



**AGENDA #9
Supplemental Information**

THE UNIVERSITY OF NORTH CAROLINA
AT
CHAPEL HILL

Office of the
Vice Chancellor for Finance and Administration

June 20, 2003

The University of North Carolina at Chapel Hill
CB# 1000, 300 South Building
Chapel Hill, NC 27599-1000
(919) 962-3798 FAX: (919) 962-0647

Mr. Cal Horton, Town Manager
Town of Chapel Hill
306 N. Columbia St.
Chapel Hill, NC 27516

Dear Mr. Horton:

Attached please find the University's response to the issues raised at the June 16, 2003 public hearing concerning the University's Development Plan Modification No.1. The University intends for this material to be entered into the record of the hearing on Monday, June 23, 2003.

We have reviewed the Town Manager's June 23, 2003 memorandum to the Mayor and Town Council. We respectfully disagree with three stipulations for the following reasons:

Stipulation 7c: 2020 Analysis of Average Daily Traffic Counts with Future Mason Farm Road Corridor. This road is not part of the Development Plan and therefore this requirement should not be a part of the approval of the modification.

Stipulation 12, 2nd to last bullet. Replacing the 10' chain link fence. This is not necessary given our willingness to work with the Town on special event traffic issues, including the parking monitors (see last bullet of Stipulation 12). It is our understanding the neighbors generally do not want a replacement fence. Please note that we are planning to include a safety fence on top of retaining walls in several areas due to steep slopes.

Stipulation 16. Student Family Housing West (H-21). We continue our objection to the requirement as the proposed design improves our ability to meet the Town's requirements for storm water mitigation and addresses the neighbors' interest in minimizing surface parking. See the attached University Response for more information.

With this submittal and our other information currently in the record of the hearing, the University has submitted substantial, competent and material evidence to enable the Town Council to approve the University's Development Plan Modification No. 1 in accordance with requirements of the OI-4 Ordinance.

We appreciate the opportunity to provide this additional information. Please let us know if you or the members of the Council have additional questions.

Sincerely,

Nancy D. Sattenfield

Attachments

cc: Chancellor James Moeser

**University of North Carolina at Chapel Hill
Development Plan Modification No.1
University Response to June 16, 2003 Public Hearing**

University's Plans for Future Growth

The Campus Master Plan, a conceptual plan for the build-out of the main campus over the next 30 to 50 years, was completed in March 2001.

As the result of the November 2000 Higher Education Bond referendum, the University will receive \$510 million to renovate and repair buildings and construct new buildings that are central to our teaching, research and public service missions. The University is supplementing the state's investment with \$600 million-plus worth of capital projects funded from gifts, revenue-producing operations and other non-state sources. In total, these projects represent over \$1 billion worth of work currently scheduled to be completed over the next 7 to 10 years. About half of the bond money will be spent for renovations and/or replacement space for existing facilities. Approximately seventeen percent will replace and upgrade utilities infrastructure while thirty four percent will be spent on new construction.

These and other projects are included in the Development Plan the Town approved in October 2001 and represent the first phase of the Campus Master Plan implementation. The University's application to modify the Development Plan includes changes that result from the numerous planning studies undertaken to implement the Development Plan. The Town's ordinance for approval of a Development Plan anticipates the need for changes over the course of the plan and provides for a modification process.

University's Transportation Strategy

The Campus Master Plan ushered in a new transportation strategy at Carolina. To create a pedestrian-friendly campus where people find it easy to walk or bike, transit service will increase, new parking will be limited, decks will replace existing surface parking, and the number of students living on campus will increase. The increased demand for patient and visitor parking will be met, but the percentage of employees and students who can park on the main campus gradually will be reduced from current levels (although actual numbers of those parking on campus will increase somewhat) as parking for these groups will not be built in proportion to their projected growth.

The majority of the increased demand for employee and student parking will be met through the construction of off-campus park-and-ride lots or the use of transit directly from home. On campus, the parking currently in surface lots will be consolidated into parking decks. As the Campus Master Plan is implemented, 20 acres of paved surface

parking will be removed and replaced with 10 acres of green space and 10 acres of buildings.

The Campus Master Plan includes 15 possible new parking deck sites, of which 10 are below ground or below buildings, scattered throughout the campus. While a shift to alternatives such as park and ride and transit is central to the Campus Master Plan, both the Campus Master Plan and the approved Development Plan recognized the need for some growth in on-campus parking. The location of the deck sites identified in the Campus Master Plan is shown on *Attachment 1*, the location of the parking currently available on campus in decks and surface lots is shown in *Attachment 2* and the location of off-campus park and ride lots in Chapel Hill and Carrboro is shown on *Attachment 3*.

Allocation of Parking Spaces in the Development Plan

Allocation of parking spaces. Development Plan Modification No. 1 includes a net increase of 1,579 spaces, only 29 more than the original Development Plan approved in October 2001. These 1,579 spaces will be allocated as follows:

Visitors	1,455	Gain
Employees	454	Gain
Students	351	Loss
Service	<u>21</u>	Gain
Total	1,579	Net

Table 2-3 on page 2-4 of the Modification provides further detail on the parking impacts of the Development Plan by user group (employee, student, visitor, other).

Status of New Access Road from Fordham Boulevard

The Master Plan includes a new access road from Fordham Boulevard. However, this road is not part of the Development Plan. A feasibility study for the road is included in the North Carolina Department of Transportation (NCDOT) 2004-2010 Transportation Improvement Program (FS-0307A). NCDOT has commenced the study, but a feasibility study does not imply construction funding has been identified, or that a schedule for construction will be developed.

Incentives for Transit Use

The University has implemented numerous incentives for transit use. These incentives have been very successful, exceeding our expectations. They include free transit in conjunction with the Towns of Chapel Hill and Carrboro, free parking at off-campus park and ride lots, and our Commuter Alternatives Program (CAPS).

At the public hearing, a suggestion was made to implement the program used at Carnegie Mellon University, which allows employees a pay-as-you-park option. The University's

transportation consultant assisted Carnegie Mellon in developing its parking program. The University has studied the idea of charging permit holders for the time they actually park on campus, and has visited the Carnegie Mellon campus. A major difference between the two campuses is that park-and-ride is not an available option at Carnegie Mellon.

Our conclusion is that implementation of the pay as you park idea on the Carolina campus would increase demand and competition for on-campus parking, increase campus traffic, and serve as a disincentive to the use of alternative modes. Presently, permits are available based on work schedule (day, evening, night), but not for certain days of the month or for a specified number of days or hours per month. Permits are sold for specific lots, and the number of permits sold is based on historical utilization rates. Many employees and students with a need to be on campus less than full time utilize park-and-ride lots or transit from home to avoid the cost of purchasing a full price permit, leaving the supply of full price permits for full time employees.

If parking were made available by the hour or day in permitted campus lots, part-time employees and students would be encouraged to drive to campus to park, increasing traffic on surrounding roadways. Demand would exceed supply, freezing out full-time employees and students, and leading to further increased traffic caused by persons hunting for parking in one lot after another. Frustration and dissatisfaction would result, and people would have to allocate additional time to commuting, arriving early, and hunting for parking, many times unsuccessfully. We believe that the University's Commuter Alternatives Program provides the best combination of incentives for persons who do not need full time parking to avoid bringing their cars to the main campus.

Why Change the Sequence of Deck Construction?

