



**BIRMINGHAM TRIANGLE DISTRICT
CORRIDOR IMPROVEMENT AUTHORITY**
Thursday, June 25, 2009
Borders Books Parking Lot
34300 Woodward Ave
7:30 a.m.

MEETING AGENDA

1. Call to Order by Mayor Sherman
 2. Roll Call by City Clerk
 3. Approval of minutes from June 2, 2009 Meeting
 4. Potential parking sites tour
 - a. 6.16.09 memo from Jeff Purdy, LSL Planning
 - b. Copy of 6.2.09 presentation by LSL Planning
 5. Adjourn
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**BIRMINGHAM TRIANGLE DISTRICT
CORRIDOR IMPROVEMENT AUTHORITY**

Tuesday, June 2, 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 Clerk:

Present: Mayor Sherman
Mr. Cataldo
Mr. Fuller
Mr. Hays
Mr. Saroki
Mr. Stutz
Mr. Ziegelman

Absent: None

Others Present: Manager Markus, Clerk Weiss, Management Analyst Wuerth, Planners Ecker and Robinson, Assistant Engineer O'Meara, City Attorneys Currier and McGow, Jeff Purdy, LSL Planning

3. Approval of Minutes from March 24, 2009

MOTION: Motion by Fuller, seconded by Saroki:
To approve the minutes of March 24, 2009.

VOTE: Yeas, 7
Nays, None
Absent, None

4. Discussion regarding site evaluation and draft TIF calculators

The board received a presentation by Jeff Purdy, LSL Planning, regarding potential sites for parking structures in the north and south sections of the Triangle District, the criteria used for the evaluation of those sites, and Tax Increment Financing (TIF) estimate calculations. Mr. Purdy stated the next step is to do a concept plan for cost estimates. This would be the basis for the TIF plan.

Discussion followed regarding projections of parking demands based on potential development, and consideration of combining commercial use with parking structures such as linear buildings or a retail first floor.

The board offered feedback on the particular sites that were evaluated to be the most suitable for parking structures.

Mr. Purdy stated that the proposal is to acquire land for surface parking and when an area develops and demand increases, a structure would be proposed. Mr. Markus stated that special assessments to all benefiting property owners would be one resource of funds, other than the captured funds from the TIF. Mr. Markus suggested that the board consider more than one site due to the negotiation process with property owners.

Mr. Markus suggested that property acquisition be included in the decision matrix. If property is acquired by the city, a vote of the people would be required to transfer title to a developer for linear adjacent buildings. Mr. Markus did not feel the public would be amenable to changing this provision in the charter.

Mr. Markus explained that the plan should be adopted when the values stop dropping. Mr. McGow confirmed that a plan could be terminated, and re-approved if the property values continue to decrease.

In response to Mr. Cataldo's question regarding the alternative of the city offering the developer an option, Mr. Carrier responded that once the city acquires property rights, the voter approved sale provision of the charter takes effect.

Mr. McGow stated that it is best to keep the plan general to allow flexibility. The plan should not identify certain sites or allow options.

The board agreed with Mr. Markus' suggestion of taking an average taxable value of property in the area and using an average value of construction of a parking deck for cost estimates for purposes of developing the plan. This would not be specific to one property.

The board agreed to a suggestion by Mr. Ziegelman to physically visit the area and view the potential sites.

The chair adjourned the meeting at 9:15 a.m.

Nancy M. Weiss
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: June 16, 2009

Subject: Birmingham Triangle District Parking Study Site Tour

Dear Corridor Improvement Authority members:

The CIA will be walking the alternative sites for the future parking structure in the Triangle District the morning of June 25th. We will be walking the district to review the top rated sites, beginning with the sites surrounding the Borders Books area, alternatives 5, 6 and 7. We will then be walking up Elm Street to alternative locations 1 and 2.

Items we will want to consider are buildings/businesses that would be displaced, compatibility with adjacent land uses, convenience of access for both vehicles, and pedestrians, uses served in the immediate area and general suitability of the site for a parking structure.

We look forward to meeting with the CIA.

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:

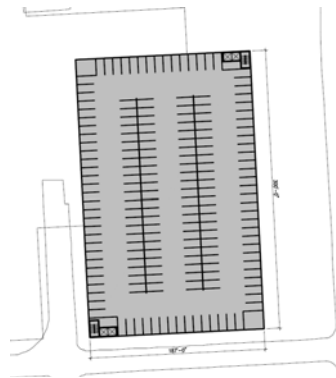
- Site Requirements
- Site Considerations
- Pedestrian Concerns
- Access Design
- Roadway & Traffic



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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 | \$42,418,009 |
| 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 | 1.3021 | 0.7226 | 1 | 4.6461 | 0.1 | 0.59 | 1.5844 | Total of Non-School Taxing Jurisdiction |
|---------------|--------------|------------------------------|-------------------------|---------------------------|----------------------------|-------------|----------------------|-----------|-------------------|---|
| Fiscal Year | Captured (1) | City of Birmingham Operating | City of Birmingham Debt | City of Birmingham Refuse | City of Birmingham Library | HCMA | Zoological Authority | SMART | Community College | |
| 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 | \$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 | | | | |
| | \$5,815,184 | \$0 | \$5,815,184 | |

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

Next Steps

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





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