



**BIRMINGHAM TRIANGLE DISTRICT
CORRIDOR IMPROVEMENT AUTHORITY**
Tuesday, June 2, 2009
Birmingham Municipal Building
151 Martin, Birmingham, MI
Room #205
7:30 a.m.

MEETING AGENDA

1. Call to Order by Mayor Sherman
 2. Roll Call by City Clerk
 3. Approval of minutes from March 24, 2009 Meeting
 4. Discussion regarding site evaluation and draft TIF calculations
 - a. Memo from Jeff Purdy, LSL Planning
 - b. Presentation by LSL Planning
 5. Adjourn
-



**BIRMINGHAM TRIANGLE DISTRICT
CORRIDOR IMPROVEMENT AUTHORITY**

Tuesday, March 24, 2009
Birmingham Municipal Building
151 Martin, Birmingham, MI
Room #205
7:30 a.m.

MINUTES

1. Mayor Sherman called the meeting to order at 7:30 a.m.

2. Roll Call by Deputy Clerk:

Present: Mayor Sherman
Mr. Cataldo (arrived at 7:34AM)
Mr. Fuller
Mr. Saroki
Mr. Stutz

Absent: Mr. Hays
Mr. Ziegelman

Others Present: Manager Markus, Deputy Clerk Broski, Management Analyst Wuerth, Planners Ecker and Robinson, Assistant Engineer O'Meara, City Attorneys Currier and McGow

3. Approval of Minutes from January 20, 2009

MOTION: Motion by: Mr. Saroki, seconded by Mr. Fuller:
To approve the minutes of January 20, 2009.

VOTE: Yeas, 4
Nays, None
Absent, 3 (Cataldo, Hays, Ziegelman)

Mr. Cataldo arrived at 7:34AM.

4. LSL Planning and Carl Walker Parking Discussion

Jeff Purdy, LSL Planning, presented the preliminary ideas for the parking structure development plan. He explained that the inventory of parking spaces and parking uses found that there is sufficient parking in the area. However, the parking is not efficiently shared between the uses as some businesses need more or less than what they currently have.

Bill Surna, Carl Walker Parking, explained the items to consider to achieve great parking such as type of users, vehicular and pedestrian experience, and security features. He stated these items will affect the efficiency of the structure.

Mr. Surna pointed out that the design considerations will affect the cost per square foot of the structure. He stated the estimated cost is \$49.00 per square foot. The plan has two potential parking structure locations - one in the north end and one in the south end. He stated land availability and acquisition should be considered. Mr. Purdy explained that they consider the cost associated with the land and walking distance to retail uses as part of the criteria when determining the best location for a parking structure. He pointed out that they would not want to locate a structure in an area that would interfere with development plans.

Mr. Markus pointed out that once the sites are located, then acquired, a surface lot could be located on the site. This would eliminate the land acquisition timeframe and it would secure the future of the site.

Mr. Markus pointed out for Mr. Saroki that it appears that most of the interest in investment is toward the north end. He stated there are a number of surface lots that are severely underutilized in the south end. If we invest in the north area, people will feel more comfortable building there. He pointed out that the amount of private investment is not being maximized due to parking concerns.

Mr. Purdy pointed out that there is a lot of residential development in the north area. The southern area has a greater number of blocks that could be served by a parking structure.

Ms. Ecker confirmed for Mr. Cataldo that the major hold up on development is lack of parking.

Mr. Markus stated the location, which will allow for the most development to occur, should be the priority. Availability should not be the only criteria.

Mr. Cataldo suggested talking in concrete terms of what buildings are currently there, when discussing potential sites for a parking structure.

Mr. Purdy confirmed the next step is to look at the generalities including parking program, size of a structure at different locations, amount of land to be acquired. He stated the next meeting will be held in two months.

The chair adjourned the meeting at 8:37 a.m.

Laura M. Broski
Secretary



LSL Planning, Inc.

Community Planning Consultants

Memorandum

To: Birmingham Triangle District Corridor Improvement Authority
City of Birmingham Municipal Building
151 Martin Street
Birmingham, MI 48012

From: LSL Planning/Carl Walker team

Date: May 21, 2009

Subject: Birmingham Triangle District Parking Study & TIF Plan Update

Dear Corridor Improvement Authority members:

Enclosed with your agenda package is information regarding the parking structure plans for the Triangle District. After studying the results of the parking study and possible sites for a parking structure, we have developed parking structure location guidelines, which have yielded potential sites. We will review these sites with the CIA and hope to determine the preferred structure locations. We would like to identify two potential parking structure sites; one in the north end of the District and one in the south end. Once the preferred locations are agreed to, we will be able prepare parking structure concept plans for review at the following meeting.

As part of this meeting, we will also explain the proposed financing for the structure using Tax Increment Financing (TIF). By law, the CIA may prepare a TIF Plan to "capture" the taxes that would be collected on increases in property values. Instead of tax money going to other various taxing agencies, the captured amount can be used for projects within the CIA boundary. We will review the base taxable value of property in the District and our projections for "capture." Of course, much of the financing details will need to be refined after a decision is made on the parking structure location and design. Once we have cost estimates for the parking structure, we can determine project costs and extrapolate the needed term of any bonds issued to pay for the structure. We will then be in a position to present more a formal TIF Plan for the CIA to review at a later meeting.

We look forward to meeting with the Authority in June to discuss and decide on these details so we may proceed toward a final Development and TIF Plan for the Triangle District.

Sincerely,

LSL PLANNING, INC.

Jeffrey R. Purdy, AICP, PTP
Partner

Triangle District Corridor Improvement Authority Parking Structure Development Plan



Outline

- **Parking structure location criteria**
- **Alternative site evaluation**
- **Tax increment capture**
- **Next steps**



Parking Structure Location

8 alternative locations

- **120 x 240 footprint**

Alternatives evaluated based upon:

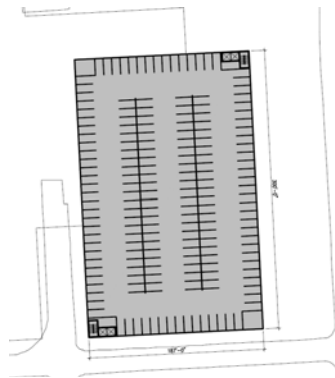
- **Site Requirements**
- **Site Considerations**
- **Pedestrian Concerns**
- **Access Design**
- **Roadway & Traffic**



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Site Requirements

- **Width 120 ft. min.**
- **Length 240 ft. min. 300 ft. optimum**
- **Structure height limitations**



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Site Considerations

- **Blocks served by structure**
- **Projected parking demand**
- **Businesses relocated**
- **Assessed value of property**
- **# of parcels/owners involved**
- **Proximity to single family residential**



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Pedestrian Concerns

- **Distance to MU7 zone**
- **Proximity to pedestrian crossovers on Woodward**
- **Planned primary retail street**



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Access and Traffic

- **Access Design**
 - Adequate access area - length & width
 - Distance from intersection
 - Turning conflicts at access
- **Roadway & Traffic**
 - Access from Woodward
 - Access from Maple
 - Access from Downtown



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Site 1

- Two orientations
- Close proximity to MU7
- 5 stories allowed
- Projected parking demand
- Convenient access from Woodward and Maple
- Crossing to downtown at Maple
- 1A preserves Maple frontage for development



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Site 2

- **Two orientations**
- **Additional area available**
- **Adjacent to residential**
- **Setback required**
- **Limited to 3 stories**
- **Convenient access from Maple**
- **Crossing to downtown at Maple**
- **Development potential on Maple**



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Site 3

- **Limited development area served**
- **Close proximity to residential**
- **Some additional width; however would be adjacent to residential and limited to 3 stories**
- **Pedestrian crossing to downtown**
- **No convenient vehicular connection to Downtown**
- **Development potential on Woodward**



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Site 4

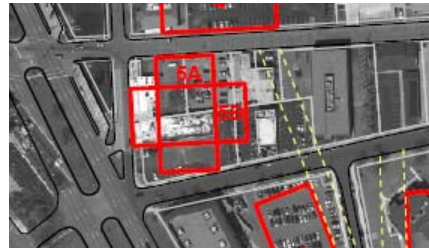
- Optimum length of 300 ft +
- Adjacent to residential
- Setback required from residential, which makes site narrow
- Limited to 3 stories
- On “edge” of development area
- Lower projected parking need
- Access to Downtown via Bowers