Since the submission of the original Development Plan, further consultant studies and work by campus advisory groups has indicated the need for a substitution in the parking facilities requested. The inclusion of the Manning Deck in the original Development Plan has proved to be a mistake, both from a timing and a location perspective. The campus Advisory Committee on Transportation recommended that the 1,500 space Manning Deck be deleted, and an 800-space deck at Jackson Circle and a 600 space deck at Cobb be substituted. Development Plan Modification No. 1 reflects this recommendation.

Manning Deck.

The Manning Deck was requested as a part of the original Development Plan because of the projected surface parking losses in that area. However, the only construction planned for the surface parking lots near the Manning Deck site is undergraduate housing, which will have its parking demand satisfied in off-campus storage lots. The Manning Deck does not adequately address the surface parking requirements in the heart of the Health Affairs campus. Also, more recent studies have indicated that the new access to the 15-501 Bypass should be in place prior to the Manning Deck being built. The Manning Deck site, although deleted from the present development plan, remains on the Campus

Master Plan and may be requested in the future if conditions so warrant.

Jackson Circle Deck.

The Jackson Circle Deck is one of two decks being substituted for the Manning Deck. This deck location best compensates for the surface parking lost to new construction in the heart of the Health Affairs area. In addition, it will provide swing space during the construction of the Bell Tower Deck (Development Plan, P-4), scheduled to begin in 2005-2006, when the existing Bell Tower surface lot will no longer be available. The Jackson Circle Deck will have a total of 800 spaces, but when the lost surface parking in the immediate area and the deck footprint itself are taken into consideration, the net increase in spaces provided by this deck is only 419. Current employees with on-campus parking are being pushed off campus because of the loss of surface parking to construction in the heart of the Health Affairs area, and if the Jackson Circle Deck is not completed before the Bell Tower Deck construction begins, the total number of employees forced off campus will rise to over 1000. UNC Hospitals faces a highly competitive environment for nurses and other health care professionals, making a loss of that magnitude in employee parking near the Hospitals intolerable.

Preservation of the TTA transit corridor.

The proposed Jackson Circle deck will not encroach on the fixed guideway transit corridor shown on the approved Campus Master Plan. The deck will be located and designed to allow rail or bus transit to operate in the corridor, including allowing transfers to local buses.

Allocation of parking spaces.

Of the approximately 800 spaces, 700 will be used by employees of UNC Hospitals and Health Affairs departments of the University and 100 will be used by commuting health sciences graduate students. The deck will be designed for direct access to the skybridge crossing Manning Drive. After the construction of the Cancer Center, this deck may be used to some degree for patients and visitors, although such use is not planned at this time.

Traffic increase on South Columbia Street.

A 24-hour traffic count was undertaken on South Columbia Street (south of Mason Farm Road) in the fall of 2001. The traffic volume at that time was 18,470 vehicles per day (vpd). An annual growth rate of approximately 1.5 percent was determined in conjunction with and approved by Town staff. This 1.5 percent growth rate was applied to factor the 2001 count to the 2010 No-Build volume. This 2010 volume is projected to be 21,000 vpd. The approved Development Plan added 4,100 vpd to this section of South Columbia Street, resulting in 25,100 vpd (a 19.5 percent increase). The parking changes proposed in Development Plan Modification No.1 would result in 26,000 vpd, or an increase of 900 vpd (3.6 percent) over the original Development Plan.

Cobb Deck.

A detailed utilities infrastructure plan was in progress when the Development Plan was

submitted, and was completed in fall 2002. This plan outlines the specific utility infrastructure projects needed to support the Development Plan. This study revealed the need for the chiller plant sited in the Cobb parking lot during the Campus Master Plan process to be constructed immediately to support the renovated and new facilities on the north campus. The parking deck sited in the Cobb parking lot during the Campus Master Plan process needs to be designed and constructed at the same time as the chiller plant, so that the optimal design solution for the site can be realized.

Reason for Cobb Deck.

The Campus Master Plan designated a site for a parking deck and chiller plant at this location. When we submitted our original Development Plan in 2001, we didn't expect to need the chiller prior to 2008. However, detailed utility studies completed since then have shown an immediate need for chiller capacity to cool buildings on north campus. The deck needs to be built at the same time as the chiller, to improve the aesthetics, mitigate the noise impacts of the chiller, and compensate for the loss of surface parking. Because the parking ratio for the north campus already is below the level targeted for 2008, the Advisory Committee on Transportation recommended that some of the parking capacity planned for the Manning Deck be shifted to this north campus deck, and its 600 car capacity enables the deck to better camouflage the chiller.

Why not locate the deck on the Visitors Lot at NC 54?

The NC54 lot was evaluated as a potential deck site during the Campus Master Plan process. This site was rejected because it backs up to the Gimghoul neighborhood without adequate room for buffering of the existing homes. In addition, construction of a chiller plant, which is integral to the Cobb project, is not feasible at the NC 54 site because of the extent of underground utility piping work that would be required.

Allocation of parking spaces.

The proposed Cobb Deck and adjacent surface parking will contain approximately 641 spaces, of which 533 will be used by employees, 100 by University visitors, and 8 by service vehicles. It will also provide after-hours parking for visitors to the Center for Dramatic Art and special events.

Submit renderings of deck and/or photos of model.

The Cobb deck is still in schematic design, subject to additional refinement. The primary material will be brick, and it will include complementary detailing to provide scale and context appropriate for its location near the Old Chapel Hill Cemetery, various residence halls and the Paul Green Theater.

Photos of the model are attached as *Attachments 4 and 5*.

Site design and pedestrian amenities.

As part of the design of the Cobb Deck, a landscape plan and pedestrian plan have been prepared and are attached as *Attachment 6*. At the present time, the surface

lot is a chaotic mix of cars, tennis courts and pedestrian flow. The landscape and pedestrian plan allow for the replacement of eleven tennis and basketball courts with six tennis courts and one basketball court and provide a well-organized, thought-fully landscaped, and ADA accessible pedestrian circulation system through the area.

Traffic impact of Cobb Deck.

Cobb Deck will result in some increase of traffic on Country Club Road. We will work with the Town during the site development permit process to identify mitigation measures including the possibility of a traffic signal. Measures to improve safety for pedestrians and cyclists also will also be considered.

Meeting with residents of Gimghoul neighborhood.

At the public hearing, three residents of Gimghoul raised questions about the impact of the deck on their neighborhood. We have contacted neighborhood representatives and have scheduled a meeting to discuss their concerns.

Review by the NC Department of Cultural Resources

We have contacted Renee Gledhill-Earley, Environmental Review Coordinator in the State Historic Preservation Office within the North Carolina Department of Cultural Resources, regarding the relationship of the Cobb Deck to the Old Chapel Hill Cemetery, and have scheduled a review session with the Department of Cultural Resources later this month. We work with the Department of Cultural Resources on many of our projects and will continue to do so.

The Cobb site was selected for the deck and the chiller plant because the facilities can be designed to form a green quad for the nearby residence halls. Discussions with interested townspeople have shown that these new facilities also can be designed to address existing issues with the adjacent Old Chapel Hill Cemetery, including maintenance of the walls and parking for funerals and visitors to the Cemetery.

Impact of the Cobb Deck on the Old Chapel Hill Cemetery

We believe that the Cobb Deck will actually improve the cemetery environment. Currently, the site is an unsightly surface parking lot with eleven raised tennis and basketball courts and no designated pedestrian connections. Construction of the deck and associated site improvements, including landscaped common areas and brick pedestrian walks will improve the aesthetics of the site.

