

NOTICE OF PUBLIC HEARING
CITY OF AUBURN
TAX INCREMENT FINANCING DISTRICT

The City of Auburn, Sangamon County, Illinois, an Illinois Municipal Corporation, hereby gives Notice of a Public Hearing to be held at **6:00 p.m., Central Standard Time, on February 6, 2017**, at the Auburn City Hall, 324 W. Jefferson Street, Auburn, Illinois, to consider its proposed Auburn Tax Increment Financing Redevelopment Project Area, Plan and Projects.

All interested persons, including all taxing districts of which taxable property is included in the Area and the Illinois Department of Commerce and Economic Opportunity, will be given an opportunity to be heard at said Public Hearing and to file with the City Clerk written objections to any issues embodied in this notice, and are also invited to submit written comments, prior to the date of the Hearing, to the City at the following address:

City of Auburn
City Clerk
324 W. Jefferson Street
Auburn, Illinois 62615

Proposed Redevelopment Project Area:

A Boundary Map and Legal Description of the proposed Redevelopment Project Area are enclosed.

Proposed Redevelopment Plan and Projects:

A Summary of the proposed Redevelopment Plan and Projects is enclosed.

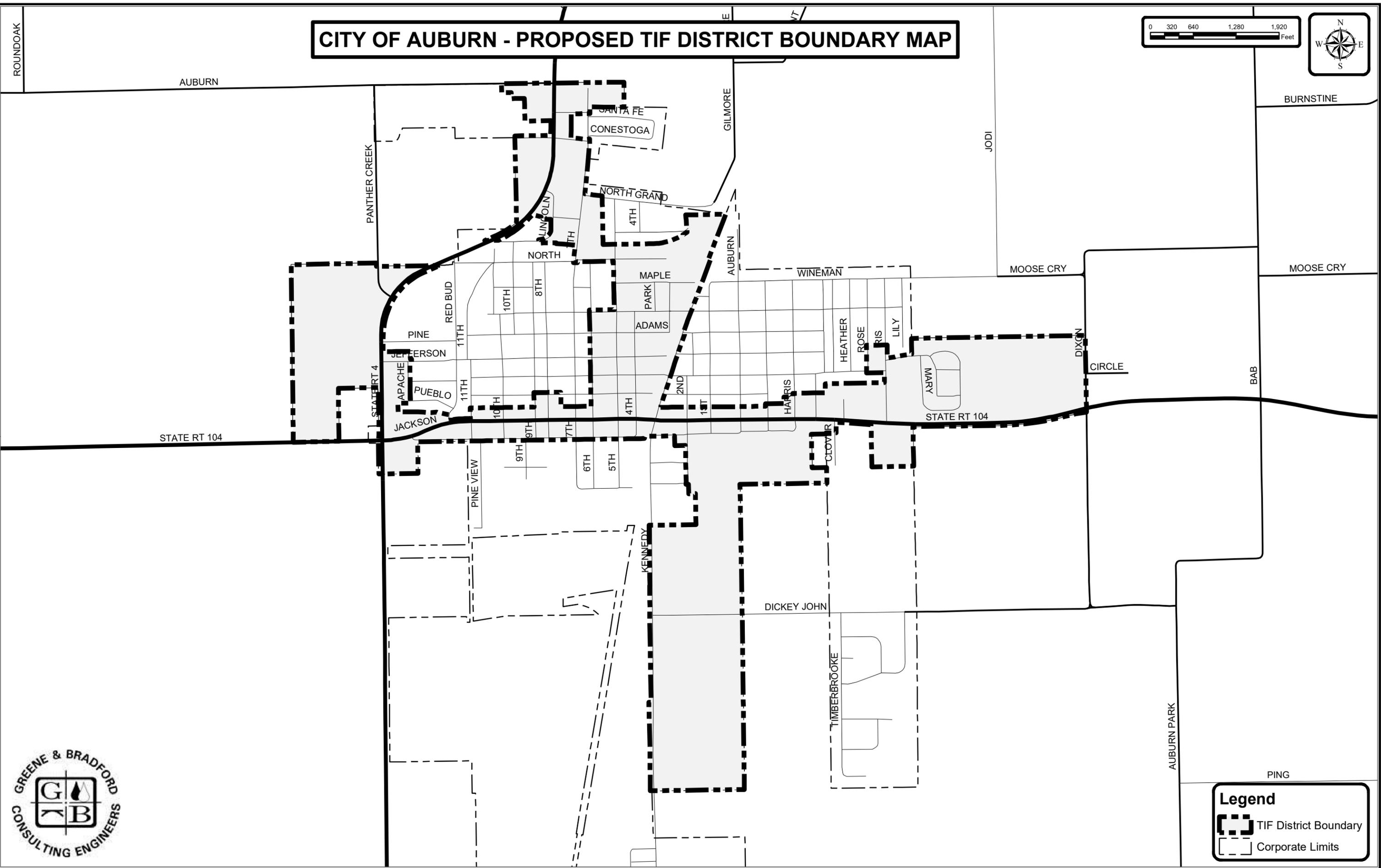
The Redevelopment Plan and Projects complies with the provisions of the "Tax Increment Allocation Redevelopment Act".