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Site 5

- Two orientations
- 5B optimum length of 300 ft +
- MU7 zoning
- Development potential
- Proximity to current parking demand
- Potential for liner buildings along Bowers and/or Haynes
- Access to Downtown via Bowers



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Site 6

- **Adjacent to MU 7**
- **Proximity to current parking demand**
- **Centrally located in planned redevelopment area**
- **Convenient access to Woodward**
- **Would require temporary parking for Borders**



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Site 7

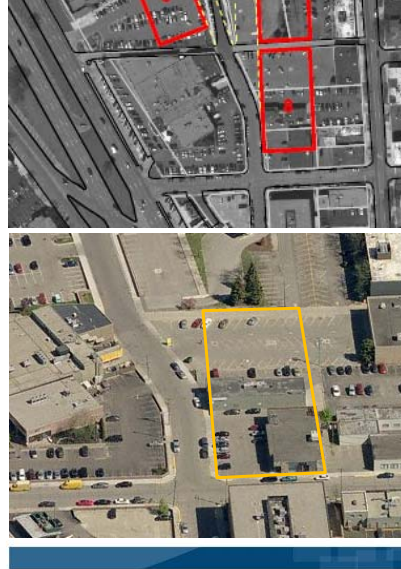
- **More distant from MU7**
- **Proximity to current parking demand**
- **More distant from Woodward and Downtown**



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Site 8

- **More distant from MU7**
- **Not as central to parking demand as alternatives 5-7**
- **Least convenient access to Downtown**
- **Most distant from pedestrian crossings on Woodward**



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Preferred locations

- **The following locations scored highest in the evaluation:**
 - **North area:**
 - **Site 1**
 - **South area:**
 - **Site 5**
 - **Sites 6 & 7 also perform well**



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Tax Increment Finance

- **TIF Financing will be used**
- **CIA can “capture” increase in assessed values – this table shows inflation only (2.5%)**
- **City can bond for parking structure using reliable income from the TIF**
- **To maximize the amount of captured value, the TIF Plan will be created when market bottoms out**
- **Basic TIF Plan is provided, details of project cost and financing will be inserted when known**

Estimated TIF Capture (1) 2009 - 2041			
Fiscal Year	Base Value	Taxable Value (2)	Capture Amount
2009	\$44,754,240	\$44,754,240	\$0
2010	\$44,754,240	\$44,754,240	\$0
2011	\$44,754,240	\$44,754,240	\$0
2012	\$44,754,240	\$45,873,096	\$1,118,856
2013	\$44,754,240	\$47,019,923	\$2,265,683
2014	\$44,754,240	\$48,195,421	\$3,441,181
2015	\$44,754,240	\$49,400,307	\$4,646,067
2016	\$44,754,240	\$50,635,315	\$5,881,075
2017	\$44,754,240	\$51,901,198	\$7,146,958
2018	\$44,754,240	\$53,198,728	\$8,444,488
2019	\$44,754,240	\$54,528,696	\$9,774,456
2020	\$44,754,240	\$55,891,913	\$11,137,673
2021	\$44,754,240	\$57,289,211	\$12,534,971
2022	\$44,754,240	\$58,721,441	\$13,967,201
2023	\$44,754,240	\$60,189,477	\$15,435,237
2024	\$44,754,240	\$61,694,214	\$16,939,974
2025	\$44,754,240	\$63,236,569	\$18,482,329
2026	\$44,754,240	\$64,817,484	\$20,063,244
2027	\$44,754,240	\$66,437,921	\$21,683,681
2028	\$44,754,240	\$68,098,869	\$23,344,629
2029	\$44,754,240	\$69,801,341	\$25,047,101
2030	\$44,754,240	\$71,546,374	\$26,792,134
2031	\$44,754,240	\$73,335,033	\$28,580,793
2032	\$44,754,240	\$75,168,409	\$30,414,169
2033	\$44,754,240	\$77,047,620	\$32,293,380
2034	\$44,754,240	\$78,973,810	\$34,219,570
2035	\$44,754,240	\$80,948,155	\$36,193,915
2036	\$44,754,240	\$82,971,859	\$38,217,619
2037	\$44,754,240	\$85,046,156	\$40,291,916
2038	\$44,754,240	\$87,172,309	\$42,418,069
2039	\$44,754,240	\$89,351,617	\$44,597,377
2040	\$44,754,240	\$91,585,408	\$46,831,168
2041	\$44,754,240	\$93,875,043	\$49,120,803
	\$1,476,889,920	\$2,148,215,637	\$671,325,717

(1) This table assumes capture based on inflation only - no new development or increase in value due to improvements.

(2) 2010 & 2011 reflect no growth. 2012 - 2041 assume 2.5% growth/year.

Tax Increment Finance – Capture Breakdown

Estimated TIF Increment Capture and Its Taxing Jurisdiction
Fiscal Year Ending June 30

Millage Rates		11.0689 City of Birmingham Operating	1.3021 City of Birmingham Debt	0.7226 City of Birmingham Refuse	1 City of Birmingham Library	4.6461 HCMA	0.1 Zoological Authority	0.59 SMART	1.5844 Community College	Total of Non-School Taxing Jurisdiction
Fiscal Year	Captured (1)									
2009	0	0	0	0	0	0	0	0	0	0
2010	0	0	0	0	0	0	0	0	0	0
2011	0	0	0	0	0	0	0	0	0	0
2012	1,118,856	12,385	1,457	808	1,119	5,198	112	660	1,773	23,512
2013	2,265,683	25,079	2,950	1,637	2,266	10,527	227	1,337	3,590	47,611
2014	3,441,181	38,090	4,481	2,487	3,441	15,988	344	2,030	5,452	72,313
2015	4,646,067	51,427	6,050	3,357	4,646	21,586	465	2,741	7,361	97,633
2016	5,881,075	65,097	7,658	4,250	5,881	27,324	588	3,470	9,318	123,585
2017	7,146,958	79,109	9,306	5,164	7,147	33,205	715	4,217	11,324	150,187
2018	8,444,488	93,471	10,996	6,102	8,444	39,234	844	4,982	13,379	177,453
2019	9,774,456	108,192	12,727	7,063	9,774	45,413	977	5,767	15,487	205,401
2020	11,137,673	123,282	14,502	8,048	11,138	51,747	1,114	6,571	17,647	234,048
2021	12,534,971	138,748	16,322	9,058	12,535	58,239	1,253	7,396	19,860	263,411
2022	13,967,201	154,602	18,187	10,093	13,967	64,893	1,397	8,241	22,130	293,508
2023	15,435,237	170,851	20,098	11,154	15,435	71,714	1,544	9,107	24,456	324,358
2024	16,939,974	187,507	22,058	12,241	16,940	78,705	1,694	9,995	26,840	355,978
2025	18,482,329	204,579	24,066	13,355	18,482	85,871	1,848	10,905	29,283	388,390
2026	20,063,244	222,078	26,124	14,498	20,063	93,216	2,006	11,837	31,788	421,611
2027	21,683,681	240,014	28,234	15,669	21,684	100,745	2,168	12,793	34,356	455,663
2028	23,344,629	258,399	30,397	16,869	23,345	108,461	2,334	13,773	36,987	490,566
2029	25,047,101	277,244	32,614	18,099	25,047	116,371	2,505	14,778	39,685	526,342
2030	26,792,134	296,559	34,886	19,360	26,792	124,479	2,679	15,807	42,449	563,013
2031	28,580,793	316,358	37,215	20,652	28,581	132,789	2,858	16,863	45,283	600,600
		\$3,063,072	\$360,327	\$199,963	\$276,728	\$1,285,705	\$27,673	\$163,269	\$438,447	\$5,815,184

(1) 2010 & 2011 reflect no growth. 2012 - 2041 assume 2.5% growth/year.

Methodology for this Table: Total capture amount for each year was taken from the Captured Amount column in the Estimated TIF Capture Table. Those amounts were then divided by 1000 and multiplied by the millage rates above to establish the tax capture for each taxing agency.