Construction of the deck also offers opportunities to make improvements to the cemetery. Many people from the historic preservation community and the adjacent neighborhoods have offered ideas about ways to improve the cemetery, and some of these ideas differ. Rather than specify particular improvements at this time, we would like to build consensus on which improvements are appropriate and then work with the Town, the owner of the Cemetery, on implementing them.

In addition to improvements, there are areas of the cemetery in need of repair. In particular, several stone walls on the north and west sides are crumbling. The University will repair the north and west rock walls.

Student Family Housing

Elevations and scale of proposed buildings.

The architects and engineers for this project participated in the meetings with the Mason Farm neighbors, and designed the buildings to complement the existing housing across Mason Farm Road. Materials will be a combination of brick and siding. The buildings have sloped roofs and dormers to break down the building massing to be more compatible with the existing neighborhood. The buildings along Mason Farm Road vary in height from two to three stories fronting the street with an additional floor in the rear, due to the underground parking. Although the building footprints are larger than in the original Development Plan, this was done to allow for underground parking. The neighbors were concerned about large expanses of surface parking and the underground parking makes it possible to minimize the surface parking to a few visitor and handicapped spaces for each building.

Please see building elevation and cross-section in *Attachments 7 and 8*.

Issues related to building H-21.

The location of this building has not changed since the approved Development Plan. The natural topography of this site enables parking to be placed under the building with the entry on the east side of the parcel. This parking strategy accommodates all but five visitor and two accessible surface parking spaces. Impervious surface is greatly reduced and a surface parking lot along Mason Farm Road would not be needed. The existing surface lot would be removed and the area newly landscaped.

The stipulation by the Town Council in the approved Development Plan states that a 60' setback is required on the east side of the H-21 site adjacent to Ms. Steele's property line. The proposed location of the H-21 building more than meets the setback requirement. The width of a buffer is not stipulated. However, the University will work with Ms. Steele on providing an appropriate landscape buffer.

Currently there is a gravel pathway located to the rear of Ms. Steele's property. The University does not require the use of this pathway and agrees to block access by vehicles if so requested.

Emergency secondary access to Baity Hill units.

The design for access to the Baity Hill housing will be reviewed with Town staff as part of the site development permit review process. The need for and feasibility of providing a second access will be considered at that time.

New Utility Corridor along Mason Farm Road.

The utility corridor shown on Modification No. 1 – Map 4, Addendum No. 1, Revision, June 3, 2003 along Mason Farm Road is the location of the new electric duct bank. From the existing Right of Way on the northern edge of Mason Farm Road, a five-foot sidewalk will be constructed. From this new Right of Way line a fifteen-foot easement is required for the construction and maintenance of the new electric duct bank.

Since the duct bank will have points of access, good engineering practice would not have the duct bank located under other built elements. Thus the sidewalk and the duct bank will not overlap.

Evidence in Support of Application

Article 3.5.2 (g) (3) A. of the Land Use Management Ordinance provides that:

"The Town Council shall approve a Development Plan unless it finds that the proposed development would not:

- Maintain the public health, safety, and general welfare; or
- Maintain the value of adjacent property."

This provision is also applicable to the approval of modifications to a Development Plan. With respect to the standards that a Development Plan must meet, the University has already submitted competent material and substantial evidence showing its compliance with all the Ordinance requirements and evidence that supports the findings that the proposed Modification to the Development Plan will continue to maintain the public health, safety, and general welfare, and will continue to maintain the value of adjacent property.

A summary of this evidence and the University's position is set forth below.

Maintenance of public health, safety, and welfare.

The proposed development has been designed and is proposed to be operated so as to maintain or promote public health, safety, and general welfare. Traffic impacts have been addressed through the University's incorporation of Ordinance standards and proposed improvements that will promote good traffic access, circulation, and pedestrian safety. Accordingly, the traffic impacts generated by this modification to development do not raise health, safety, or welfare concerns, because the impacts have been appropriately addressed.

Similarly, with respect to the infrastructure necessary for the proposed development, health, safety, and general welfare issues have been more than adequately addressed. As more fully explained in the examples provided below, the channeling of utilities, water, sewer, the handling of storm water, and air quality issues associated with traffic all have been addressed with environmentally-sensitive and impact-mitigating accommodations

so as to assure the maintenance of or improvement of public health, safety, and general welfare.

Finally, it should be noted that the many amenities included in the proposed modification to the development may, in fact, enhance the general health, safety, and welfare of the community. Aesthetically pleasing architecture, pedestrian circulation, preservation of green space, reduced impervious surface, improved stormwater mitigation and the like will serve to further confirm the positive effect on the public health, safety, and general welfare of the community.

The following examples provide additional specific evidence of the maintenance of public health, safety, and general welfare that will result from the proposed development.

The proposed development in Development Plan, Modification No. 1 maintains the general health, safety, and welfare of the community by incorporating the following standards, construction mitigating strategies and campus improvements.

1. The Noise and Light Performance Standards for Development and Redevelopment in the OI-4 Zoning District will insure that noise and light levels from the development proposed in the Development Plan Modification No.1 will not exceed those allowed by the Town of Chapel Hill Noise ordinance in effect at the time of the Site Development Permit is approved.
2. The April 2003 Transportation Impact Analysis submitted with the Development Plan Modification No. 1 in accordance with the Transportation Impact Analysis Guidelines for Development and Redevelopment in the OI-4 Zoning District provides an updated assessment of the transportation implications of the Modification to the Development Plan and will develop mitigation measures to address any impacts. Transportation elements addressed by these guidelines include automobile traffic, transit, parking, bicycle and pedestrian traffic and associated air quality issues.
3. The proposed development will be accompanied by measures to mitigate stormwater impacts for both quality and quantity in accordance with the Stormwater Management Performance Standards for Development and Redevelopment in the OI-4 Zoning District. The stormwater management will prevent any increase in the amount of stormwater runoff volume leaving the campus, the rate at which runoff leaves the campus, or the pollutant load conveyed in that runoff. In fact, the stormwater management presented with the development in the modification reduces the impervious surface by 0.9 acres.
4. The University's construction management procedures are outlined in the University's Draft Construction Guidelines. These procedures ensure that public safety is maintained during construction and also address protection of existing natural features during construction. The following items are addressed:

- Site development to minimize impact
 - Construction Staging Area
 - Tree Protection
 - Sediment and erosion control
 - Construction and demolition waste
 - Pedestrian Safety Plan
 - Traffic Control Plan
 - Construction Management Plan
5. By creating an inner loop road in lieu of an outer loop road on Baity Hill for the Student Family Housing project, the environmental impact is minimized with the preservation of trees and reduced impervious surface resulting in reduced stormwater mitigation.
 6. The construction of new Student Family Housing will replace the antiquated Odum Village complex and ensure that this new housing meets current codes for life safety and accessibility. The increase in the number of additional housing units by 91 reflects the University's commitment and the Town's interest to provide housing for as many students as possible on the main campus.
 7. The Cobb Deck project provides new open space for that part of north campus. It defines and improves the pedestrian circulation through that residential community and provides much improved recreational space.
 8. The ITS project will enhance a critical termination point for the campus' telecommunications system. By consolidating the existing system it will provide for more cohesive distribution and less physical impact for future expansion.

Maintenance of the Value of Adjacent Property.

For the Development Plan approved on October 3, 2001, the University submitted evidence that the proposed development would be designed to maintain or enhance the value of adjacent property. The University hereby offers the following additional information regarding the continued maintenance or enhancement of property values in support of the University's Development Plan Modification No. 1.

