 321.3 FEET, THENCE SOUTH 89 DEGREES 20 MINUTES 23 SECONDS WEST A DISTANCE OF 43 FEET, THENCE NORTH 0 DEGREES 28 MINUTES 1 SECOND EAST A DISTANCE OF 412.32 FEET, THENCE NORTH 40 DEGREES 46 MINUTES 52 SECONDS WEST A DISTANCE OF 176.57 FEET, THENCE NORTH 71 DEGREES 22 MINUTES 6 SECONDS WEST A DISTANCE OF 293 FEET, THENCE NORTH 36 DEGREES 59 MINUTES 35 SECONDS WEST A DISTANCE OF 163.86 FEET, THENCE NORTH 25 DEGREES 11 MINUTES 44 SECONDS WEST A DISTANCE OF 268.35 FEET, THENCE NORTH 50 DEGREES 24 MINUTES 50 SECONDS WEST A DISTANCE OF 226.3 FEET, THENCE NORTH 77 DEGREES 50 MINUTES 9 SECONDS WEST A DISTANCE OF 232.5 FEET, THENCE NORTH 85 DEGREES 37 MINUTES 54 SECONDS WEST A DISTANCE OF 418 FEET, THENCE SOUTH 0 DEGREES 3 MINUTES 58 SECONDS EAST A DISTANCE OF 1,068.6 FEET TO THE SOUTHEAST CORNER OF BLOCK 2, LOT 2 OF THE MCFALL-SWORDS COMMERCIAL-RESIDENTIAL DEVELOPMENT, THENCE SOUTH 89 DEGREES 45 MINUTES 10 SECONDS WEST ALONG THE NORTH RIGHT-OF-WAY OF REMINGTON ROAD A DISTANCE OF 1,100.3 FEET, THENCE NORTH 42 DEGREES 53 MINUTES 45 SECONDS WEST A DISTANCE OF 35.2 FEET, THENCE SOUTH 89 DEGREES 3 MINUTES 58 SECONDS WEST A DISTANCE OF 100 FEET, THENCE SOUTH 45 DEGREES 30 MINUTES 10 SECONDS WEST A DISTANCE OF 35.5 FEET, THENCE SOUTH 89 DEGREES 44 MINUTES 53 SECONDS WEST ALONG THE NORTH RIGHT-OF-WAY OF REMINGTON ROAD A DISTANCE OF 475.8 FEET, THENCE SOUTH 0 DEGREES 51 MINUTES 28 SECONDS EAST A DISTANCE OF 235 FEET TO THE PLACE OF BEGINNING.



Exhibit B - Parcel Locator  
Remington Road Redevelopment Area  
Mattoon, IL



**TABLE 1**  
**PROPERTY OWNER DATA**  
Remington Road Tax Increment Financing Redevelopment Project Area  
Mattoon, Illinois

BD Parcel No.	Parcel Locator NO.	Parcel ID Number	Owner Name	Owner Address	2022 Assessed Value
47	1	06-0-00559-002	MELVIN RE HOLDINGS LLC, SPEER RE HOLDINGS INC & AJM LLC	4216 DEWITT AVE MATTOON IL 61938	\$ 9,670
48	2	06-0-00587-001	MELVIN RE HOLDINGS LLC, SPEER RE HOLDINGS INC & AJM LLC	4216 DEWITT AVE MATTOON IL 61938	\$ 2,643
49	3	06-0-05122-000	MELVIN RE HOLDINGS LLC, SPEER RE HOLDINGS INC & AJM LLC	4216 DEWITT AVE MATTOON IL 61938	\$ 323
50	4	06-0-05123-000	MELVIN RE HOLDINGS LLC, SPEER RE HOLDINGS INC & AJM LLC	4216 DEWITT AVE MATTOON IL 61938	\$ 323
51	5	06-0-05124-000	MELVIN RE HOLDINGS LLC, SPEER RE HOLDINGS INC & AJM LLC	4216 DEWITT AVE MATTOON IL 61938	\$ 296
52	6	06-0-05125-000	MELVIN RE HOLDINGS LLC, SPEER RE HOLDINGS INC & AJM LLC	4216 DEWITT AVE MATTOON IL 61938	\$ 227
53	7	06-0-05126-000	MELVIN RE HOLDINGS LLC, SPEER RE HOLDINGS INC & AJM LLC	4216 DEWITT AVE MATTOON IL 61938	\$ 206
54	8	06-0-05127-000	MELVIN RE HOLDINGS LLC, SPEER RE HOLDINGS INC & AJM LLC	4216 DEWITT AVE MATTOON IL 61938	\$ 266
55	9	06-0-05128-000	MELVIN RE HOLDINGS LLC, SPEER RE HOLDINGS INC & AJM LLC	4216 DEWITT AVE MATTOON IL 61938	\$ 277
56	10	06-0-05129-000	MELVIN RE HOLDINGS LLC, SPEER RE HOLDINGS INC & AJM LLC	4216 DEWITT AVE MATTOON IL 61938	\$ 201
57	11	06-0-00562-000	MELVIN RE HOLDINGS LLC, SPEER RE HOLDINGS INC & AJM LLC	4216 DEWITT AVE MATTOON IL 61938	\$ 51,141
58	12	06-0-00510-002	MELVIN RE HOLDINGS LLC, SPEER RE HOLDINGS INC & AJM LLC	4216 DEWITT AVE MATTOON IL 61938	\$ 1,344
59	13	06-0-00763004	MELVIN RE HOLDINGS LLC, SPEER RE HOLDINGS INC & AJM LLC	4216 DEWITT AVE MATTOON IL 61938	\$ 1,874
60	14	06-0-00715-000	MELVIN RE HOLDINGS LLC, SPEER RE HOLDINGS INC & AJM LLC	4216 DEWITT AVE MATTOON IL 61938	\$ 11,345
61	15	06-0-00715-001	MELVIN RE HOLDINGS LLC, SPEER RE HOLDINGS INC & AJM LLC	4216 DEWITT AVE MATTOON IL 61938	\$ 4,206