Tax Increment Finance – Bond Payment

- **Bond Table Prepared –** intended to show the structure, not exact numbers yet
- **Birmingham has AAA Bond rating** (the best possible)
- **Assumes 4% interest rate –** though rate could be even lower
- **Based on basic capture amounts, but could be higher if redevelopment increases the amount of value captured**

Tax Increment Finance Authority Bonds

Fiscal Year Ending June 30	Tax Increment Revenues from Non- School Taxing Jurisdictions (1)	Total Bond Debt Service	Excess Tax Increment Revenues	Cumulative
2009	\$0		\$0	\$0
2010	\$0		\$0	\$0
2011	\$0		\$0	\$0
2012	\$23,512		\$23,512	\$23,512
2013	\$47,611		\$47,611	\$71,123
2014	\$72,313		\$72,313	\$143,436
2015	\$97,633		\$97,633	\$241,069
2016	\$122,585		\$122,585	\$364,655
2017	\$150,187		\$150,187	\$514,842
2018	\$177,453		\$177,453	\$692,295
2019	\$205,401		\$205,401	\$897,696
2020	\$234,048		\$234,048	\$1,131,745
2021	\$263,411		\$263,411	\$1,395,156
2022	\$293,508		\$293,508	\$1,688,664
2023	\$324,358		\$324,358	\$2,013,021
2024	\$355,978		\$355,978	\$2,369,000
2025	\$388,390		\$388,390	\$2,757,389
2026	\$421,611		\$421,611	\$3,179,000
2027	\$455,663		\$455,663	\$3,634,663
2028	\$490,566		\$490,566	\$4,125,230
2029	\$526,342		\$526,342	\$4,651,572
2030	\$563,013		\$563,013	\$5,214,585
2031	\$600,600		\$600,600	\$5,815,184
2032				
2033				
2034				
2035				
2036				
2037				
2038				
2039				
2040				
2041				
	\$5,815,184	\$0	\$5,815,184	

(1) Non-School Taxing Jurisdictions include Birmingham School Debt & Operating, Oakland Intermediate Schools and State Education Tax

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Next Steps

- **Select locations - north and south**
- **Parking structure concept plans**
- **Cost estimates**
- **Tax Increment Financing Plan**
- **CIA Development Plan**



Triangle District Urban Design Plan | Birmingham, MI



Prepared for:
Birmingham Triangle District
Corridor Improvement Authority
Birmingham, MI



Parking Structure Location Guidelines



Prepared by:

Carl Walker, Inc.
LSL Planning, Inc

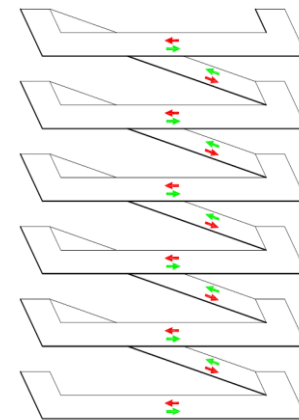
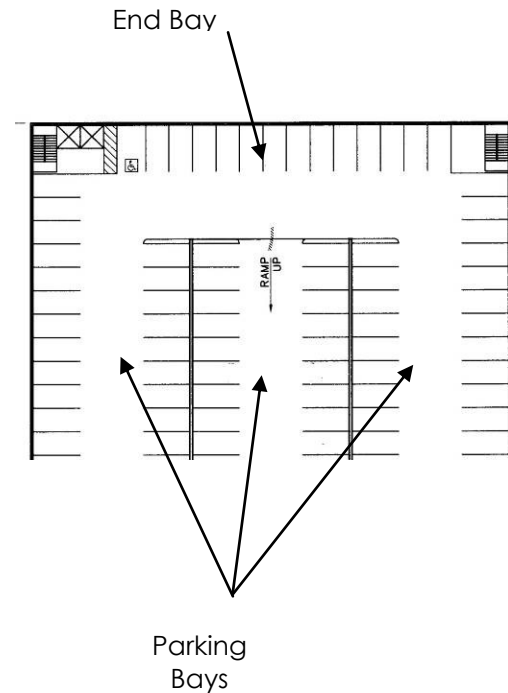
Site Requirements

For a reasonably efficient parking layout, double-loaded parking “bays” range in width from about 54 to 61 feet, depending upon the angle of parking and the width of the parking space. The overall width of a parking structure should be determined based upon multiples of the chosen parking bay width.

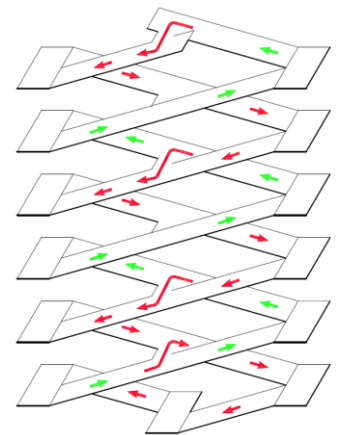
Ramped parking bays should be limited to a 6% slope or less. An 11 feet floor-to-floor height is needed to meet the minimum building code required headroom. Using the maximum slope of 6% the ramp length is about 184 feet. Adding two 28 foot turning aisles yields a minimum parking structure length of 240 feet.

For conceptual location planning, assuming:

- Single threaded helix design
 - Two Way Traffic
 - No end bay parking
 - 9'-0" wide spaces
- A two-bay structure 120' wide x 240' long would provide about 90 spaces per level. Approximately 5 levels would be needed to provide 460 spaces.
 - A three-bay structure 180' wide by 240' long would provide about 135 spaces per level. Approximately 3.5 levels would be required to provide 460 spaces.



Single Threaded Helix
One Level Bay



Double Threaded Helix

It is very important to note that there are other parking structure configurations may be more appropriate for a specific site and a specific user mix. In many instances a one-way traffic flow is more appropriate. In addition, reducing the space width for long-term parkers can result in more spaces and produce a more cost-effective parking structure.

Longer sites provide an opportunity to park along the end bays, which provides more parking spaces, improves efficiency, and lowers the cost per space. A longer site also allows for more gradual ramp slope, which provides improved user comfort. Generally, parking bays should be oriented parallel to the longer dimension of the site and preferably in the predominate direction of pedestrian travel.

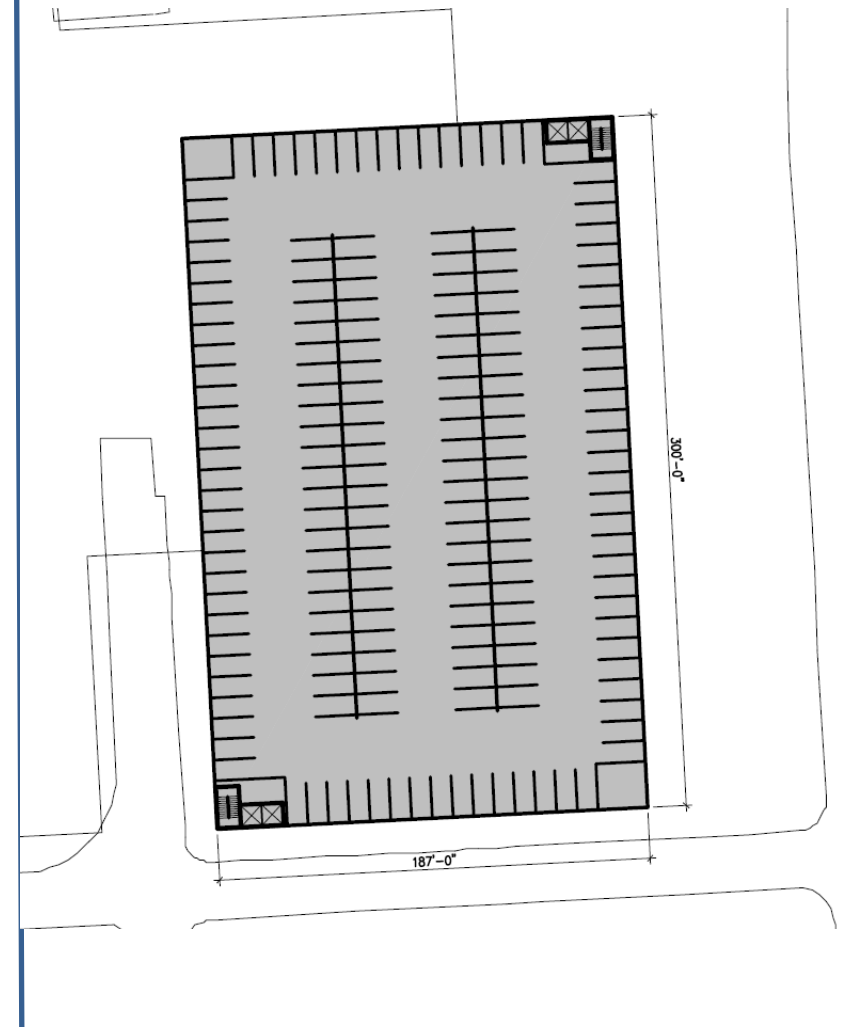
The example conceptual design shown to the right depicts a 300 foot long three-bay structure. However, a structure with these dimensions may not fit within some of the blocks in the Triangle District.