Initially, it should be noted that the "guidelines" and "standards" for mitigation of impacts support not only the public health, safety, and general welfare, but also the maintenance of property values.

Moreover, it is important to acknowledge that the Development Plan Modification No. 1 does not contemplate new uses. The "new" development proposed by the University's Modification to the Development Plan is not development that is different in character from that which is already permitted.

As further evidence to support the conclusion that the proposed modification to development will maintain property values, we have (1) identified all properties within a 200-foot radius of the OI-4 Zoning District, (2) obtained the sales records for all transactions since 1995 involving those properties adjacent to the campus and those properties neighboring the adjacent properties, and (3) compiled and reviewed the Orange County Tax Assessor's records of assessed values as of March 1, 2003 for all taxable properties located within the same 200-foot radius of the OI-4 Zoning District. A spreadsheet of our findings is attached as *Attachment 9*.

Our findings from the Tax Assessor's records reveal that assessed values have increased approximately 35-50 percent since 1997 in Chapel Hill with the greater percentages occurring the closer to campus the property is located. We found that 2003 assessed values for properties have increased 42.63 percent from 2000 values and 5.5 percent from 2001 values. Please note that the 2003 value for vacant land is equal to the 2001 assessed value (and the 2000 assessed value is equal to the 1997 assessed value) since assessments are generally made only once every four years and are only adjusted during the four-year interim period when there is new construction. During this period from 1997 to 2003, the Development Plan has undergone public consideration, Town approval and the first eighteen months of implementation.

Sales data reveal a continued trend of increased property values and values exceeding the Orange County Tax Assessor's valuations within the same subject area (see Sheet 2 of *Attachment 9*). Of the six recorded sales during the past eighteen months, two properties were purchased after 1995 and yielded a combined increase of 81.08 percent.




Conclusion.

The University has provided competent, material, and substantial evidence of compliance with all the Ordinance requirements, including evidence that the proposed modification to development would maintain the public health, safety, and general welfare and maintain the value of adjacent property. Denial of approval of Modification No.1 must be based upon contrary findings supported by competent material, and substantial evidence appearing in the record. No such evidence has been produced. Neither oblique references to market values contained in testimony of a few landowners in the vicinity of the campus, nor generalized fears expressed by a very small number of landowners in the vicinity, constitute competent, material, and substantial evidence. Speculatory or mere opinion testimony about possible negative effects is insufficient to establish that the proposed development would not maintain the value of adjacent property. The University has fully complied with the specified standards of the Ordinance, and, as shown above and in all the University's submissions, competent, material, and substantial evidence has been provided by the University that satisfies all the findings necessary for approval of the University's Development Plan Modification No. 1.

Attachments:

1. **Map of proposed deck sites, Campus Master Plan.**
2. **Map of existing parking decks and surface lots on campus.**
3. **Map of existing park and ride lots in Chapel Hill and Carrboro.**
4. **Photograph of Cobb Deck schematic model.**
5. **Photograph of Cobb Deck schematic model.**
6. **Site plan for Cobb Deck.**
7. **Building elevation, Student Family Housing.**
8. **Cross-section, Student Family Housing.**
9. **Spreadsheet of Property Values.**

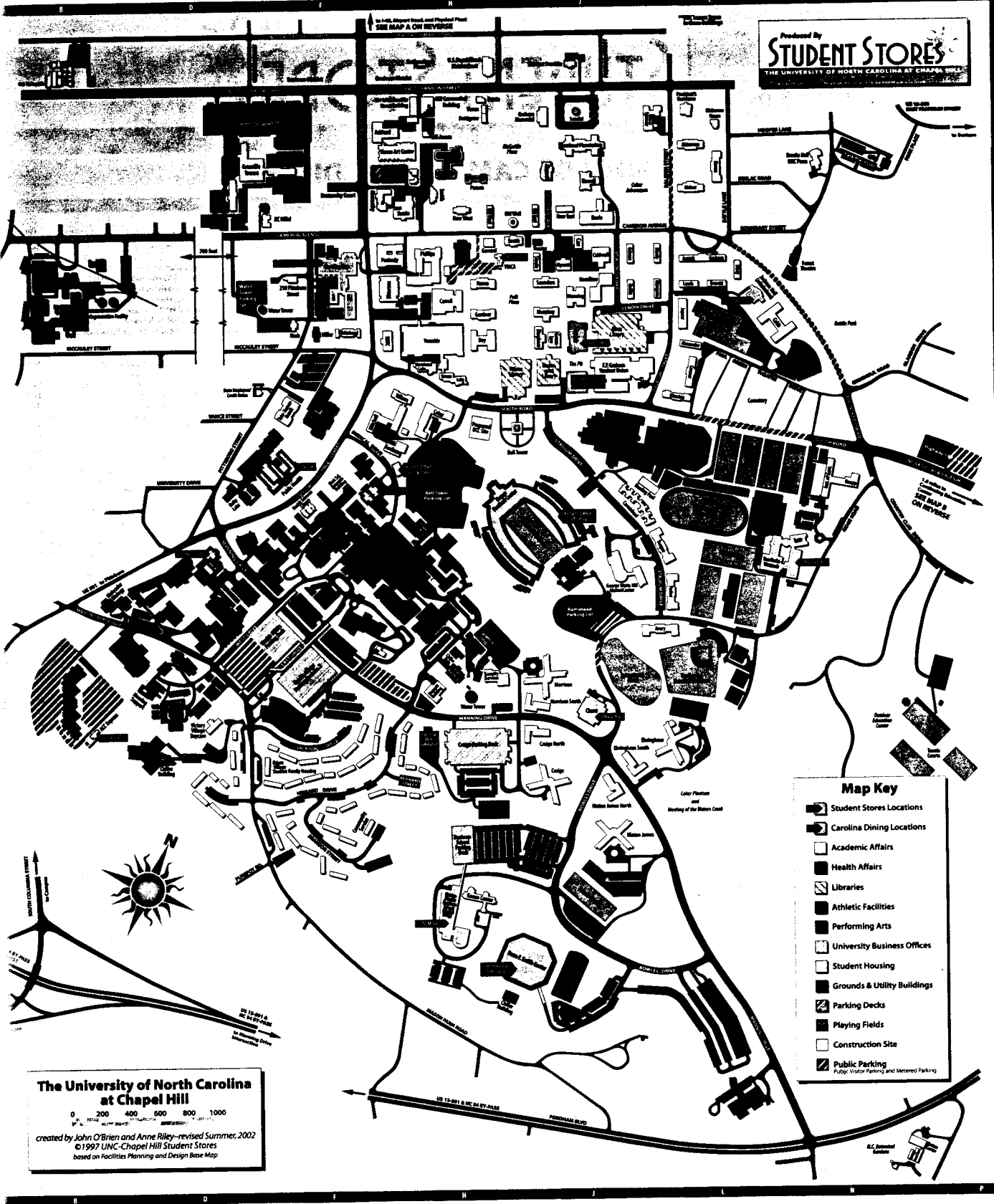


-  Surface Parking
-  Existing and Future Parking Decks
-  Future Parking Structures Below Ground or Below Buildings

From the Campus Master Plan, March 2001

Page 4 of the Transportation & Parking Section

Attachment 1



Map Key

- Student Stores Locations
- Carolina Dining Locations
- Academic Affairs
- Health Affairs
- Libraries
- Athletic Facilities
- Performing Arts
- University Business Offices
- Student Housing
- Grounds & Utility Buildings
- Parking Decks
- Playing Fields
- Construction Site
- Public Parking
Public, Visitor Parking and Metered Parking