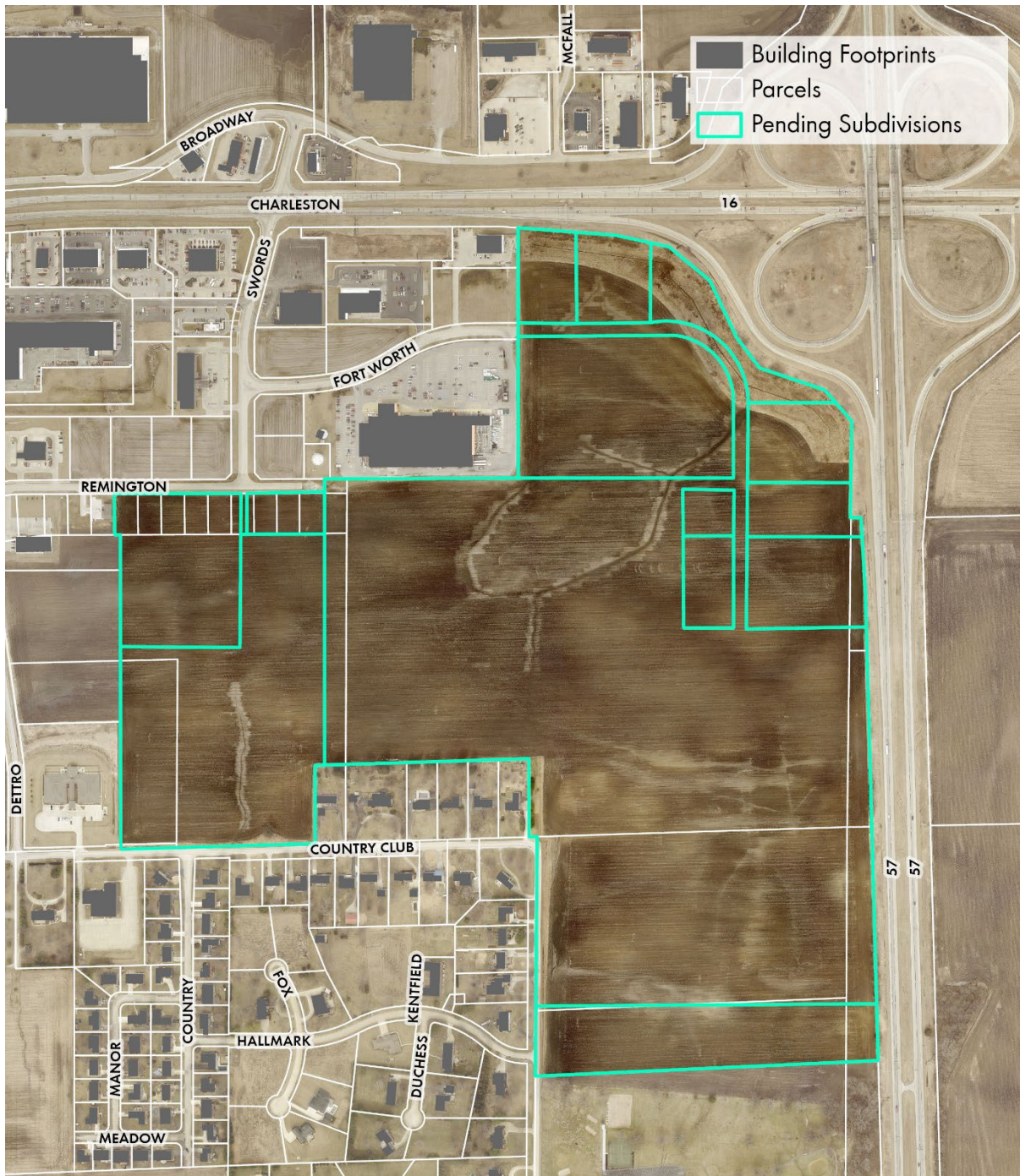


Exhibit C - Subdivision of Area Properties  
Remington Road Redevelopment Area  
Mattoon, IL