A copy of the proposed Auburn TIF District Redevelopment Plan and Projects is enclosed and a copy is available at the Auburn City Clerk's Office, 324 W. Jefferson Street, Auburn, Illinois for examination during regular office hours, Monday through Friday from 7:30 a.m. to 4:00 p.m.

For further information, please feel free to contact City Councilman Larry Hemmerle, City of Auburn, at (217) 438-6151, Ext. 2707.

Chris Warwick
City Clerk

CITY OF AUBURN - PROPOSED TIF DISTRICT BOUNDARY MAP



Legend

- TIF District Boundary
- Corporate Limits

**AUBURN TIF DISTRICT
LEGAL DESCRIPTION**

Parts of Sections 2,3,9,10, 11 and 15 in Township 13 North, Range 6 West of the Third Principal Meridian; described more particularly as follows: Beginning at the Southwest Corner of the Southeast Quarter of the Northeast Quarter of the aforementioned Section 9, thence North along the Quarter, Quarter Section Line to the North Section Line of Section 9, thence East along the Section Line to the East Right-of-Way Line of Illinois Route 4, thence Southwesterly along said Right-of-Way Line to the South Line of Dumbravas Pine-Grove Subdivision, thence Easterly along said Line to the East Line of Lot 24 of Western Acres Plat V, thence South along said Lot Line to the North Right-of-Way Line of Jefferson Street, thence East along said Right-of-Way Line 25 feet, thence South perpendicular to the North Right-of-Way Line of Jefferson Street to the South Right-of-Way Line of Jefferson Street, thence West along said Right-of-Way Line to the beginning of a 25 foot radius curve, thence along said curve to the East Right-of-Way Line of Apache Road, thence South along said Right-of-Way Line extended to the North Line of Lot 22 of Western Acres 2nd Plat, thence West along the North Line of Lots 22 and 25 a distance of 185 feet, thence South along the West Line of the East 125 feet of Lot 25 of Western Acres 2nd Plat to the South Line of said Lot 25, thence Easterly along the South Line of Lots 25,22,21,20,19,18,17,16,15,14 to the West Right-of-Way Line of Cheyenne Drive, thence Easterly perpendicular to the West Right-of-Way Line of Cheyenne Drive to the East Right-of-Way Line of Cheyenne Drive, thence Southerly along said East Right-of-Way Line to the beginning of a 25 foot radius curve, thence along said curve to the North Right-of-Way Line of Jackson Street (Illinois Route 104), thence East along said Right-of-Way Line to the West Right-of-Way Line of 11th Street, thence North along said Right-of-Way Line to an extension of the North Right-of-Way Line of a 16 foot Alley running through Block 3 of Wheeler Estate 3rd Addition, thence East along said Right-of-Way Line extended to the West Right-of-Way Line of 9th Street, thence North along said Right-of-Way Line to the North Right-of-Way Line of Monroe Street, thence East to the East Right-of-Way line of a 20 foot Alley running along the West Line of Block 5 of Kessler's Addition, thence South along said Right-of-Way Line to the North Right-of-Way Line of a 16 foot Alley running through Block 5 of Kessler's Addition, thence East along said Right-of-Way Line to the West Right-of-Way Line of 6th Street, thence North along said Right-of-Way Line to the North Right-of-Way Line of Washington Street, thence East along said Right-of-Way Line to the West Right-of-Way Line of 5th Street, thence North along said Right-of-Way Line to the