**The University of North Carolina
 at Chapel Hill**

0 200 400 600 800 1000
Scale in Feet

created by John O'Brien and Anne Riley—revised Summer, 2002
 ©1997 UNC-Chapel Hill Student Stores
 based on Facilities Planning and Design Base Map



MAIL SHOPS HERE AND PLEASED FROM
 SEE MAP A ON REVERSE

SEE MAP B
 ON REVERSE

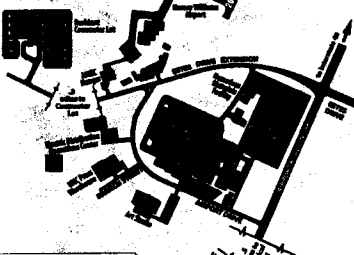
SEE MAP C
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SEE MAP D
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SEE MAP E
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Campus Buildings

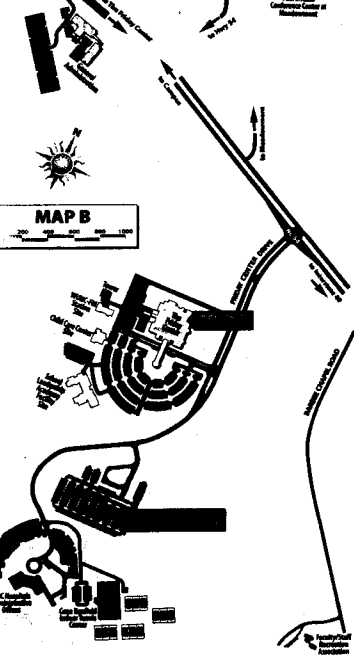
- Carolina Inn Gift Shop** *Casino Inn* F-6
- Smith Center Gift Shop** *Dean E. Smith Center* I-17
- SNACK UNITS**
- Circus Room** *Jackson Hall* M-7
- Oster Canteen** *Berryhill Hall* G-10
- The Law Bar** *Van Hecke-Wetach Hall* M-11
- Blue Ram-Y Court** *YMCA Building* I-6
- Nook** *Rosenau Hall* E-9
- ACC Express** B-13
- Cafe Caduceus** *Health Affairs Bookstore* G-9