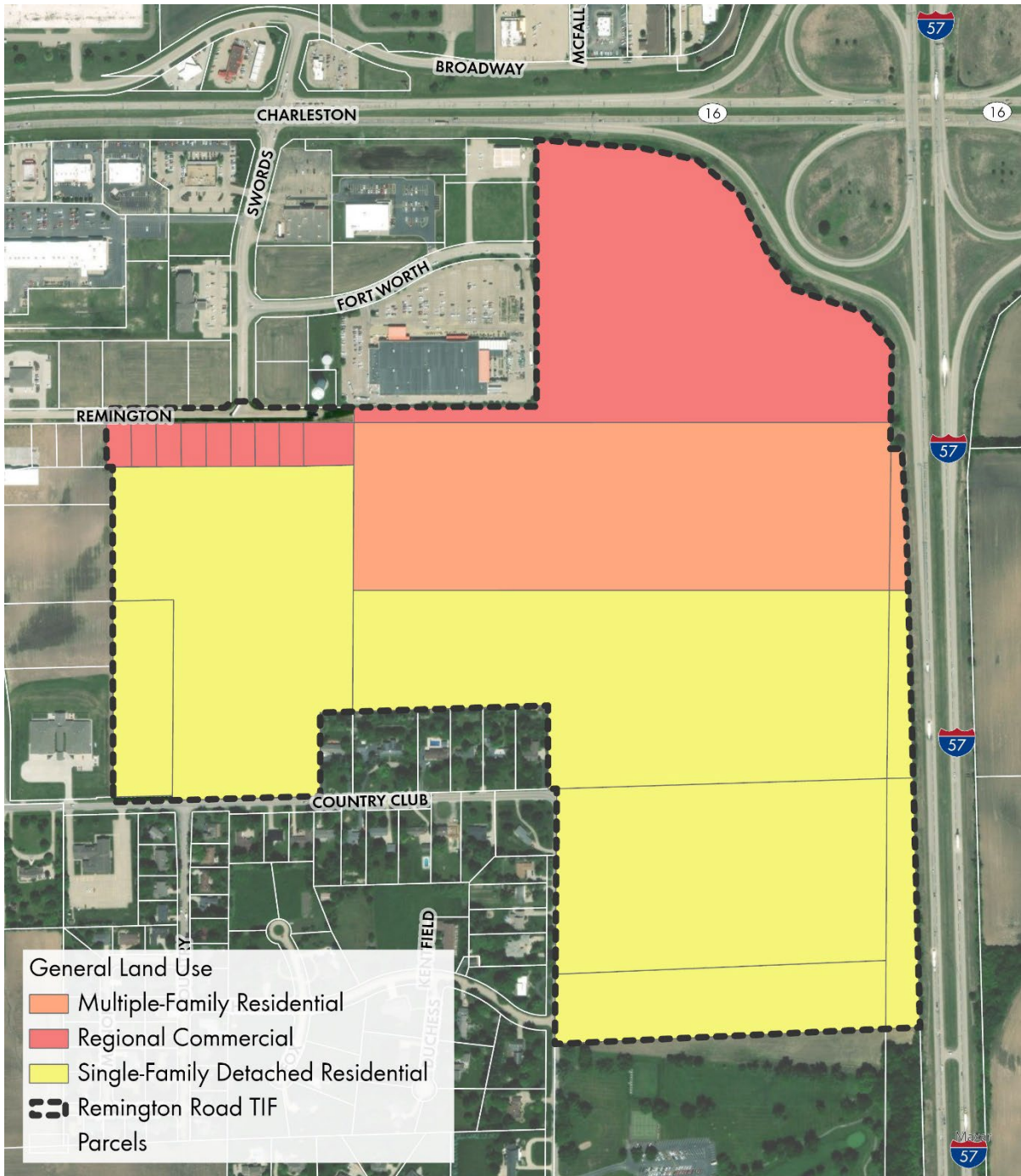


Exhibit D - General Land Use Plan  
Remington Road Redevelopment Area  
Mattoon, IL





 Remington Road TIF Boundary

Exhibit E - Conceptual Development Plan  
Remington Road Redevelopment Area  
Mattoon, IL

0 500 1,000 US Feet

**PGAV**PLANNERS LLC



## **APPENDIX B**

**KIMLEY-HORN AND ASSOCIATES, INC. STORMWATER REPORT  
KIMLEY-HORN AND ASSOCIATES, INC. SUPPLEMENTARY LETTER**

**To:** Dean Barber, P.E., City Engineer, City of Mattoon

**From:** Scott Griffith, P.E., Kimley-Horn  
Mathew Cox, CFM, Kimley-Horn

**Date :** March 30th, 2023

**Subj:** Mattoon Sports Complex TIF Stormwater Report

## I. Project Overview

The proposed project is located on the west side of I-57 and south of Charleston Ave E in Mattoon, IL as shown in **Exhibits A and B**. The proposed project consists of:

- Multiple Roadway Extensions from Existing City Streets
- Proposed Parking Lots
- Sports Fields
- Buildings and Outlots
- Stormwater Management Practices necessary to meet City and IDOT standards.

The project results in approximately 3,764,000 sf (86.4 ac) of new and reconstructed impervious surfaces (including buildings), constructed over multiple phases. **Exhibit B** depicts the proposed project.

This memorandum focuses on the existing and proposed conditions relating to the stormwater management system requirements. The proposed project is located on an undeveloped parcel of land within the City of Mattoon (City). In existing conditions, the parcel releases stormwater runoff undetained through 11 different discharge locations. This condition results in the parcel and surrounding parcels becoming chronically inundated by the existing insufficient conveyance systems. The parcels have become increasingly blighted from the impact of this chronic flooding and inundation. As part of this analysis, Kimley-Horn evaluated the existing and proposed conditions surface runoff rates to quantify the impact on the adjacent parcels. As part of the proposed conditions analysis, the stormwater system was analyzed assuming ultimate build out of the parcel to better quantify the peak flow rates discharging from the site.