300' x 187' – footprint

- 3 Total Levels – Grade plus two supported
- 11'-4" Floor to Floor
- 460 Spaces @ 9'-0" – with adjustments for ADA

240' x 120' footprint

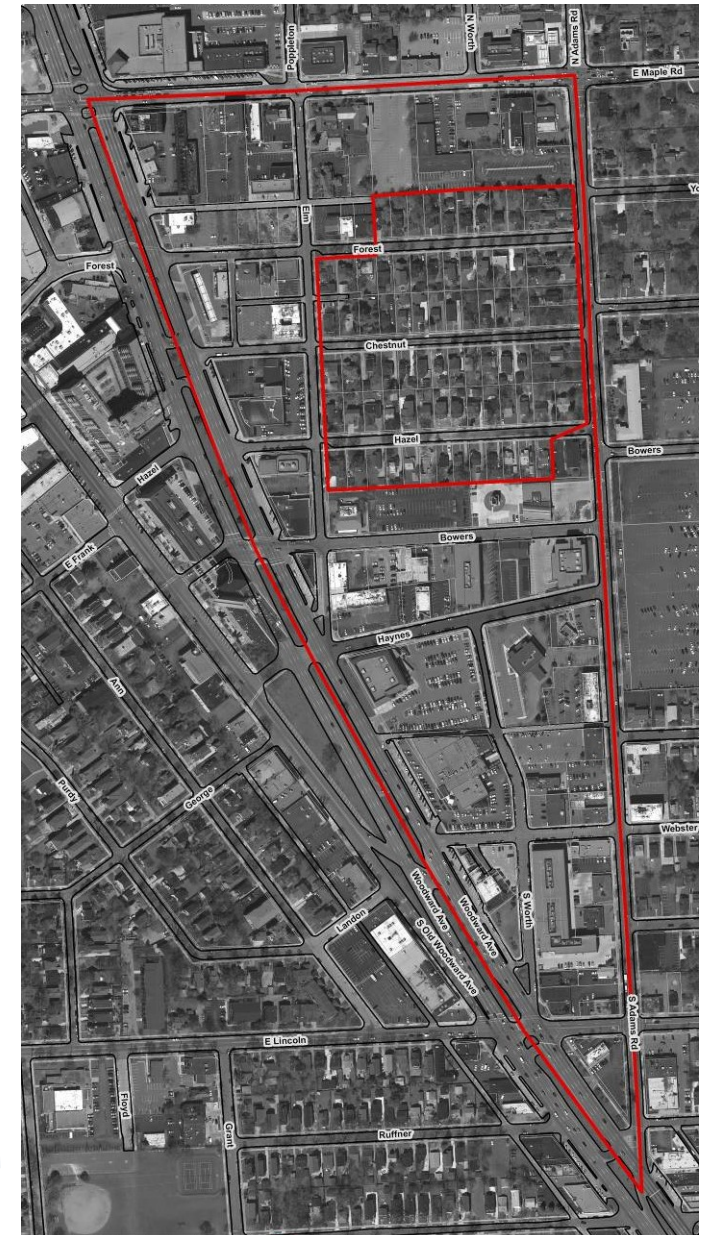
- 90 spaces per level
- 5 levels to provide 450 spaces



Site Considerations

Other site issues to be considered when evaluating a potential site in the Triangle District for a suitable parking facility include the following:

- The Triangle District restricts heights to 42 feet in MU3, 66 feet in MU5 and 90 feet in MU7. A 5 level parking structure and the stair/elevator towers will fit within the 66 foot height area.
- Codes in the Triangle District will allow the development of a parking structure with zero lot line setbacks.
- Parking structures abutting the adjacent single-family neighborhood should be limited to 2 to 3 levels. However, it is preferable to locate a public parking structure in the MU5 or MU7 areas to better serve higher intensity development.
- The number of viable businesses that would be relocated to accommodate the parking structure and the relative cost of acquiring the land need to be considered.
- The current condition and aesthetic of buildings to be removed to accommodate the parking structure should be considered. Consistency with the design guidelines of the Triangle District Plan should be used for this evaluation.
- The area served by a parking structure is limited to an acceptable walking distance – 2 to 3 blocks. The number of blocks served within the walking distance of the parking structure should be considered.



Pedestrian Concerns

Walking Distances

Walking distance tolerances from parking to a primary destination are typically 200 to 300 feet for shoppers, 500 to 800 feet for downtown employees, and 1,500 to 2,000 feet for special event patrons and students.

For the Triangle District:

The MU7 district will likely have the greatest intensity of development and trip attraction. To provide the greatest benefit the proposed parking structures should be located within 300 feet of the MU7 districts. The MU7 districts are along Woodward Avenue and at the corner of Woodward and Maple.

Consideration should also be given to proximity to pedestrian crossings of Woodward Avenue.

Pedestrian Experience

There are numerous examples of parking structures in urban areas that directly front the sidewalk for the entire length of the structure. In these instances, the pedestrian experience is less than ideal. To promote a pedestrian orientation along the most commercial streets in the Triangle District, parking structures should incorporate ground level retail space and/or be wrapped with liner buildings. The streets in the Triangle District with the highest potential for commercial activity include:

- Woodward Avenue
- Maple Road
- Bowers Street
- Haynes Street



Access Design

Vehicle entrances should be visible and easily identifiable. The minimum distance of entry/exits from corner intersections is at least 75 to 100 feet (preferably 150 feet). Entrances and exits should have clear lines of sight. It is preferable to enter a facility from a one-way street or by turning right from a two-way street and to exit a facility by turning right on a low-volume street. High traffic volumes and left turns can slow exiting and cause internal traffic backups. Consideration should be given to acceleration/deceleration lanes on busy streets. Gates should be located far enough away from the street to allow at least one vehicle behind the vehicle in the service position (at a ticket dispenser, card reader or cashier booth) without blocking the sidewalk. Entry/exit areas that have parking control equipment should have a maximum 3% slope.

It is very important to provide the appropriate number of entry/exit lanes to meet projected peak traffic volumes. The number of lanes is a function of user groups served, peak-hour traffic volumes, and service rates of the parking control equipment. Reversible lanes can be employed to accommodate peak hour flows.

Cross-traffic at entry/exits should be minimized and preferably eliminated. When placing vehicle entries and exits together on one-way streets it is preferable to avoid “English” traffic conditions where traffic keeps to the left instead of to the right. Pedestrian/vehicular conflicts should be minimized by providing a pedestrian walkway adjacent to entry/exit lanes. Stair/elevator towers should be located so pedestrians do not have to cross drive aisles on their way to primary destinations.

For the Triangle District:

- *Assuming 400 – 500 spaces*
- *Pay On Foot Operation*
- *Typical CBD volume of 60% in and out during peak hours*
- *Two entry lanes and two exit lanes are required*

Roadway and Traffic Considerations

The connection of the parking structure to the surrounding streets must be carefully planned on a site by site basis. Parking structures can be successfully sited along one-way and two-way streets. The primary considerations include:

- Entry and exit driveways must be setback from roadway intersection to avoid dangerous maneuvers.
- Consideration of the primary arrival and departure direction. Entry and exit point should be configured to avoid/minimize left-hand turns across traffic.
- The sight distance for exiting traffic is important to ensure safety and help exiting parkers blend into traffic. An adequate sight distance is also important to protect the safety of pedestrians on the sidewalks crossing the entry and exit lanes.
- Adequate queuing areas that do not obstruct parking spaced for vehicles are required for both inbound and outbound traffic.