MAP A



MAP B

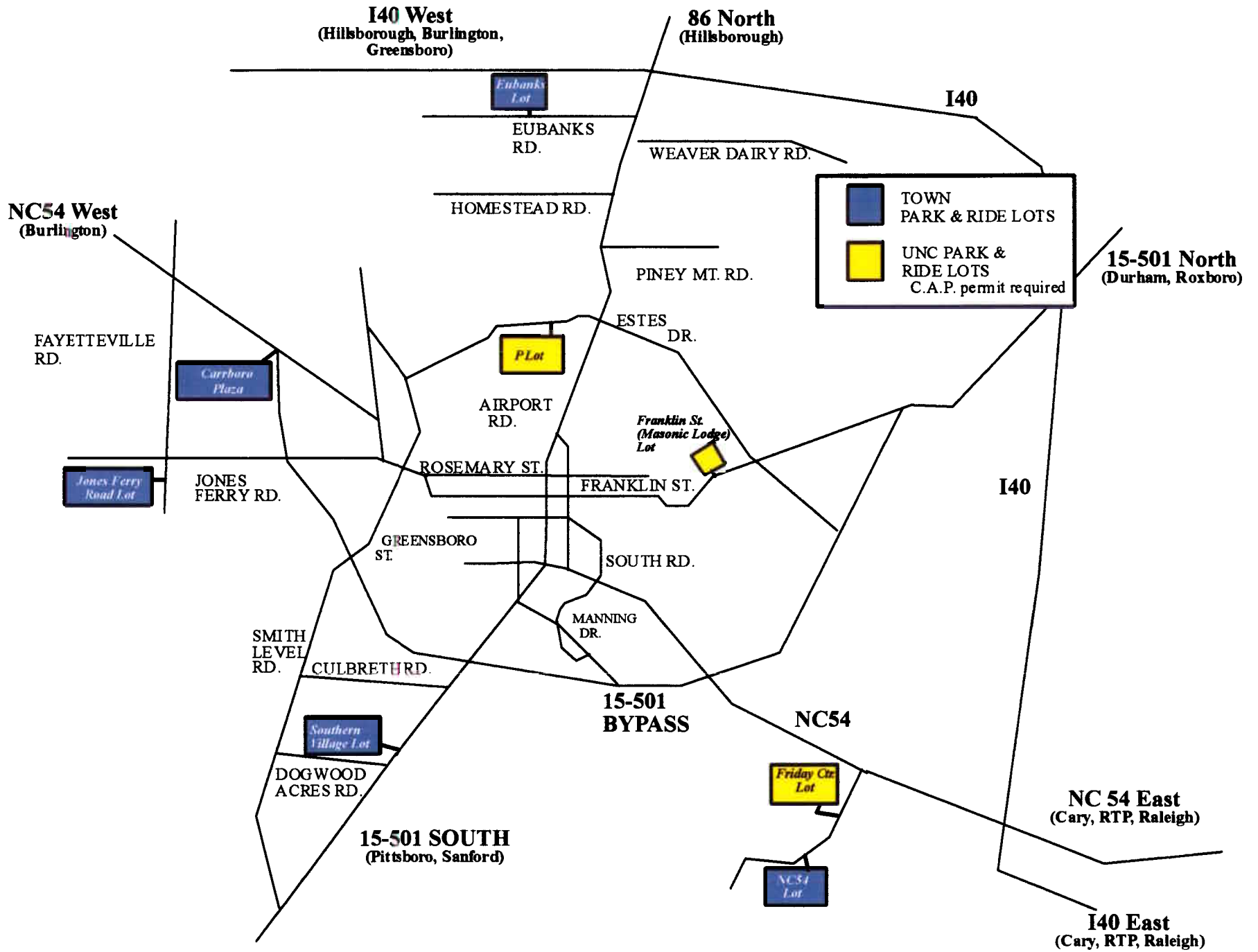


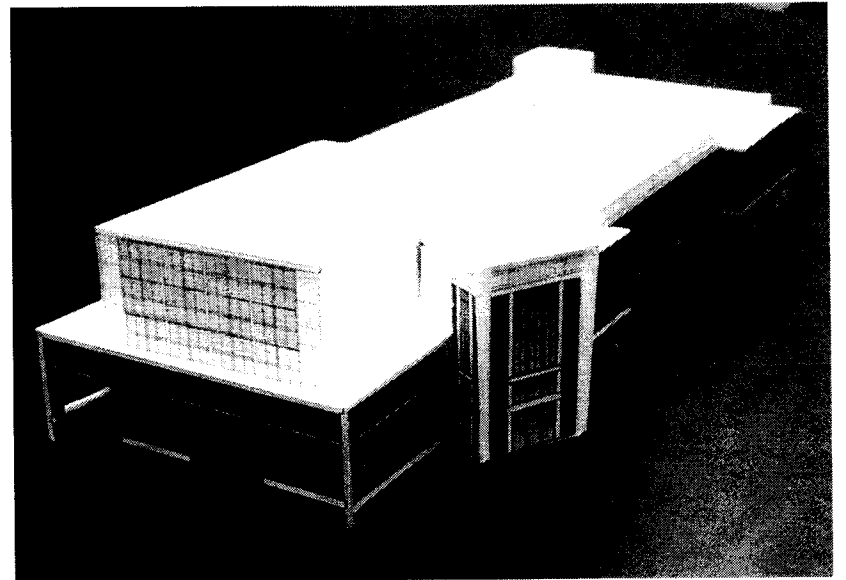
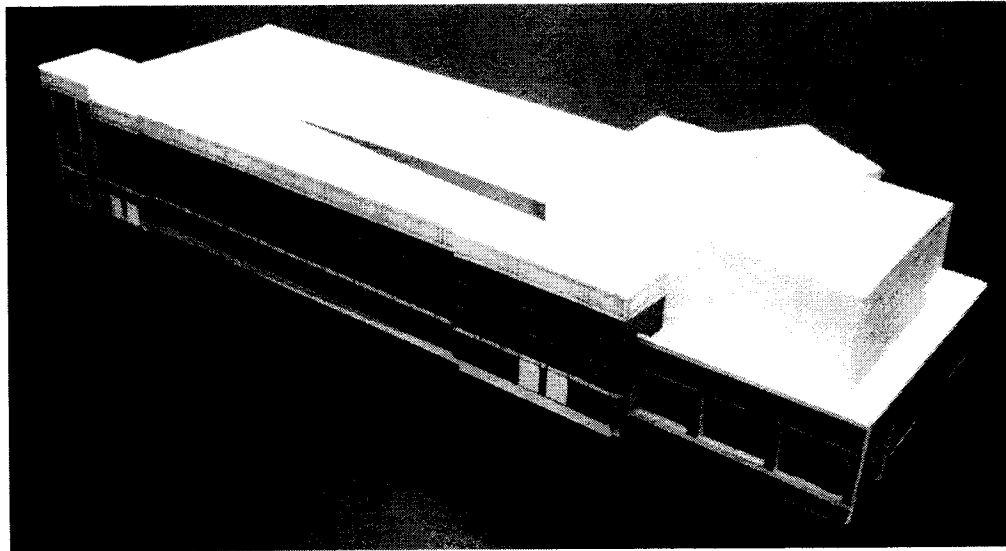
STUDENT STORES