The City requires that Design Method 1 be followed for projects that create more than 0.4 acres of impervious surfaces. Design Method 1 states that the post-development condition 100-year discharge rate must be less than or equal to the predevelopment 10-year discharge rate. The Illinois DOT (IDOT) requires that predevelopment discharge rates in the 10-year and 100-year storm events be met in the post-development conditions. In addition to the 10-year and 100-year 24-hour storm events, an analysis of the critical duration was performed to evaluate the worst case scenario in terms of runoff rates. The Critical Duration Analysis (CDA) determined that the 1-hour rainfall event is the critical event for the watershed. The 1-hour storm duration was used as part of the analysis to meet the City requirements. Bulletin 75 rainfall depths and the Huff rainfall distributions were used for the stormwater analysis.

### III. Analysis Approach and Methods

#### ***Existing Conditions***

The existing site consists of agricultural land, as shown in **Exhibit C**. The site is bounded by I-57 to the east, Dettro Dr to the west, an existing shopping development to the north, and Country Club Road and the Mattoon Golf & Country Club to the south. Kickapoo Creek runs west to east through the golf course. The project area is approximately 95% pervious in existing conditions.

Through discussions with the City of Mattoon and various landowners, it was determined that the area experiences chronic flooding throughout the year, most apparent in the existing shopping development to the north and extending further north towards the town center. Multiple flooding events have occurred and been documented by city staff and news sources along with resident complaints and evacuations following large rainfall events.

The land use delineations were developed from aerial imagery of the site from various times of the year. The existing conditions soils were obtained from NRCS, and were found to be generally C and D soils. Runoff conditions were determined using the SCS Runoff Curve Number method. The weighted curve numbers were developed from the standard curve numbers by land use type detailed in Technical Release 55 - *Urban Hydrology for Small Watersheds* from the USDA. The soils along with the existing landuse were used to calculate area-weighted curve numbers across the site for the individual subbasins.

The site is on a high point and generally drains to 11 outfalls around the perimeter of the site, shown on **Exhibit C** and **D** as Outfalls D\_1, D\_2, D\_3, D\_4, D\_5, D\_6, D\_7, D\_8, D\_9, D\_10, and 14. The 11 individual outfall locations were aggregated into 3 ultimate discharge points. The 3 ultimate discharge points are shown in **Tables 2a-3b**.

#### ***Proposed Conditions***

The proposed site will be constructed in multiple phases and will consist of building and associated parking lots, sports fields, roadway extensions, and four stormwater basins. The four proposed stormwater basins provide storage and act as designated flooding areas to control discharge rates leaving the site.

The proposed site is approximately 85% impervious, detailed impervious information will be provided with future site plan submittal. Runoff conditions were determined using the SCS Runoff Curve Number method. The existing landuse was updated to reflect the proposed impervious areas. The proposed sports fields were assumed to have a curve number of 80. The weighted curve numbers were developed from the standard curve number by land use type detailed in Technical Release 55 - *Urban Hydrology for Small Watersheds* from the USDA. Proposed land use delineations were based upon the proposed preliminary site layout.

Four stormwater basins are proposed to provide stormwater detention and rate control on the site. **Table 1** below lists the minimum volumes required to store the site runoff to meet the detention and rate control requirements laid out by the City and IDOT.

**Table 1. Minimum Storage Volumes**

Ultimate Discharge Point	Storage Basin ID	Storage Volume	
		Cubic-Feet	Acre-Feet
I-57 Interchange	1	20,600	0.47
Golf Course	2	364,100	8.36
	3	1,500	0.03
	4	2,529,200	58.06

**IV. Rate Control Analysis**

Two versions of the existing and proposed condition models were analyzed for compliance with rate control requirements. The existing and proposed condition models were analyzed at two different storms, the 24-hour storm and the critical duration of 1-hour. Discharge rates were compared at the three ultimate discharge rates of the site, as described below and shown in Exhibits C and D:

- NW Channel – An existing channel along the east side of the Rural King shopping facility that accepts drainage from the northwestern portions of the site. The site areas draining here are D\_2, D\_3, D\_4, and 14 in both existing and proposed conditions.
- I-57 Interchange – The northeastern portion of the site drains offsite to the northeast, an existing culvert discharges from the ditch in the northeast of the site under the I-57 Interchange to the inner portion of the clover leaf interchange. The site areas draining here are D\_1, D\_5, and D\_10 in both existing and proposed conditions.
- Golf Course – The southern portion of the site drains offsite to the south to the Mattoon Golf & Country Club. The site areas draining here are D\_6, D\_7, D\_8, and D\_9 in both existing and proposed conditions.

**Table 2a** outlines the comparison between existing and proposed conditions at each of the three ultimate outfall locations for the 10-year and 100-year, 1-hour critical duration storm events for the full model contributing area. **Table 2b** outlines the same information but for the 24-hour storm model. **Table 3a and 3b** outlines the comparison between existing and proposed conditions at all of the discharge points.