For the Triangle District:

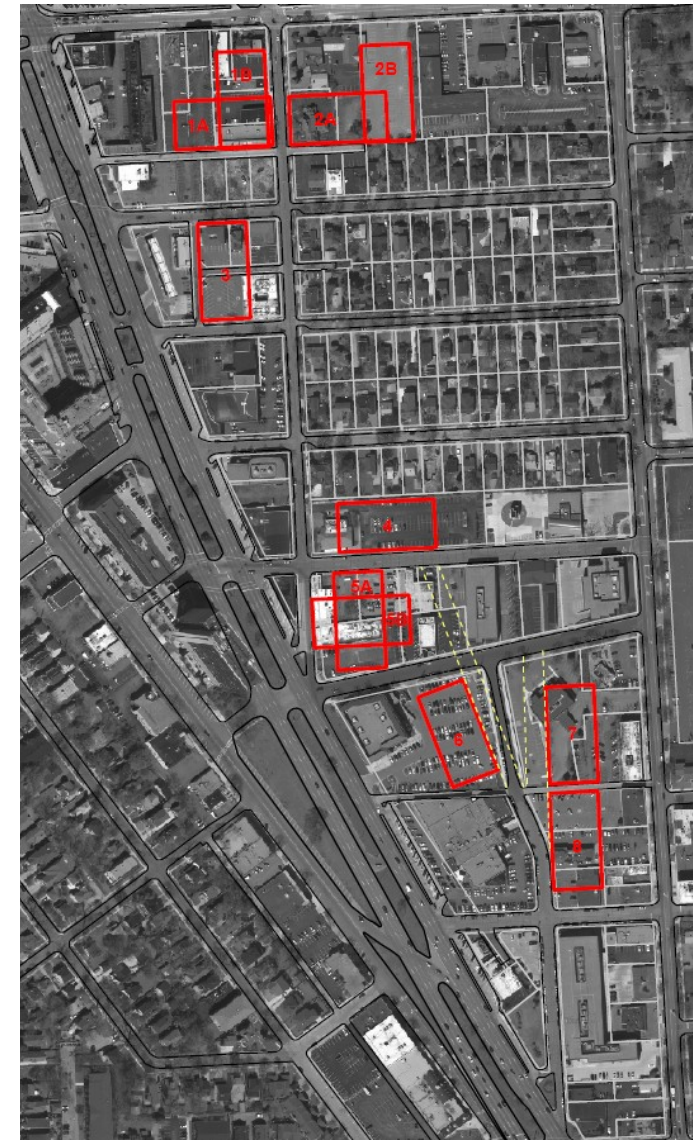
- *Best Access from the CBD across Woodward is at signalized intersections – Maple & Bowers*
- *Convenient access to or from Woodward Ave. crossovers should also be considered*

Alternative Location Evaluation

Several alternative sites were identified based upon a minimum footprint of 240' x 120'. These were provided at a range of alternative location and evaluated based upon the criteria described above. The criteria included:

- Site requirements – site dimensions and allowable height.
- Site considerations- blocks served by structure, projected parking demand, businesses relocated, assessed value of property, number of parcels/owners involved and proximity to single family residential.
- Pedestrian concerns - distance to MU7 zone, proximity to pedestrian crossovers on Woodward and frontage on a planned primary retail street.
- Access design - adequate access area, distance from intersection and turning conflicts at access.
- Roadway & traffic - access from Woodward, access from Maple and access from CBD across Woodward.

The results of the evaluation are provided in the following tables with the highest scoring locations highlighted in green on the map on the following page.





**Birmingham Triangle District
Alternative Parking
Structure Locations**

Map Created 11 January 2007



Data Sources: City of Birmingham,
Michigan CGI, LSL Planning, Inc.



Triangle District Parking Structure Site Comparison Matrix
Birmingham, MI

Criteria	Measurement		Site 1A	Site 1B	Site 2A	Site 2B	Site 3	Site 4	Site 5A	Site 5B	Site 6	Site 7	Site 8
Site Requirements													
Width (120 ft. min)	Multiples of 60 ft.	1=120-179 ft, 2=180-239 ft, 3=240+ ft	1	1	1	1	2	1	3	3	1	2	1
Length (240 ft. min)	Optimum 300 ft.	1=240-269 ft, 2=270-299 ft, 3=300+ ft	1	2	3	2	1	3	1	3	2	3	2
Structure height limitations	3 stories, 5 stories, 7 stories	1=3 st, 2=5 st, 3=7 st	2	2	1	1	1	1	3	3	2	2	2
Site Considerations													
Blocks served by structure	# of blocks within 300 ft.	1=2 bk, 2=3-4 bk, 3=5+ bk	2	2	2	1	2	2	3	3	3	3	3
Projected parking demand	Projected number of spaces needed	1=0-200 sp, 2=201-400 sp, 3=401+ sp	3	3	2	2	2	1	3	3	1	3	1
Businesses relocated	Number of busiensses relocated	1=4+ bs, 2=2-3 bs, 3=0-1 bs	1	1	2	3	1	3	2	1	3	3	2
Assessed value of property	Assessed value (\$ millions)	1=\$5m+, 2=\$2.5-5m, 3=\$0-2.5m	2	2	1	3	2	1	2	2	3	1	3
# of parcels/owners involved	# of parcels	1=5+ pr, 2=3-4 pr, 3=1-2 pr	2	1	3	3	2	3	2	1	3	2	2
Proximity to single family residential	Distance to residential district (ft.)	1=0-120 ft, 2=121-240 ft, 3=241+ ft	2	2	1	1	1	1	2	2	3	3	3
Pedestrian Concerns													
Distance to MU7 zone	Distance to MU7 (ft.)	1=300+ ft, 2=100-299 ft, 3=0-99 ft	3	2	1	1	2	2	3	3	3	2	2
Proximity to pedestrian crossovers on Woodward	Distance to pedestrain crossings (ft.)	1=600+ ft, 2=300-599 ft, 3=0-299 ft	3	2	1	1	3	3	3	3	2	1	1
Planned primary retail street	Frontage on primary retail street (Y/N)	1=Y, 3=N	3	3	3	3	3	1	1	3	1	1	1
Access Design													
Adequate access area - length & width	Block frontage width (ft.)	1=0-299 ft, 2=300-399 ft, 3=400+ ft	3	3	1	2	2	3	2	2	3	2	1
Distance from intersection	Center distance to intersection (ft.)	1=0-160 ft, 2=161-220 ft, 3=221+ ft	3	1	3	3	3	2	1	1	1	2	1
Turning conflicts at access	Right vs. left turns into site from west	1=L, 3=R	3	3	1	3	3	1	3	3	3	3	1
Roadway & Traffic													
Access from Woodward	Distance from cross-overs (ft.)	1=1900+ ft, 2=1000-1999 ft, 3=0-999 ft	3	3	2	2	3	2	3	3	3	2	2
Access from Maple	Distance from Maple Rd. (ft.)	1=1600+ ft, 2=800-1599 ft, 3=0-799 ft	3	3	3	3	2	2	2	2	1	1	1
Access from CBD	Distance from Woodward crossing (ft.)	1=900+ ft, 2=500-899 ft, 3=0-499 ft	2	2	2	1	2	3	3	3	3	2	1
Total			42	38	33	36	37	35	42	44	41	38	30
Rank			2	4	8	6	5	7	2	1	3	4	9