THE UNIVERSITY OF NORTH CAROLINA AT CHAPEL HILL

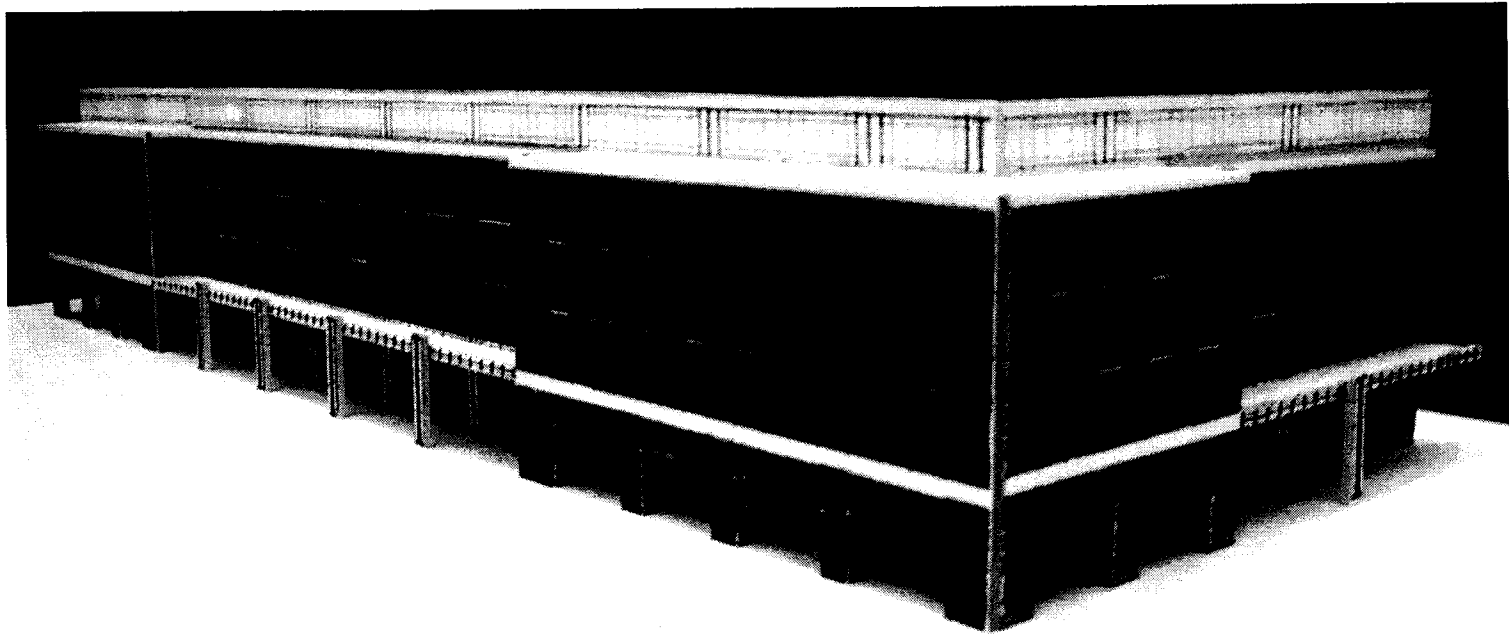
INDEX OF CAMPUS BUILDINGS

Name	Map Ref.	Bldg. Abbr.	Name	Map Ref.	Bldg. Abbr.	Name	Map Ref.	Bldg. Abbr.
Abernethy Instructional Technologies, Social Work, City & Regional Planning, Inst. Arts & Humanities	G-5	AB	Physical Plant <i>Horney Building</i>	V-24	(map A) PT	ACC Express <i>Snack Bar</i>	B-13	
Abernethy Annex	G-5		Playmakers Theater <i>Dramatic Art</i>	I-6		AHEC <i>5th Floor Health Affairs Bookstore</i>	G-9	
Ackland Art Museum	G-4	AC	Porthole Building <i>Development</i>	G-4		Ambulatory Care Center	B-13	
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Alumni Hall <i>Anthropology</i>	J-5	AL	Saunders Hall <i>Geography, Religious Studies</i>	J-6	SA	Baity Environmental Research Lab , H.D. <i>Public Health</i>	E-10	
Airport Road, 720 <i>Boin Creek</i>	U-27	(map A)	Security Services Building <i>Public Safety, Parking and Transportation</i>	I-13		Beard Hall <i>Pharmacy</i>	F-9	BE
Airport Road, 725 <i>Human Resources</i>	U-26	(map A)	Service Station	U-24	(map A)	Berryhill Hall <i>Basic Sciences Laboratory</i>	G-10	BH
Airport Road, 730 <i>Boin Creek</i>	U-26	(map A)	Sitterson Hall <i>Computer Science</i>	G-6	SN	Biological Sciences Research Center <i>Child Development Center</i>	E-11	BR
Arboretum	K-5		Smith Building <i>Operations Research, WUNC-FM, Statistics</i>	H-5	SM	Brauer Hall <i>Dentistry</i>	F-10	CL
Art Studio Building <i>Airport Drive</i>	U-24	(map A)	South Building <i>Chancellor Provost, Business & Finance</i>	I-6		Brinkhouse-Bullitt Building <i>Preclinical Education</i>	F-10	CL
Battle Hall <i>Human Resources, Social Work</i>	I-4	BA	Steele Building <i>Student Affairs, Arts & Sciences, General College</i>	I-6	ST	Burnett-Womack <i>Clinical, Nursing</i>	F-11	CS
Bell Tower, Morehead Patterson	I-9		Student Health Services Building, Taylor	H-11		Carpentry Shop	H-12	
Bennett Building <i>Printing & Duplicating</i>	H-13		Student Stores <i>Daniels Building</i>	J-8		Carrington Hall <i>Nursing</i>	F-9	CN
Bingham Hall <i>Speech Communications</i>	I-7	BI	Student Union, Frank Porter Graham	K-8	SU	Chiller Buildings <i>South Side</i>	C-14	
Brooks Hall <i>UNC Press</i>	N-5		Surplus Property Warehouse	V-23	(map A)	NCMH	H-12	
Bynum Hall <i>Cashier, Graduate School, Research Services</i>	J-6		Swain Hall <i>Communication Studies, Instructional Technologies, WUNC-FM</i>	G-5	SW	North Side	G-10	
Caldwell Hall <i>Philosophy, Int. Programs, Women's Studies</i>	J-6	CW	Tate-Turner-Kuralt <i>School of Social Work</i>	E-8		Craige Parking Deck	H-14	
Carolina Inn	F-6		Taylor Student Health Services	H-11		Dental Sciences Research <i>Dentistry</i>	E-10	
Carr Building <i>Institutional Research, Systems & Procedures, Housing Offices</i>	J-6		Totten Garden Center <i>Botanical Gardens</i>	O-20		Environmental Protection Agency Building	G-9	
Carroll Hall <i>Future Journalism School</i>	H-7	CR	UNC Press Warehouse <i>925 Blanch Street</i>	T-24	(map A)	Health Affairs Bookstore	E-12	
Chiller Building <i>East Side</i>	I-18		Vance Hall <i>Student Aid, Human Resources</i>	I-4		Health Affairs Parking Deck	F-10	
Cogeneration Facility <i>Power Plant</i>	B-6		Van Hecke-Wetach Hall <i>Law</i>	M-11	VE	Health Sciences Library	F-10	HP
Coker Hall <i>Biology</i>	H-8	CO	Venable Hall <i>Chemistry, Marine Sciences Program, Electronic Service Center</i>	H-7	VE	Hospitals, UNC	D-11	
Daniels Building <i>Student Stores</i>	J-8		Wilson Hall <i>Institute for Arts & Humanities</i>	G-8	WI	Lineberger Cancer Research Building	D-11	
Davie Hall <i>Psychology</i>	J-5	DA	Y Building	I-6	YC	MacNider Hall <i>School of Medicine</i>	F-10	MD
Day Hall <i>Modern Foreign Language</i>	H-7	DE				Mary Ellen Jones Building	E-11	FL
Electric Distribution Operations Center	G-5					McGavran Greenberg Building <i>Public Health</i>	E-9	MC
Evergreen House <i>Leisure Studies</i>	G-9		Athletic Facilities			Medical Research Wing	F-10	
Fordham Hall <i>Biology</i>	N-6		Belk Track <i>around Fetzer Field</i>	L-10		Medical Research Building A	D-12	
Forest Theatre	N-6		Boshamer Baseball Stadium	L-12		Medical Research Building B	D-14	
Franklin Street, 134 1/2 East <i>Math Science Network, Summer School</i>	G-4		Bowman Gray Swimming Pool <i>in Woollen Gym</i>	K-9		Medical School Wing B	H-11	WB
Franklin Street, 223 East	J-3					Medical School Wing C	H-11	WC
Friday Continuing Education Center, William & Ida	J-3	(map B)	Carmichael Auditorium	L-9	CG	Medical School Wing D	H-11	WD
Gardner Hall <i>Economics</i>	H-7	GA	Cone Kenfield Indoor Tennis Center	T-39	(map B)	Medical School Wing E & F	H-11	WE
General Storeroom	U-28	(map A)	Fetzer Field	L-10		Miller Hall <i>Health Affairs Office</i>	F-7	
Gerrard Hall	I-6	GR	Fetzer Gymnasium <i>Physical Ed.</i>	L-10	FG	Molecular Biology Research Labs	C-11	
Graham Memorial <i>Dramatic Art</i>	J-4	GM	Indoor Track	K-9		MRI Facility <i>Magnetic Resonance Imaging</i>	D-12	
Graham Student Union, Frank Porter	K-8	SU	Kenan Field House	M-10		N.C. Clinical Cancer Center	G-12	
Greenleaf English	J-7	GL	Kenan Football Center, Frank M.	J-11		Neuro-Sciences	G-12	
Grounds Building	J-7	GU	Kenan Stadium	I-10		Old Dental School <i>Dentistry</i>	E-11	
Hamilton Hall <i>History, Political Science, Sociology, Hall Center</i>	J-7	HM	Kenan Swimming Pool	K-10		Rosenau Hall <i>School of Public Health</i>	E-9	RO
Hanes Art Classroom Building	G-4	AR	Kessing Swimming Pool	K-10		Taylor Hall <i>Wing Building</i>	C-11	TH
Hanes Hall <i>Registrar, Placement, Microcomputing Support</i>	H-6	HN	Koury Natatorium <i>part of Smith Center</i>	K-17		Thurston Bowles	D-11	
Hazardous Materials Facility	V-22	(map A)	McCaskill Soccer Center	I-10		UNC Hospitals Administrative Offices	S-38	(map B)
Health Affairs Bookstore <i>New Location, Fall 1998</i>	G-9		Smith Center, Dean E.	I-17		UNC Women's and Children's Hospitals	G-11	
Hickerson House <i>Urban & Regional Studies</i>	L-4	HK	Student Athlete Development Center	J-11				
Hill Hall <i>Music</i>	H-5	HI	Student Recreation Center	J-9		Libraries		
Hill Hall Annex <i>Music</i>	H-4		Woolen Gymnasium <i>Physical Education</i>	K-9	WG	Davis Library, Walter B. <i>Graduate</i>	K-7	LD
Horney Building <i>Physical Plant</i>	V-24					Health Sciences Library	F-10	
Howell Hall <i>Journalism</i>	J-5	HO	Alderman	L-4		House Library, R.B. <i>Undergraduate</i>	J-8	LU
Institute of Government <i>Knapp Building</i>	N-9		Alexander	K-12		Wilson Library <i>Special Collections</i>	I-8	LG
Jackson Hall <i>Undergraduate Admissions</i>	M-7		Avery	L-6				
Kenan Center	H-16		Carmichael	K-10		Lenoir Hall <i>Auxiliary Services</i>	J-7	LE
Kenan-Flagler School of Business	H-16		Carr <i>Housing Administrator</i>	M-7		Chase Hall <i>AFRCOT, Auxiliary Services</i>	J-13	CC
Kenan Laboratories <i>Chemistry</i>	H-8	KL	Community Service Center <i>Student Family Housing Administration</i>	G-15		Tar Heal Cafe <i>Thurston Bowles Hall</i>	D-11	
Knapp Building <i>Institute of Government</i>	N-9		Connor	L-8		Cafe McColl <i>McCull Building</i>	H-16	
Mail Center <i>located in Hamilton Hall</i>	J-7		Craige	J-14				
Manning Hall <i>Library Science, Institute for Research in Social Sciences</i>	J-7	MA	Craige North	J-14		Franklin Street, 440 West	B-3	
McCull Bldg. <i>Kenan-Flagler School of Business</i>	H-16		Ehringhaus	L-14		<i>Accounting, Accounts Payable, Encumbrance Control, Payroll, State Funds, Trust Funds, Travel, Administrative Data Processing, Budget Office, Contract Administration, Materials Support</i>	S-30	(map B)
Meadowmont <i>Business School Executive Education Center</i>	X-29	(map B)	Ehringhaus South	L-14		General Administration Building	S-30	(map B)
Memorial Hall	H-6		Everett	L-6		Horney Building	V-24	(map A)
Mitchell Hall <i>Geology</i>	G-9	MT	Graham	L-6		<i>Construction Administration, Facilities Planning and Design, Architectural/Engineering Services, Interior Design, Physical Plant, Property Office, Utilities</i>		
Morehead Chemistry Teaching Labs	H-8	ML	Grimes	K-6		Hill Commercial Building	H-4	
Morehead Planetarium	J-4	PA	Hinton James	K-15		<i>Internal Audit</i>		
Murphey Hall <i>Classics</i>	J-7	MU	Hinton James North	K-14		South Building	I-6	
Nash Hall <i>University Counseling Center</i>	E-7		Joyner	L-7		<i>Business and Finance</i>		
New East <i>City & Regional Planning</i>	J-5	NE	Kenan	L-5				
New West <i>Math, Statistics, Arts & Sciences</i>	H-5	NW	Lewis	L-6				
Old Well	I-5		Mclver	L-5				
Paul Green Theatre	N-8	PG	Mangum	K-7				
Peabody Hall <i>Education</i>	G-6	PE	Manly	K-6				
Person Hall <i>Music</i>	H-5	PS	Morrison	J-13				
Pettigrew Hall <i>Student Aid, Summer School, Affirmative Action</i>	I-4		Morrison South	J-13				
Phillips Hall <i>Math, Physics & Astronomy, Statistics</i>	H-6	PH	Odum Village <i>Student Family Housing</i>	E-14				
Phillips Hall Annex <i>College of Arts & Sciences</i>	H-6		Old East	I-5				
			Old West	K-11				
			Parker	K-11				
			Ruffin	K-7				
			Spencer	K-4				
			Stacy	M-6				