South Right-of-Way Line of North Street, thence West along said Right-of-Way Line to the West Right-of-Way Line of 7th Street, thence Northeasterly along said Right-of-Way Line to the former North Right-of-Way Line of the Illinois Terminal Railroad, thence West along said Right-of-Way Line to the South Right-of-Way Line of Lincoln Street, thence North perpendicular to the South Right-of-Way Line of Lincoln Street to the North Right-of-Way Line of Lincoln Street, thence Northeasterly along said Right-of-Way Line to the East Line of Hart's Addition, thence North along said Line to the South Line of Lot 31 of Hart's Addition, thence West along said Lot Line to the Centerline of a vacated Alley lying West of Lots 31 of Hart's Addition, thence North 48 feet along said Line, thence Northwesterly to the Easterly Right-of-Way Line of Illinois Route 4, thence Southwesterly along said Right-of-Way Line to the North Line of Lincoln Street, thence West along said Right-of-Way Line to the Westerly Right-of-Way Line of Illinois Route 4, thence Northeasterly along said Right-of-Way Line to the West Line of Lots 59-69 of Hart's Addition, thence North along said Line to the North Right-of-Way Line of Trojan Road, thence East along said Right-of-Way Line to the West Right-of-Way Line of Illinois Route 4, thence North along said Right-of-Way Line to the North Line of Lot 6 of Hart's Addition, thence West along said Lot Line to the East Line of Auburn Hills Plat 1, thence North along said Line to the North Line of Lot 103 of Auburn Hills Plat 1, thence West along said Lot Line extended to the West Right-of-Way Line of Gridiron Lane, thence North along said Right-of-Way Line to the South Line of Lot 115 of Auburn Hills Plat 1, thence West along said Lot Line to the West Line of said Lot 115, thence North along said Lot Line extended to the North Right-of-Way Line of Auburn Road, thence East along said Right-of-Way Line to the East Right-of-Way Line of 5th Street, thence South along said Right-of-Way line to the North Line of Conestoga Trace 2nd Addition, thence West along Conestoga Trace 2nd Addition to the Northeast corner of Conestoga Trace Subdivision, thence West along the North Line of said Subdivision to the East Right-of-Way Line of 7th Street, thence along said Right-of-Way Line to the South Right-of-Way Line of Senseney Avenue extended, thence West along said Right-of-Way Line to the East Right-of-Way Line of a 16 foot Alley running through Block 3 of Senseney and Everhart's Acre Tract Addition, thence South along said Right-of-Way Line to the North Right-of-Way Line of Trojan Road, thence Easterly along said Right-of-Way line to the East Right-of-Way Line of 7th Street, thence Southerly along said Right-of-Way Line to the North Right-of-Way Line of North Grand Avenue, thence Easterly along said Right-of-Way Line to the East Right-of-Way Line extended of the Alley running parallel to the West Line of Lots 1 through 13 of John L. Buck's Addition, thence South along said Right-of-Way Line to the former North Line of the Illinois Terminal Railroad, thence East along said Right-of-Way Line to the South Right-of-Way Line of Interurban Street, thence North perpendicular to the South Right-of-Way Line of Interurban Street to the North Right-of-Way Line of Interurban Street, thence East along said Right-of-Way Line to the West Right-of-Way Line of a 16 foot