Triangle District Parking Structure Site Comparison Matrix
Birmingham, MI

Criteria	Measurement	Site 1A	Site 1B	Site 2A	Site 2B	Site 3	Site 4	Site 5A	Site 5B	Site 6	Site 7	Site 8
Site Requirements												
Width (120 ft. min)	Multiples of 60 ft.	143	139	137	120	195	131	351	268	160	180	120
Length (240 ft. min)	Optimum 300 ft.	265	297	302	276	240	430	268	351	275	320	288
Structure height limitations	3 stories, 5 stories, 7 stories	5	5	3	3	5/3	3	7/5	7/5	5	5	5
Site Considerations												
Blocks served by structure	# of blocks within 300 ft.	3	3	3	2	4	3	5	5	5	5	6
Projected parking demand	Projected number of spaces needed	435	435	267	267	350	127	513	513	125	437	190
Businesses relocated	Number of busiensses relocated	5	6	3	0	8	0	2	5	0	1	2
Assessed value of property	Assessed value (\$ millions)	4.415	2.744	5.267	1.887	2.566	2.335	3.027	4.575	2.086	5.810	2.462
# of parcels/owners involved	# of parcels	4	5	2	1	3	1	3	5	0	3	3
Proximity to single family residential	Distance to residential district (ft.)	185	185	20	20	120	20	180	180	445	420	760
Pedestrian Concerns												
Distance to MU7 zone	Distance to MU7 (ft.)	0	126	315	495	195	184	0	0	0	250	100
Proximity to pedestrian crossovers on Woodward	Distance to pedestrain crossings (ft.)	280	355	600	740	200	125	115	115	575	960	1025
Planned primary retail street	Frontage on primary retail street (Y/N)	N	N	N	N	N	Y	Y	N	Y	Y	Y
Access Design												
Adequate access area - length & width	Block frontage width (ft.)	427	427	247	323	365	430	300	300	412	353	240
Distance from intersection	Center distance to intersection (ft.)	240	155	240	250	230	215	150	150	206	176	120
Turning conflicts at access	Right vs. left turns into site from west	R	R	L	R	R	L	R	R	R	R	L
Roadway & Traffic												
Access from Woodward	Distance from cross-overs (ft.)	850	850	850	1500	440	1050	700	700	430	1350	1050
Access from Maple	Distance from Maple Rd. (ft.)	240	155	240	0	600	1500	1500	1500	1950	1825	2150
Access from CBD	Distance from Woodward crossing (ft.)	880	795	880	920	1240	450	450	450	350	630	900

Site 6 assumes business not relocated and assessed value 1/3 due to only partial taking of parking

Birmingham Triangle District
Corridor Improvement Authority
Birmingham, MI



Preliminary Tax Increment Financing Projections



Preliminary Tax Increment Financing Projections

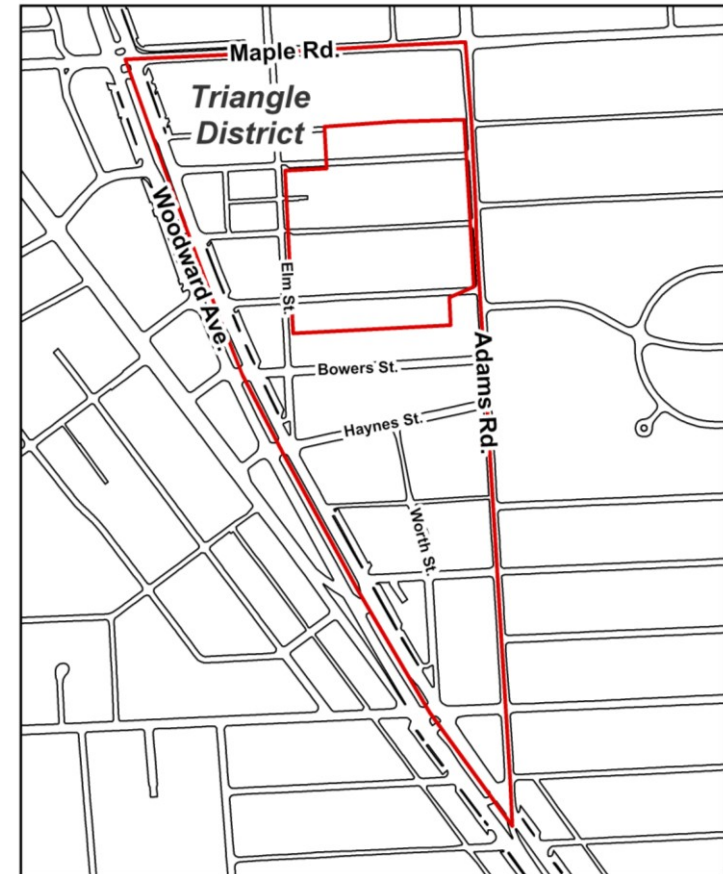
Triangle District

The city developed an Urban Design Plan for the Triangle District in 2006, which included the following goals:

- Improve the visual appearance of the area, its streets, alleys, public spaces, and buildings by establishing guidelines for design and implementation of public and private projects.
- Improve the economic and social vitality by encouraging diversity of use and opportunities for a variety of experiences.
- Better utilize property through more compact, mixed-use development.
- Link with Downtown across Woodward's high traffic barrier.
- Improve the comfort, convenience, safety, and enjoyment of the pedestrian environment by create an inviting, walkable, pedestrian neighborhood and setting aside public plazas.
- Organize the parking and street system to facilitate efficient access, circulation, and parking to balance vehicular and pedestrian needs.
- Encourage sustainable development.
- Protect the integrity of established residential neighborhoods.

Since development of the Design Plan, the city has established a Corridor Improvement Authority (CIA) to carry out the parking recommendations, pursuant to Michigan Public Act 280 of 2005. Their specific purpose is to facilitate the planning and financing of a parking structure.

The CIA will be drafting a Development and Tax Increment Finance Plan for the Triangle District. It will describe proposed improvements needed to achieve the goals for the district and the method of financing proposed to fund them. The following provides preliminary projections on the tax increment revenues that will be available for the Development Plan.



District Map

TIF Plan

A Tax Increment Finance Plan is being prepared in connection with the parking structure development plan. Tax Increment Financing is a method of funding public investments in an area slated for redevelopment by capturing, for a time, all or a portion of the increased tax revenue that may result if the redevelopment stimulates private development. The concept of tax increment financing is applied only to the Development Area (DA) for which a development plan has been prepared by the Authority and adopted by the community's legislative body.

"Captured Assessed Value" can be described as the amount in any year of the Plan in which the current assessed value exceeds the initial assessed value. Current assessed value for this purpose includes the amount of local taxes paid in lieu of property taxes. "Initial Assessed Value" represents the assessed value as equalized for all properties in the DA at the time of resolution adoption. It is relevant to mention that for property exempt from taxation at the time of the determination of the initial assessed its representative value is included as zero. The taxable difference between the initial assessed value (base year total) and any incremental increase in the SEV can be captured and (re)invested by the Corridor Improvement Authority (CIA).

In order to make use of tax increment financing the CIA must submit to the City Commission a Tax Increment Financing and Development Plan which the city must approve by resolution. Following approval of resolution, municipal and county treasurers must transmit to the CIA that portion of the taxing bodies paid each year on real and personal property in the DA on the captured assessed value. The transmitted funds are denominated "tax increment revenues". Tax increment revenues are additionally limited as explained below:

"Tax increment revenues" means the amount of ad valorem property taxes and specific local taxes attributable to the application of the levy of all taxing jurisdictions upon the captured assessed value of

real and personal property in the DA. Tax increment revenues do not include any of the following:

- a. Taxes under the state education tax act, 1993 PA 331, MCL 211.901 to 211.906.*
- b. Taxes levied by local or intermediate school districts.*
- c. Ad valorem property taxes attributable either to a portion of the captured assessed value shared with taxing jurisdictions within the jurisdictional area of the authority or to a portion of value of property that may be excluded from captured assessed value or specific local taxes attributable to the ad valorem property taxes.*
- d. Ad valorem property taxes excluded by the tax increment financing plan of the authority from the determination of the amount of tax increment revenues to be transmitted to the authority or specific local taxes attributable to the ad valorem property taxes.*
- e. Ad valorem property taxes exempted from capture under section 18(5) or specific local taxes attributable to the ad valorem property taxes.*
- f. Ad valorem property taxes specifically levied for the payment of principal and interest of obligations approved by the electors or obligations pledging the unlimited taxing power of the local governmental unit or specific taxes attributable to those ad valorem property taxes.*

The following tables describe the current SEV and taxable values for each parcel in the district, the estimated TIF capture by taxing jurisdiction and TIF revenue that would be available for financing proposed improvements.