**Table 2a. Ultimate Discharge Points Discharge Rate Comparison – Critical Event - 1-Hour Event**

Ultimate Discharge Point	Existing (cfs)		Proposed (cfs)		Percent Change	
	10-Year	100-Year	10-Year	100-Year	10-Year	100-Year
NW Channel	114.4	155.4	48.4	56.7	-57.7%	-63.5%
I-57 Interchange	183.3	239.6	93.6	120.6	-48.9%	-49.7%
Golf Course	264.7	371.2	75.2	90.5	-71.6%	-75.6%

**Table 2b. Ultimate Discharge Points Discharge Rate Comparison – 24-hour Rainfall Event**

Ultimate Discharge Point	Existing (cfs)		Proposed (cfs)		Percent Change	
	10-Year	100-Year	10-Year	100-Year	10-Year	100-Year
NW Channel	48.7	71.0	5.8	27.4	-88.1%	-61.4%
I-57 Interchange	45.1	65.8	15.3	22.7	-66.1%	-65.6%
Golf Course	46.2	64.4	33.5	43.5	-27.4%	-32.3%

**Table 3a. Discharge Rate Comparison – Critical Event – 1-Hour Event**

Outfall Node (ICM)	Ultimate Discharge Point	Existing (cfs)		Proposed (cfs)		Percent Change	
		10-year	100-year	10-year	100-year	10-Year	100-Year
D_2	NW Channel	71.8	108.5	7.0	10.5	-90.3%	-90.3%
D_3*		13.2	13.9	13.2	13.8	-0.7%	-0.6%
D_4*		14.3	15.3	13.2	14.6	-7.9%	-4.6%
14*		15.1	17.7	15.1	17.7	0.0%	0.0%
D_1	I-57 Interchange	83.3	90.7	60.7	72.4	-27.1%	-20.2%
D_5*		10.3	12.1	8.6	11.5	-16.5%	-5.0%
D_10		89.7	136.8	24.3	36.7	-72.9%	-73.2%
D_6	Golf Course	56.2	57.3	42.0	45.0	-25.3%	-21.4%
D_7		18.2	20.4	0.0	0.0	-100.0%	-100.0%
D_8		171.5	265.4	14.7	17.9	-91.4%	-93.3%
D_9*		18.8	28.1	18.4	27.6	-1.9%	-1.9%

**Table 3b. Discharge Rate Comparison – 24-Hour Event**

Outfall Node (ICM)	Ultimate Discharge Point	Existing (cfs)		Proposed (cfs)		Percent Change	
		10-year	100-year	10-year	100-year	10-Year	100-Year
D_2	NW Channel	5.8	8.6	0.5	0.8	-90.5%	-90.5%
D_3*		2.7	4.1	2.5	3.7	-8.8%	-8.8%
D_4*		1.8	2.7	1.2	1.8	-32.4%	-32.4%
14*		1.5	2.3	1.5	2.3	0.3%	0.3%
D_1	I-57 Interchange	36.8	53.5	12.7	18.9	-65.4%	-64.7%
D_5*		0.8	1.2	0.7	1.0	-18.6%	-18.6%
D_10		7.5	11.1	1.9	2.8	-74.6%	-74.6%
D_6	Golf Course	13.9	20.6	13.9	18.7	-0.1%	-8.9%
D_7		14.0	17.3	0.0	0.0	-100.0%	-100.0%
D_8		16.8	24.4	18.2	22.7	8.4%	-6.9%
D_9*		1.4	2.1	1.4	2.1	-1.9%	-1.9%

\* These discharge points are made up of largely offsite areas that are not impacted by the site development. As a result, discharge rates are not expected to change significantly.

Kickapoo Creek, located south of the project, experiences frequent flooding, causing damage and negative impacts to properties south and east of the site. The creek runs through the existing golf course which receives discharge from the southern portion of the site, as shown in **Tables 3a** and **3b**. The proposed detention basins, primarily Storage Basin 4, decreases the peak discharge rates to the golf course and Kickapoo Creek significantly from existing to proposed conditions. This decrease will lower the total flow in the creek downstream of the proposed site following rainfall events and reduce the impact to downstream communities during peak discharge rainfall events.

A Flood Insurance Study (FIS) is available for the portion of Kickapoo Creek upstream of the site. The contributing drainage area at the downstream end of the FIS at Odd Fellow Road is 5.0 square miles. Using Streamstats, the contributing drainage area of Kickapoo Creek at the I-57 bridge downstream of the site is approximately 10.2 square miles. The site is approximately 0.3 square miles, less than 3% of the total drainage area contributing to Kickapoo Creek. The proposed site improvements will not have a significant impact on the overall flood levels of Kickapoo Creek during extreme events, but will alleviate flooding around the site and adjacent parcels that experience chronic flooding. The improvements will reduce sediment and nutrient loading of the creek through the reduction of undetained runoff from the site.

**V. Conclusion**

The proposed stormwater detention reduces peak discharge rates from the proposed development and reduces strain on the downstream existing stormwater infrastructure at the ultimate discharge points. This reduction will help mitigate the chronic flooding occurring around the site, including to the north in the existing shopping development where chronic flooding and inundation has been reported, as seen in Ultimate Outlet: NW Channel. The proposed project will also reduce peak discharge rates to the I-57/Highway-16 Interchange stormwater system. Reductions of peak discharge rates to both systems will reduce documented chronic flooding conditions around the site.

**Tables 3a and 3b** demonstrate that the 10-year and 100-year storm proposed conditions discharge rates do not exceed 10-year and 100-year storm existing conditions discharge rates, respectively. The 100-year storm discharge rates at the ultimate discharge points in proposed conditions are less than the 10-year storm discharge rates in existing conditions. The proposed site improvements significantly decrease the discharge rates exiting the site. The reduction of the rate of surface water that discharges from the site during extreme rainfall events allows for alleviation of the chronic flooding conditions within the northeastern portion of the City of Mattoon and the surrounding area.