Alley running along the East Line of Block 1 of High School Addition, thence North along said Right-of-Way Line to a Line parallel to and 91.09 feet South of the South Right-of-Way Line of North Grand Avenue, thence East along said Line extended to the East Right-of-Way Line of the Union Pacific Railroad, thence Southwesterly along said Right-of-Way Line to the South Line of the aforementioned Section 3, thence East along said Section Line to the Easterly Right-of-Way Line of Kennedy Road, thence Southwesterly along said Right-of-Way Line to the North Right-of-Way Line of a 16 foot Alley running through Blocks 13,14 and 15 of Wineman's 2nd Addition, thence East along said Right-of-Way Line extended to the West Right-of-Way Line of Springfield Street, thence North along said Right-of-Way Line to a Line parallel to and 198.64 feet North of the North Right-of-Way Line of Illinois Route 104, thence East along said Line to the West Line of an Alley running along the West Line of Sunnyside Addition, thence North along said Right-of-Way Line to an extension of the North Line of Lot 119 of Sunnyside Addition, thence East along said Line to the West Right-of-Way Line of Harris Street, thence North along said Right-of-Way Line to an extension of the North Right-of-Way Line of Monroe Street, thence East along said Right-of-Way Line to the West Line of Lot 4 of Meadow Brook Commons, thence North along said Lot Line to the South Line of Meadow Brook Plat 29, thence East along said Line extended to the West Right-of-Way Line of Iris Street, thence North along said Right-of-Way Line to the beginning of a 25 foot radius curve, thence along said curve to the South Right-of-Way Line of East Madison Street, thence West along said Right-of-Way Line to an extension of the West Right-of-Way Line of Rose Drive, thence North along said Right-of-Way Line to an extension of the North Right-of-Way Line of 11.9 foot wide Alley running along the North Line of Meadow Brook Plat 32, thence East along said Right-of-Way Line extended to the East Right-of-Way Line of Iris Street, thence South along said Right-of-Way Line to the North Right-of-Way Line of Eastland Drive, thence Northeasterly along said Right-of-Way Line to the East Line of the Northwest Quarter of the aforementioned Section 11, thence North along said Quarter Section Line to the North Line of the South Half of the Northeast Quarter of the aforementioned Section 11, thence East along said Quarter, Quarter Section Line to the West Right-of-Way Line of Dixon Road, thence South along said Right-of-Way Line to the South Right-of-Way of Illinois Route 104, thence West along said Right-of-Way Line to the East Line of the Southwest Quarter of the aforementioned Section 11, thence South along said Quarter Section Line to an extension of the South Right-of-Way Line of Daisy Lane, thence West along said Right-of-Way Line to the West Line of the East 182.50 feet of Meadow Brook Plat 16, thence North along the line parallel to Iris Street and 182.50 feet West extended to the South Right-of-Way Line of Illinois Route 104, thence West along said Right-of-Way Line to the beginning of a 25 foot radius curve, thence along said curve to the East Right-of-Way Line of Clover Lane, thence South along said Right-of-Way Line to a line parallel with and 16.81 feet North of the North Line of the Northeast Quarter, of the Southwest Quarter of the aforementioned Section 11, thence West along said Line to the West Line of the Northeast Quarter of the Southwest Quarter of the aforementioned Section 11, thence South along said Quarter, Quarter Section Line to the North Line of the Northeast Quarter, of the Southwest Quarter of the aforementioned Section 11, thence West along said line a distance of 218 feet, thence South parallel with the East Line of the Northwest Quarter of the Southwest Quarter of the aforementioned Section 11 a distance of 500 feet, thence East parallel to the Quarter Section Line a distance of 218 feet to the East Line of the Northwest Quarter of the Southwest Quarter of the aforementioned Section 11, thence South along said Quarter, Quarter Section Line to the South Line of the North 730 feet of the West Half of the Southwest Quarter of the aforementioned Section 11, thence West along said Line to the Northeast corner of the aforementioned Section 10, thence South along said East Line to the Northeast corner of the aforementioned Section 15, thence South along the East Line of the aforementioned Section 15 to the South Line of the Southeast Quarter of the Northwest Quarter of the aforementioned Section 15 thence West along said Quarter Section Line to the West Right-of-Way Line of Kennedy Road, thence North along said Right-of-Way Line to the South Line of the Northeast Quarter of the Southeast Quarter of the aforementioned Section 10, thence East along said Quarter, Quarter Section Line to a Line parallel to and 660 feet East of the West Line of the Northeast Quarter of the Southeast Quarter of the aforementioned Section 10, thence North along said Line to a Line 130.65 feet North of and parallel to the South Line of Lot 5 of Devos Addition, thence West along said Line to the East Line of Lot 4 of Devos Addition, thence North along said Lot Line to the South Right-of-Way Line of Harrison Street, thence West along said Right-of-Way Line to the West Right-of-Way Line of 2nd Street extended, thence North along said Right-of-Way Line to a line parallel to and 140 feet South of the South Right-of-Way Line of Van Buren Street, thence West along said Line to a line parallel to and 160 feet West of the West Right-of-Way Line of 2nd Street, thence North along said Line to the South Right-of-Way Line of Van Buren Street, thence West along said Line to a Line parallel to and 467.5 feet East of the East Right-of-Way Line of Illinois Route 4, thence South along said Line to a Line parallel to and 467.5 feet South of the South Right-of-Way Line of Van Buren Street, thence West along said Line to the West Right-of-Way Line of Illinois Route 4, thence North along said Right-of-Way Line to a line parallel to and 787.25 feet North of the North Right-of-Way Line of Illinois Route 104, thence West along said Line to a Line parallel to and 597.96 feet West of the West Right-of-Way Line of Illinois Route 4, thence South along said Line to the South Line of the Northeast Quarter of the aforementioned Section 9, thence West along said Line to the point of beginning.

