

Economic Development, Communities

Edwardsville finds growing niche in health-care industry

It took more than 200 years for Edwardsville to become a health-care hub, and most of that occurred in the last three.

“Prior to 2019, we had very minimal square footage attached to the health-services industry,” said Walter Williams, the city’s director of economic development.

Today, there are almost 162,000 square feet of projects recently completed or in the works, representing an investment of close to \$54.8 million.

Anderson Hospital changed the dynamics when it launched a 15-acre-

plus campus on Goshen Road.

Since that time, other big regional, health-care players, Hospital Sisters Health System and BJC HealthCare, are now involved in projects.

Anderson began the movement with completion in 2019 of an \$8.5 million, 8,500-square-foot surgical center. The one-story site also houses an SSM Health Cardinal Glennon Children’s Hospital Specialty Clinic.

HSMS Medical Group followed in late 2020 with completion of a \$2.22 million, 13,500-square-foot urgent care clinic constructed along Illinois

Route 157. The site also serves as an outlet for Prairie Cardiovascular.

Next up will be the completion of the 49,920-square-foot, \$18 million Anderson rehab hospital, which should be open this summer. That project is being done in partnership with Kindred Healthcare LLC.

Last year, Anderson Hospital announced that it planned a third building, a \$20 million, 50,000-square-foot medical building, which should see construction begin before summer. The development is being done by Triple Net Management, led by Terry Johnson.

This year, BJC HealthCare announced it acquired the former Shop ‘n Save store on Troy Road where it is now constructing a 40,000-square-foot, \$6,050,000 outpatient care facility, expected to be open this summer.

“Four years ago, when we noticed that would be a lot of activity, we didn’t have the health-services industry as a target industry (for recruitment),” Williams said.

For its part, Anderson Hospital said it wanted to be a part of the growth happening in Edwards-

ville’s Interstate 55 corridor.

“We felt that Anderson Healthcare needed a larger footprint in Edwardsville as it continues to grow in both population and commercial presence,” said Keith Page, Anderson Healthcare president and CEO. “Because of its location and projected growth, it seemed like the ideal opportunity to grow our services.”

Anderson has the space for a fourth building, but Page said no other projects are planned at this time for the Goshen Campus, he said.

Williams said the new industry is well-served by the established nursing programs at Lewis and Clark Community College and Southern Illinois University Edwardsville, which provide a potential source of personnel.

“We have the critical mass of people that will aid the movement toward enhancing our health-services industry,” Williams said.

The most salient point, he said, is that anyone in the health industry needs to place Edwardsville on its radar screen as a potential place to locate or to work.



City of

Edwardsville

Illinois

To find out more about the opportunities that await your business in Edwardsville, contact

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Mascoutah offers small town feel with modern amenities



Located just off Interstate 64 and adjacent to Scott AFB, Mascoutah is in close proximity to St. Louis, Missouri. Mascoutah is easily accessible to St. Louis and Lambert Airport by Metrolink with stations minutes away from town.

Mascoutah is home to Mid America Airport recently noted as in the top six of Illinois airports with over 400,000 passengers yearly.

Mascoutah has what it says are some of the first-rate public and private schools in the area and the School

District has more than 4,000 students. Mascoutah is 15 minutes away from McKendree College and Southwestern Illinois College, and thirty minutes away from Southern Illinois University at Edwardsville, St. Louis University, and Washington University.

Mascoutah is a growing community and is well positioned for growth, community officials say. There have been numerous construction projects in the past year that have provided many new homes and businesses in the community.



Mascoutah

ILLINOIS

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Communities thinking new approaches to development

By DENNIS GRUBAUGH

Developers had a tough year, but they’re seeing a light at the end of the COVID-19 tunnel and perhaps some new direction for business incentives as well.

Keith Moran, the president of Moran Economic Development in Edwardsville, says discussions have picked up regarding development tools as communities seek to attract new revenue.

“The pandemic has done a number on us and caused us to think a little differently about where economic develop-



Moran

ment is going,” he said. “The federal and state government aren’t allocating dollars to local communities like they once were. We have infrastructure issues all over the place, not just in Metro East.”

Now is the time for out-of-the box thinking, he said. Communities that use programs intelligently and differently

are going to set themselves apart.

Moran has worked with towns for years to help them establish TIF districts and other special taxing areas. He also helped retire one such district, in Glen Carbon, a year earlier than the 23-year normal expiration period.

Moran has incentive projects in the works throughout the region: in Mascoutah involving TIF development in the area of MidAmerica St. Louis Airport; an enterprise zone project along Illinois Route 3 in Venice/Granite City, which could lead to retail opportunities in Granite City and “significant rail development” opportunities in Venice; and in Glen Carbon, involving the Orchard Town Center project on the former Foucek Nursery property at Illinois Route 157 and Governors’ Parkway.

He also recently worked with the city of Collinsville on the relocation-assistance incentives that led to Glik’s establishing its corporate headquarters near Eastport Plaza.

He is also talking to communities about extending existing TIF districts. Among them are East St. Louis, Fair-

mont City and Cahokia. All are due to expire in a one- to three-year timeframe. The extension would be for an additional 12 years and would have to go through the Illinois Legislature.

“What this does is cause us to work intricately with our taxing districts about their goals for their TIFs, if extended.”

One newer trend is “boutique” TIF districts that involve small tracts of land or project specific TIF areas, making it easier for involved taxing districts to buy into the development process.

A project under way in Godfrey is a good example. A developer is in mind, but the village must approve a TIF district of 10 to 18 parcels maximum. The tract is just south of Lewis and Clark Community College campus on Godfrey Road.

The TIF law allows for pinpointed projects, the minimum of which is 1.5 acres. On the other hand, a TIF can also be as large as a municipality’s boundaries which Moran does not believe is proper. Goal-oriented TIF District’s are what we should be striving for.

MORAN

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