The outlet control structures are sized to meet City and IDOT requirements. Further refinement during the final design process may be done to adjust to future design changes. The storage volumes listed in **Table 1** are the minimum required to store the site runoff to meet the requirements, additional storage may be needed to meet freeboard or other requirements.

**Attachments:**

- |                                       |  |
|---------------------------------------|--|
| Exhibit A. Proposed TIF Study Area    | Exhibit E. Flooding Documentation and Pictures |
| Exhibit B: Site Area Map              | Exhibit F. Existing Conditions ICM Model       |
| Exhibit C. Existing Drainage Area Map | Exhibit G. Proposed Conditions ICM Model       |
| Exhibit D. Proposed Drainage Area Map |  |

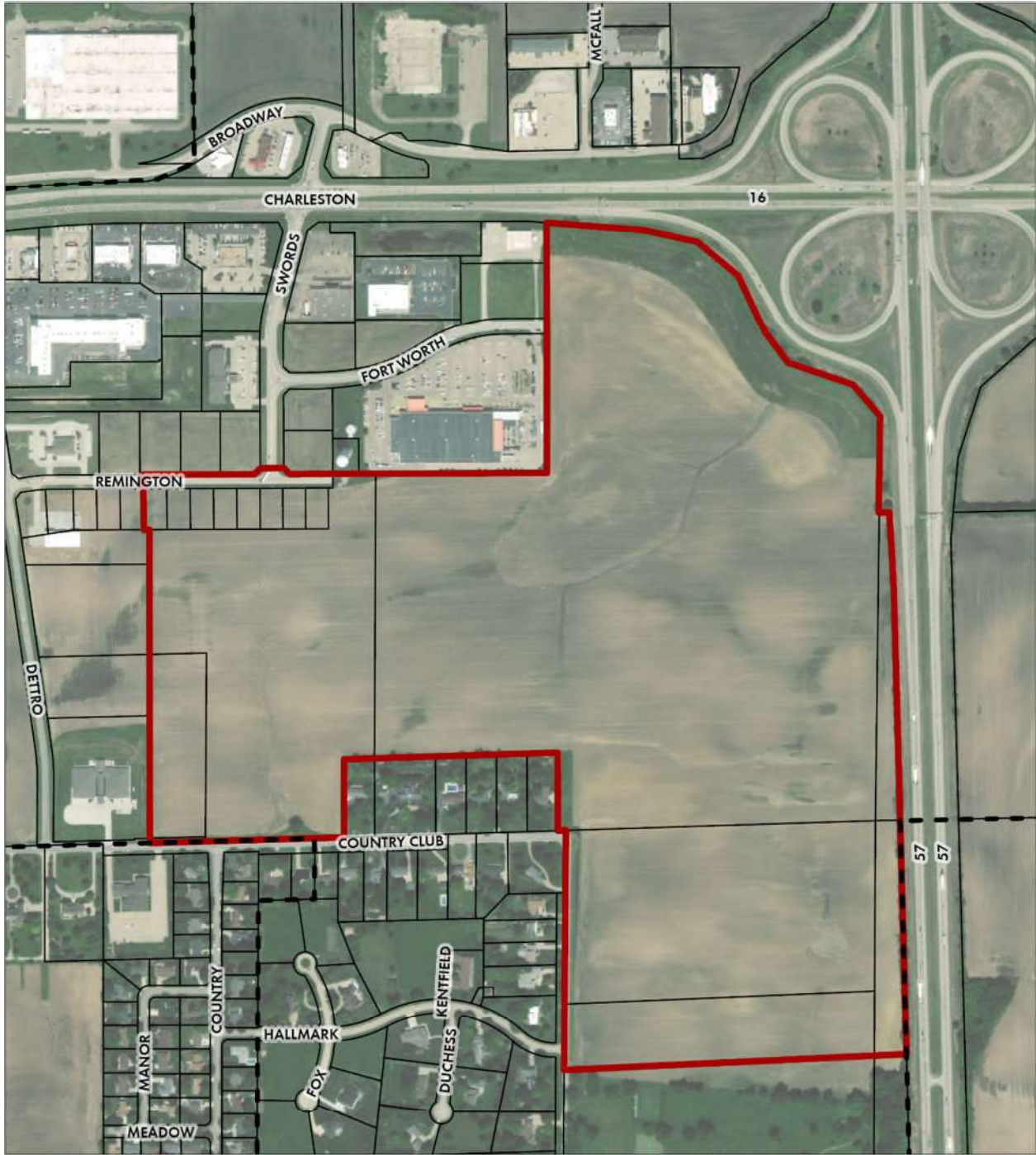


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**EXHIBIT A:**  
**PROPOSED TIF**  
**STUDY AREA**

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# Exhibit A – Proposed TIF Study Area