CITY OF AUBURN, ILLINOIS
PROPOSED AUBURN TAX INCREMENT FINANCING DISTRICT
SUMMARY OF REDEVELOPMENT PROJECT AREA, PLAN & PROJECTS

Proposed Redevelopment Plan and Project Area

The City of Auburn proposes to establish a Redevelopment Project Area and adopt a Redevelopment Plan and Projects pursuant to the Tax Increment Allocation Redevelopment Act [65 ILCS 5/11-74.4 *et. seq.*] (the “Act”) for the proposed “Auburn Tax Increment Financing (TIF) District” in order to stimulate commercial/retail, residential and light industrial development within the City. The intent of the Redevelopment Plan is to promote and protect the health, safety, morals, and welfare of the public, address blighted conditions in the proposed Area and institute conservation measures so as to remove and alleviate adverse conditions, encourage private investment, develop business and real estate projects to increase employment and restore and enhance the tax base of the taxing districts by undertaking public and private redevelopment projects within a designated Area.

The Redevelopment Project Area (the “Area”) for the proposed Auburn TIF District includes areas shown on the proposed Boundary Map and the boundary is legally described in the proposed Legal Description of the TIF Area. These properties have been neglected and have not benefitted from coordinated planning efforts by either public or private sectors. All properties within the proposed Area would substantially benefit by a series of proposed public and private redevelopment projects. Pursuant to the Act, the proposed Area includes only those contiguous parcels of real property and improvements thereon which would be substantially benefitted by a redevelopment project and the Area is not less in the aggregate than 1½ acres.

The overall Area consists of 520 improved and vacant parcels, 81.5% of which qualify as a combination of “Blighted” and “Conservation” Areas, as defined in the TIF Act. Improved properties included in the Area display characteristics of dilapidation, obsolescence, deterioration, municipal code violations, excessive vacancy, inadequate utilities, overcrowding, deleterious use and a lack of public infrastructure and community planning. Vacant parcels throughout the Area display characteristics of obsolete platting, deterioration of adjacent properties, unused quarry, mine or strip mine ponds, disposal sites, blighted before becoming vacant and chronic flooding or contributing to flooding within the same watershed. Evidence of a lag in Equalized Assessed Valuation (EAV) growth is apparent throughout the Area as a whole and has been documented pursuant to data made available by Sangamon County.

The Redevelopment Project Area on the whole has not been subject to growth and development through investment by private enterprise and would not reasonably be anticipated to be developed without the use of tax increment financing. By attracting new private investment, improving public infrastructure and encouraging new private investment throughout the designated Redevelopment Project Area, the City expects to create new employment opportunities, reverse recent population declines, stimulate the local economy and improve the overall quality of life for its residents.

Long Term Goals and Objectives

The City intends to use the Auburn TIF District to redevelop property that is currently underutilized for new commercial, commercial/retail, light industrial and to a lesser extent residential development in an effort to increase population, improve employment opportunities, expand and diversify the local real estate tax base, manage growth and increase the overall quality of life for its residents. The Redevelopment Plan will allow the City to alleviate and/or remove blighting conditions such as the lack of adequate public infrastructure, increase Auburn’s overall competitiveness in the region and institute public policies that are more conducive to business development. All of the property within the proposed Area will substantially benefit by a series of public and private redevelopment projects made possible with tax increment financing. The Redevelopment Project Area is not otherwise reasonably expected to be substantially improved or be further developed without the use of tax increment financing.