Base Property Values for All CIA Parcels
2009

Owner Name	Parcel Number	2009 MBOR SEV	2009 Taxable	Property Class	Property Address
EMPIRE EXPRESS ASSOCIATES LP	08-19-36-226-002	3,899,800	2,773,010	201	34952 WOODWARD AVE
TROSZAK REAL ESTATE VENTURES	08-19-36-226-003	917,880	461,760	201	690 E MAPLE, SUITE 100
LASSO HOLDINGS LLC	08-19-36-226-007	478,270	478,270	201	746 E MAPLE RD
STAHELIN STREET INVESTMENT	08-19-36-226-009	470,940	470,940	201	772 E MAPLE
KREINDLER, ALFRED M MD	08-19-36-226-012	742,050	309,540	201	200 ELM
ELM STREET REALTY	08-19-36-226-013	540,820	276,350	201	266 ELM
J C & C ENTERPRISES	08-19-36-226-020	1,765,490	636,510	201	700 E MAPLE
LASSO HOLDINGS LLC	08-19-36-226-021	208,630	208,630	201	160 ELM
AUTOMOBILE CLUB OF MICHIGAN	08-19-36-226-022	1,646,730	874,370	201	34802 WOODWARD
735 FOREST STREET LLC	08-19-36-226-023	-	-	415	735 FOREST AVE
ELMWOOD PROPERTIES I LLC	08-19-36-227-002	1,995,330	755,700	201	920 E MAPLE
BUDGET RENT A CAR SYSTEM, INC	08-19-36-227-003	1,001,730	941,620	201	1000 E MAPLE RD
REA, ANTHONY	08-19-36-227-005	696,580	227,040	201	1088 E MAPLE
PAUL CORBY ASSOC INC	08-19-36-227-006	615,360	256,980	201	295 ELM
DIV HOLDINGS LLC	08-19-36-227-007	297,710	151,480	201	837 FOREST
OSTRANDER III, JOHN N	08-19-36-227-008	489,530	219,170	201	855 FOREST
HAMILTON, WILLIAM R CO	08-19-36-227-023	1,264,590	300,010	201	
FIDELITY BANK OF MICHIGAN	08-19-36-227-024	2,765,630	989,860	201	1040 E MAPLE
HAMILTON, WILLIAM R CO	08-19-36-227-027	2,057,930	742,510	201	820 E MAPLE
ELM STREET LLC	08-19-36-227-028	1,107,800	521,010	201	219 ELM
SPEEDWAY SUPERAMERICA LLC	08-19-36-228-001	1,586,660	756,170	201	34750 WOODWARD
FOREST ST PROPERTIES LLC	08-19-36-228-002	587,240	549,900	201	700 FOREST
HEATH & WELLS LLC	08-19-36-228-003	360,130	213,560	201	748 FOREST
750 FOREST LLC	08-19-36-228-004	547,600	547,600	201	750 FOREST
751 CHESTNUT LLC	08-19-36-228-005	1,321,230	812,580	201	751 CHESTNUT STE 205
LAVERY, FRED PORSCHE-AUDI CO	08-19-36-230-003	1,952,920	812,040	201	34602 WOODWARD
VILLAGE PLAYERS	08-19-36-230-004	-	-	402	34660 WOODWARD
LAVERY, FRED PORSCHE-AUDI	08-19-36-232-001	1,452,070	1,062,120	201	34574 WOODWARD
C LANE MALLY LLC	08-19-36-232-005	1,418,090	735,700	201	34500 WOODWARD
COLONIAL SALES & ENGINEERING	08-19-36-233-014	377,870	256,050	203	520 S ADAMS
CITY OF BIRMINGHAM	08-19-36-233-021	-	-	402	572 S ADAMS
JEFFERSON LAND INC	08-19-36-233-022	2,012,910	2,012,910	201	825 BOWERS
GRAND BOULEVARD LLC	08-19-36-280-002	386,380	238,200	201	34400 WOODWARD
BIRMINGHAM BOWERS LLC	08-19-36-281-003	513,830	513,830	202	870 BOWERS
EMINENCE REAL ESTATE INV LLC	08-19-36-281-004	375,380	375,380	201	874 BOWERS
EMINENCE REAL ESTATE INV LLC	08-19-36-281-005	425,930	425,930	201	880 BOWERS
ROSSO DEVELOPMENT CO	08-19-36-281-017	1,291,340	509,410	201	1006 BOWERS
MITCHELL, THEODORE N	08-19-36-281-022	1,376,230	161,730	201	845 HAYNES ST
ELSMAN, JAMES	08-19-36-281-028	671,430	272,200	201	611 ELM
999 HAYNES ASSOCIATES	08-19-36-281-029	2,912,280	989,010	201	999 HAYNES

BARDHA, AGIM	08-19-36-281-030	944,600	419,500	201	909 HAYNES
FULLER CENTRAL PARK PROPRTY	08-19-36-281-031	2,925,580	1,963,570	201	600 S ADAMS
RELATED BIRMINGHAM LLC	08-19-36-282-002	5,893,660	3,741,510	201	34300 WOODWARD
HUNTER BLVD ASSOCIATES	08-19-36-282-005	3,999,560	2,481,920	201	34200 WOODWARD
BIRMINGHAM MD PROPERTIES LLC	08-19-36-283-009	1,156,030	1,156,030	201	800 S ADAMS RD
PLANT STATION PROPERTIES LLC	08-19-36-283-014	667,430	667,430	201	720 S ADAMS
BIRMINGHAM GROUP	08-19-36-283-016	2,028,350	689,610	201	770 S ADAMS
PARK, CHANG K	08-19-36-283-019	361,750	143,970	201	884 S ADAMS
PARK, CHANG K	08-19-36-283-020	369,720	219,680	201	894 S ADAMS
CAT LOFT LLC	08-19-36-283-021	484,040	267,730	201	875 S WORTH
PARK, CHANG K	08-19-36-283-022	546,830	284,090	201	1025 WEBSTER
CITIZENS BANK/CHARTER ONE BANK	08-19-36-283-024	3,217,870	1,214,430	201	1000 HAYNES
HUNTER BLVD ASSOCIATES	08-19-36-283-025	409,080	-	201	
CUVIELLO TRUSTEE, MICHAEL	08-19-36-284-001	168,340	97,290	201	34186 WOODWARD AVE
CUVIELLO TRUSTEE, MICHAEL	08-19-36-284-002	147,750	136,750	201	34164 WOODWARD AVE
KODLOWSKI, MARK	08-19-36-284-009	739,620	739,620	201	34122 WOODWARD AVE
FULLER CENTRAL PARK PROPERTIES	08-19-36-284-010	586,300	404,760	202	
FULLER CENTRAL PARK LLC	08-19-36-285-001	6,668,000	4,943,670	201	1001 S WORTH
1077 SOUTHWORTH LLC	08-19-36-285-002	323,760	148,240	201	1077 S WORTH ST
ADAMS WEBSTER INVSTMT CO LLC	08-19-36-285-006	419,870	294,040	201	908 S ADAMS
ADAMS WEBSTER INVSTMT CO LLC	08-19-36-285-007	262,150	-	201	
SZCZEPANIAK, GERARD TRUST	08-19-36-285-008	579,880	266,820	201	988 S ADAMS
BIRMINGHAM PIZZA HLDG CO LLC	08-19-36-285-009	519,740	216,720	201	1000 S ADAMS
PRIME	08-19-36-285-010	299,630	95,360	201	1066 S ADAMS
PARK, CHANG K	08-19-36-285-012	385,520	241,910	201	1090 S ADAMS
PRIME MANAGEMENT	08-19-36-285-013	898,770	519,830	201	34000 WOODWARD
G & S RESTAURANTS INC	08-19-36-427-001	926,320	560,680	201	33900 WOODWARD
BASE AMOUNTS		78,462,470	44,754,240		

Estimated TIF Capture (1)