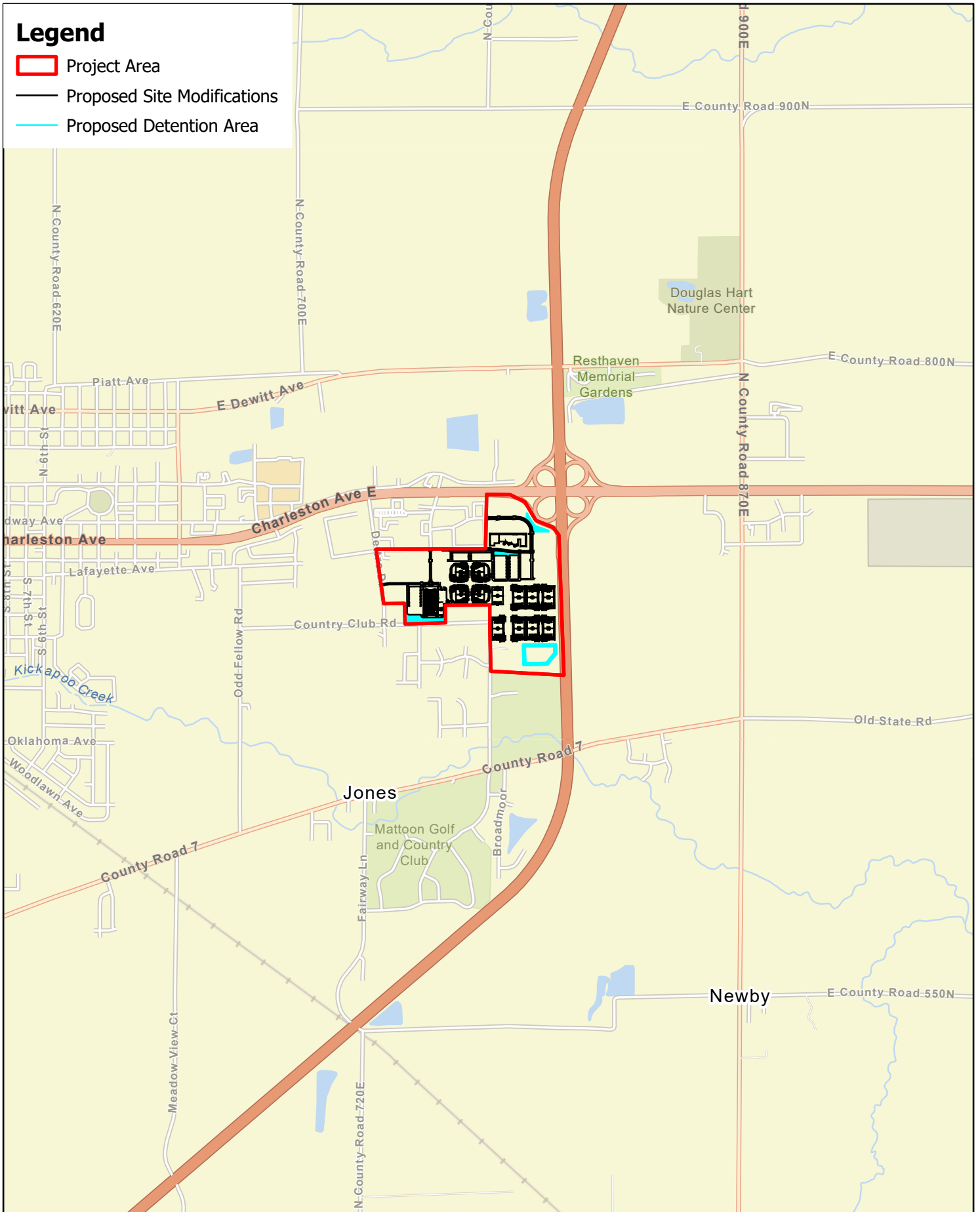
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**EXHIBIT B:**  
**SITE AREA MAP**

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# Legend

-  Project Area
-  Proposed Site Modifications
-  Proposed Detention Area



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**EXHIBIT C:**  
**EXISTING DRAINAGE**  
**AREA MAP**