The Auburn TIF District Redevelopment Plan is expected to include, but is not limited to, the following general long-term goals and objectives:

1. Eliminate or reduce those conditions which qualify the Redevelopment Project Area as a Combination of Blighted and Conservation Areas;
2. Facilitate the construction, improvement and maintenance of public infrastructure and other capital projects which the City finds is in furtherance of this Redevelopment Plan or necessary to encourage new commercial, industrial and residential development;
3. Maintain and/or expand local public facilities to meet increased service delivery demands as population growth occurs;
4. Construct, improve, upgrade and maintain storm water drainage and sanitary sewer lines and related infrastructure throughout the Redevelopment Project Area;

5. Construct, improve, upgrade and maintain antiquated and/or inadequate water lines and mains, as well as water storage facilities and related distribution systems;
6. Construct, improve, upgrade and maintain streets, amenities relating to information technology, street lighting, landscaping, curbs, alleys, parks, public green space, recreational amenities, sidewalks, bike paths and other pedestrian walkways throughout the Redevelopment Project Area to ensure efficient transportation and circulation within the Auburn community;
7. Encourage private investment for commercial and industrial rehabilitation/renovation projects within the Redevelopment Project Area through the use of financial incentives offered by tax increment financing;
8. Encourage private investment for residential rehabilitation/renovation projects within the Redevelopment Project Area through the use of financial incentives offered by tax increment financing;
9. Enhance the tax base for the City and other taxing districts through coordinated comprehensive planning efforts by either the public or private sectors to improve essential infrastructure, develop vacant properties, and upgrade/redevelop existing buildings;
10. Foster entrepreneurship and develop new commercial, industrial, and residential space which complies with City zoning and land use ordinances, increases assessed valuations and enhances the real estate tax base for the City, thereby also creating high-quality employment opportunities within the Auburn community;
11. Encourage the development of additional, new residential choices for retired persons and elderly residents over the next 20 years;
12. Encourage new residential development which will thereby help to adequately increase the City's population, maintain a high quality housing stock, expand the overall tax base of the community, maintain local school enrollments, and raise local economic thresholds to levels necessary to support new commercial retail development;
13. Attract new retail/commercial businesses and tourism development while also vigorously reinvesting in existing properties within the Redevelopment Project Area to encourage business retention, so as to increase retail business activity that will generate new local retail sales tax revenue for the City, other taxing bodies and the State of Illinois;
14. Generally adhere to and periodically update a Comprehensive Plan which provides policy guidelines for land use, planning, zoning, transportation, housing, municipal growth, quality of life and related issues;
15. Undertake redevelopment projects which will further improve the overall quality of life, health and well-being of the Auburn community.

Description of Tax Increment Financing

A TIF District establishes a geographic boundary (a redevelopment project area) in which new private investment is encouraged. A municipality may also issue obligations to finance improvements that will enable the redevelopment of deteriorated, blighted, or other key conservation areas within its corporate limits. By making public improvements, the municipality may invite new private investment so that the expected increase in property tax revenues can be captured, temporarily, to amortize the public improvements. A municipality may also choose to use TIF funds on a *pay-as-you-go* basis whereby revenue is spent as it is collected. In either case, it is expected that new investment in a designated redevelopment area will stimulate a resurgence of population, employment, and assessed valuation throughout the entire community.

It should be noted that TIF **DOES NOT** raise property taxes and it **IS NOT** a new tax or a new taxing district. Only an increased assessment or an overall increase in tax rates can raise taxes. TIF is merely used to reallocate increased property tax revenues created by increased assessed valuation that is realized after a TIF District is established. A TIF District may last for up to 23 years. With Tax Increment Financing, a property tax base is preserved during the life of the TIF District that will continue to pay for the basic public services the proposed redevelopment area already receives. New incremental property tax revenue in the City of Auburn may be used to help pay for the infrastructure necessary for stimulating additional private-sector investment.

In 1977, the Illinois Legislature passed the "Tax Increment Allocation Redevelopment Act", ("TIF Act") now recorded as 65 ILCS 5/11-74.4 *et. seq.* The TIF Act recognizes that in many municipalities of the State, blighted areas and conservation areas exist which need to be developed or redeveloped to eliminate those conditions or prevent them from occurring. The Act further declares that prevention or eradication of these conditions by private and public redevelopment projects is essential to the public interest. In *City of Canton v. Crouch*, 79 Ill. 2d 356 (1980) the Illinois Supreme Court, approving the use of TIF, stated: "*Stimulation of economic growth and removal of economic stagnation are also objectives which enhance the public [good].*"

Specific inquiries about the Auburn TIF District should be directed to: Mr. Larry Hemmerle, City Councilman, City of Auburn, 324 W. Jefferson Street, Auburn, Illinois 62615, Ph: 217-438-6151, Ext. 2707.