2009 - 2041

Fiscal Year	Base Value	Taxable Value (2)	Capture Amount
2009	\$44,754,240	\$44,754,240	\$0
2010	\$44,754,240	\$44,754,240	\$0
2011	\$44,754,240	\$44,754,240	\$0
2012	\$44,754,240	\$45,873,096	\$1,118,856
2013	\$44,754,240	\$47,019,923	\$2,265,683
2014	\$44,754,240	\$48,195,421	\$3,441,181
2015	\$44,754,240	\$49,400,307	\$4,646,067
2016	\$44,754,240	\$50,635,315	\$5,881,075
2017	\$44,754,240	\$51,901,198	\$7,146,958
2018	\$44,754,240	\$53,198,728	\$8,444,488
2019	\$44,754,240	\$54,528,696	\$9,774,456
2020	\$44,754,240	\$55,891,913	\$11,137,673
2021	\$44,754,240	\$57,289,211	\$12,534,971
2022	\$44,754,240	\$58,721,441	\$13,967,201
2023	\$44,754,240	\$60,189,477	\$15,435,237
2024	\$44,754,240	\$61,694,214	\$16,939,974
2025	\$44,754,240	\$63,236,569	\$18,482,329
2026	\$44,754,240	\$64,817,484	\$20,063,244
2027	\$44,754,240	\$66,437,921	\$21,683,681
2028	\$44,754,240	\$68,098,869	\$23,344,629
2029	\$44,754,240	\$69,801,341	\$25,047,101
2030	\$44,754,240	\$71,546,374	\$26,792,134
2031	\$44,754,240	\$73,335,033	\$28,580,793
2032	\$44,754,240	\$75,168,409	\$30,414,169
2033	\$44,754,240	\$77,047,620	\$32,293,380
2034	\$44,754,240	\$78,973,810	\$34,219,570
2035	\$44,754,240	\$80,948,155	\$36,193,915
2036	\$44,754,240	\$82,971,859	\$38,217,619
2037	\$44,754,240	\$85,046,156	\$40,291,916
2038	\$44,754,240	\$87,172,309	\$42,418,069
2039	\$44,754,240	\$89,351,617	\$44,597,377
2040	\$44,754,240	\$91,585,408	\$46,831,168
2041	\$44,754,240	\$93,875,043	\$49,120,803
	\$1,476,889,920	\$2,148,215,637	\$671,325,717

(1) This table assumes capture based on inflation only - no new development or increase in value due to improvements.

(2) 2010 & 2011 reflect no growth. 2012 - 2041 assume 2.5% growth/year.

Methodology for this table: Took base taxable value from Base Data table and inserted it into the base value column in this table. For years 2012-2041, a 2.5% inflation is assumed, leaving the difference between the base value and taxable value as the captured amount.

Estimated TIF Increment Capture and Its Taxing Jurisdiction
Fiscal Year Ending June 30

Millage Rates		11.0689	1.3021	0.7226	1	4.6461	0.1	0.59	1.5844	Total of Non-School Taxing Jurisdiction	18	2.9	3.369	6	59.1251
		City of Birmingham Operating	City of Birmingham Debt	City of Birmingham Refuse	City of Birmingham Library	HCMA	Zoological Authority	SMART	Community College		Birmingham School Operating	Birmingham School Debt	Oakland Intermediate Schools	State Education	Total Captured Increment
Fiscal Year	Captured (1)														
2009	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0
2010	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0
2011	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0
2012	1,118,856	12,385	1,457	808	1,119	5,198	112	660	1,773	23,512	20,139	3,245	3,769	6,713	\$57,378
2013	2,265,683	25,079	2,950	1,637	2,266	10,527	227	1,337	3,590	47,611	40,782	6,570	7,633	13,594	\$116,191
2014	3,441,181	38,090	4,481	2,487	3,441	15,988	344	2,030	5,452	72,313	61,941	9,979	11,593	20,647	\$176,474
2015	4,646,067	51,427	6,050	3,357	4,646	21,586	465	2,741	7,361	97,633	83,629	13,474	15,653	27,876	\$238,265
2016	5,881,075	65,097	7,658	4,250	5,881	27,324	588	3,470	9,318	123,585	105,859	17,055	19,813	35,286	\$301,600
2017	7,146,958	79,109	9,306	5,164	7,147	33,205	715	4,217	11,324	150,187	128,645	20,726	24,078	42,882	\$366,518
2018	8,444,488	93,471	10,996	6,102	8,444	39,234	844	4,982	13,379	177,453	152,001	24,489	28,449	50,667	\$433,059
2019	9,774,456	108,192	12,727	7,063	9,774	45,413	977	5,767	15,487	205,401	175,940	28,346	32,930	58,647	\$501,264
2020	11,137,673	123,282	14,502	8,048	11,138	51,747	1,114	6,571	17,647	234,048	200,478	32,299	37,523	66,826	\$571,174
2021	12,534,971	138,748	16,322	9,058	12,535	58,239	1,253	7,396	19,860	263,411	225,629	36,351	42,230	75,210	\$642,832
2022	13,967,201	154,602	18,187	10,093	13,967	64,893	1,397	8,241	22,130	293,508	251,410	40,505	47,056	83,803	\$716,281
2023	15,435,237	170,851	20,098	11,154	15,435	71,714	1,544	9,107	24,456	324,358	277,834	44,762	52,001	92,611	\$791,567
2024	16,939,974	187,507	22,058	12,241	16,940	78,705	1,694	9,995	26,840	355,978	304,920	49,126	57,071	101,640	\$868,734
2025	18,482,329	204,579	24,066	13,355	18,482	85,871	1,848	10,905	29,283	388,390	332,682	53,599	62,267	110,894	\$947,831
2026	20,063,244	222,078	26,124	14,498	20,063	93,216	2,006	11,837	31,788	421,611	361,138	58,183	67,593	120,379	\$1,028,905
2027	21,683,681	240,014	28,234	15,669	21,684	100,745	2,168	12,793	34,356	455,663	390,306	62,883	73,052	130,102	\$1,112,006
2028	23,344,629	258,399	30,397	16,869	23,345	108,461	2,334	13,773	36,987	490,566	420,203	67,699	78,648	140,068	\$1,197,185
2029	25,047,101	277,244	32,614	18,099	25,047	116,371	2,505	14,778	39,685	526,342	450,848	72,637	84,384	150,283	\$1,284,493
2030	26,792,134	296,559	34,886	19,360	26,792	124,479	2,679	15,807	42,449	563,013	482,258	77,697	90,263	160,753	\$1,373,984
2031	28,580,793	316,358	37,215	20,652	28,581	132,789	2,858	16,863	45,283	600,600	514,454	82,884	96,289	171,485	\$1,465,712
		\$3,063,072	\$360,327	\$199,963	\$276,728	\$1,285,705	\$27,673	\$163,269	\$438,447	\$5,815,184	\$4,981,099	\$802,510	\$932,296	\$1,660,366	\$14,191,456

(1) 2010 & 2011 reflect no growth. 2012 - 2041 assume 2.5% growth/year.

Shaded cells are school taxing agencies

Methodology for this Table: Total capture amount for each year was taken from the Captured Amount column in the Estimated TIF Capture Table. Those amounts were then divided by 1000 and multiplied by the millage rates above to establish the tax capture for each taxing agency.

Tax Increment Finance Authority Bonds

Fiscal Year Ending June 30	Tax Increment			Cumulative	
	Revenues from Non- School Taxing Jurisdictions (1)	Total Bond Debt			Excess Tax Increment Revenues
		School Taxing	Service		
2009	\$0		\$0	\$0	
2010	\$0		\$0	\$0	
2011	\$0		\$0	\$0	
2012	\$23,512		\$23,512	\$23,512	
2013	\$47,611		\$47,611	\$71,123	
2014	\$72,313		\$72,313	\$143,436	
2015	\$97,633		\$97,633	\$241,069	
2016	\$123,585		\$123,585	\$364,655	
2017	\$150,187		\$150,187	\$514,842	
2018	\$177,453		\$177,453	\$692,295	
2019	\$205,401		\$205,401	\$897,696	
2020	\$234,048		\$234,048	\$1,131,745	
2021	\$263,411		\$263,411	\$1,395,156	
2022	\$293,508		\$293,508	\$1,688,664	
2023	\$324,358		\$324,358	\$2,013,021	
2024	\$355,978		\$355,978	\$2,369,000	
2025	\$388,390		\$388,390	\$2,757,389	
2026	\$421,611		\$421,611	\$3,179,000	
2027	\$455,663		\$455,663	\$3,634,663	
2028	\$490,566		\$490,566	\$4,125,230	
2029	\$526,342		\$526,342	\$4,651,572	
2030	\$563,013		\$563,013	\$5,214,585	
2031	\$600,600		\$600,600	\$5,815,184	
2032					
2033					
2034					
2035					
2036					
2037					
2038					
2039					
2040					
2041					
<hr/>					
	\$5,815,184	\$0	\$5,815,184		

(1) Non-School Taxing Jurisdictions include Birmingham School Debt & Operating,
Oakland Intermediate Schools and State Education Tax