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# Legend

- Existing Storm Pipe
- Existing Storm Structure
- Existing Drainage Areas



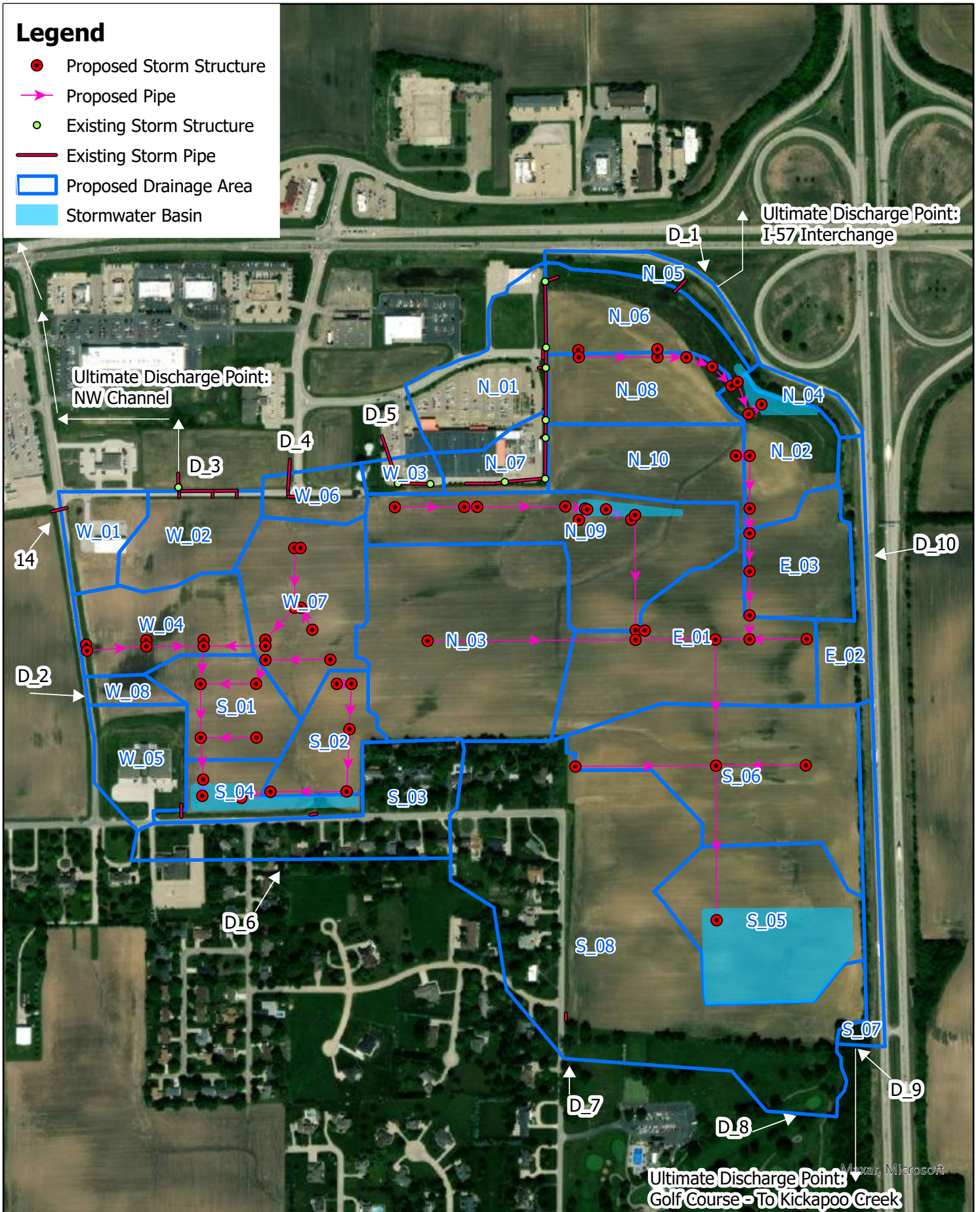
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**EXHIBIT D:**  
**PROPOSED DRAINAGE**  
**AREA MAP**

---

# Legend

- Proposed Storm Structure
- Proposed Pipe
- Existing Storm Structure
- Existing Storm Pipe
- Proposed Drainage Area
- Stormwater Basin





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**EXHIBIT E:**  
**FLOODING**  
**DOCUMENTATION**  
**AND PICTURES**

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**EXHIBIT F:**  
**EXISTING CONDITIONS ICM**  
**MODEL**

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*EXISTING CONDITIONS ICM MODELS AVAILABLE UPON REQUEST*

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**EXHIBIT G:**  
**PROPOSED CONDITIONS**  
**ICM MODEL**

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*PROPOSED CONDITIONS ICM MODELS AVAILABLE UPON REQUEST*

June 29, 2023

Kyle Gill, City Administrator  
City of Mattoon  
209 North 9<sup>th</sup> Street  
Mattoon, IL 61938

**RE: Mattoon Sports Connection – TIF Plan**

To Whom it May Concern:

Kimley-Horn & Associates, Inc was retained to provide a technical stormwater memorandum for the Mattoon Sports Connection project located on the southwest corner of Interstate 57 and State Highway 16 in Mattoon, Illinois. The project consists of sports and commercial components including multiple roadway extensions from existing city streets, proposed parking lots, sports fields, buildings and outlots and stormwater management and is expected to result in approximately +/-86.4 acres of impervious surfaces including buildings constructed over multiple phases.

As outlined in our report dated March 30, 2023, the existing stormwater conditions pose significant challenges as runoff is currently released undetained through 11 different discharge locations. This situation has resulted in chronic inundation of the project parcel and surrounding parcels, primarily due to the insufficient conveyance system in place. These recurring flooding events have contributed to the increasing blight observed in the project area.

To address these issues, our proposed stormwater plan incorporates the construction of four detention basins, strategically designed to provide storage and serve as designated flooding areas. These basins play a crucial role in effectively controlling discharge rates before the water leaves the site. Importantly, the implementation of the stormwater detention ponds will effectively reduce peak discharge rates stemming from the proposed development, thereby alleviating strain on the existing downstream stormwater infrastructure at the ultimate discharge points. This reduction in peak discharge rates will greatly assist in mitigating the chronic flooding and alleviating the blight currently affecting the vicinity of the site.

Currently, construction crews have mobilized on-site, and work has commenced as planned on certain site preparation for the project. These construction activities including the stripping of topsoil and the installation of subgrade earthen materials as well as the progression of construction of the indoor sports complex, will have no impact on the present drainage problem, as demonstrated by our previous findings. This work being currently undertaken and all work contemplated to be undertaken through the fall of this year is anticipated to have no discernible effect, either positive or negative, on the conclusions drawn from our earlier analysis including the chronic inundation of the project parcel and surrounding parcels and the recurring flooding events that have contributed to the increasing blight observed in the project area.

If you have any questions or comments regarding the information above, please do not hesitate to contact me at 816-652-2333. I may also be contacted via email at Andrew.Gribble@Kimley-Horn.com.

Sincerely,  
Kimley-Horn & Associates, Inc.



Andrew W. Gribble IV, P.E.