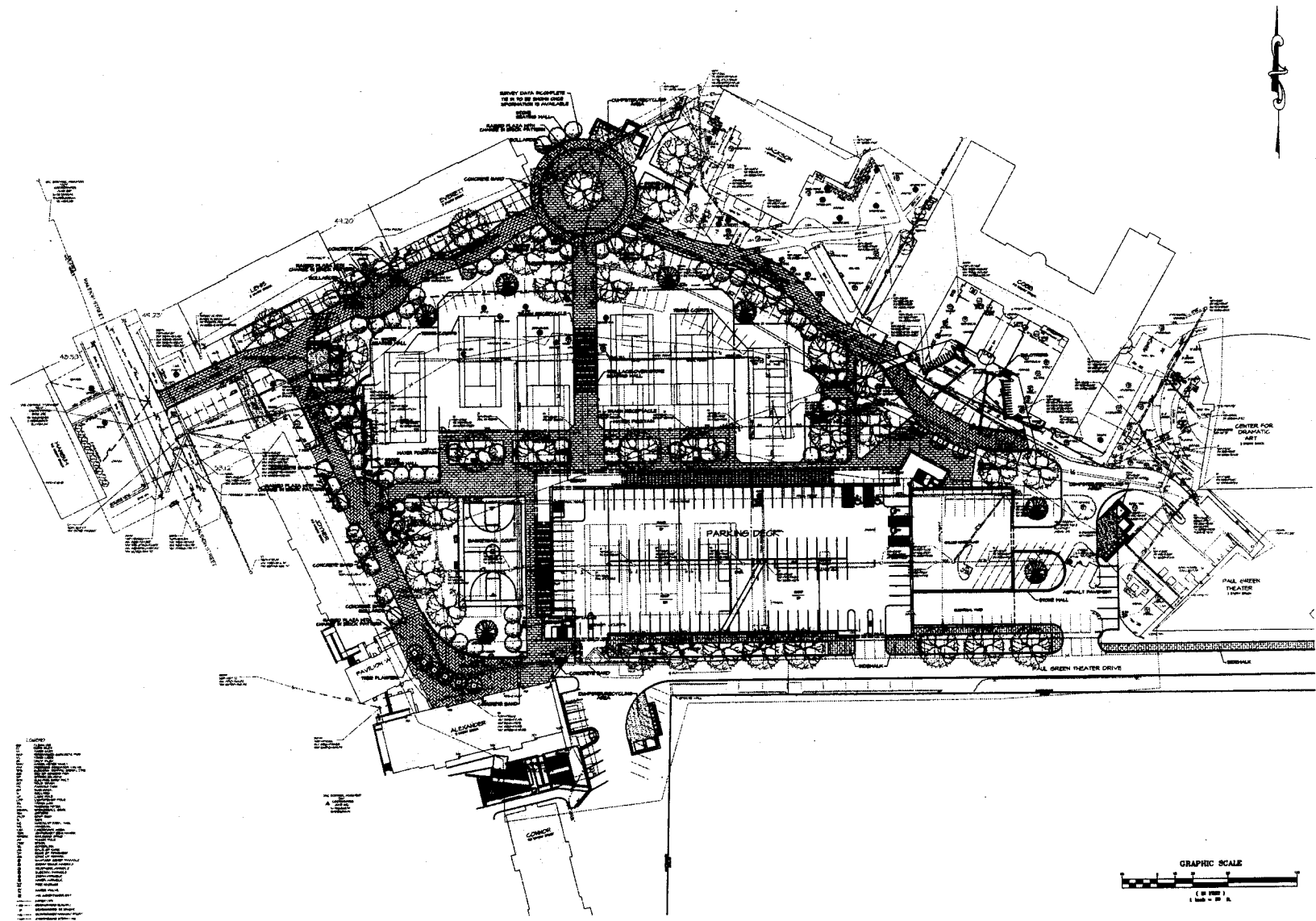




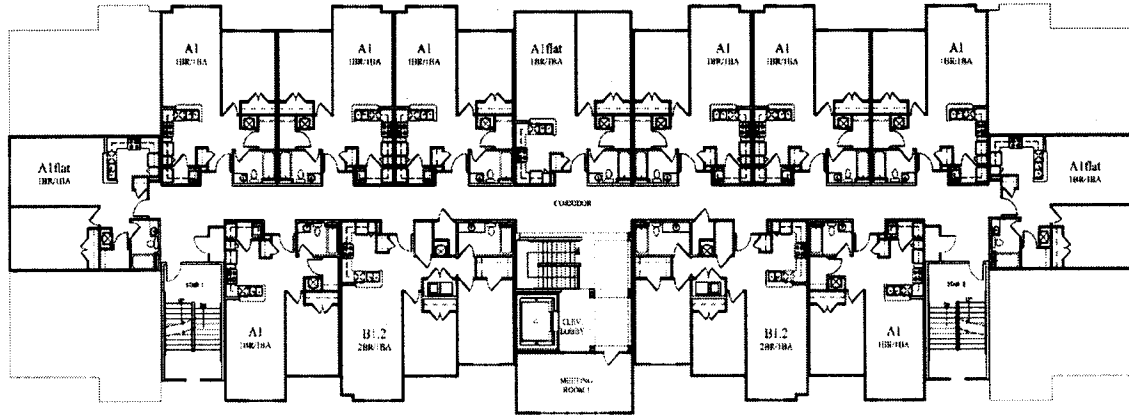
Attachment 4



Attachment 5



Site Plan
Attachment 6



MASON FARM ROAD - BUILDING TYPE FOUR - ALTERNATE THIRD FLOOR PLAN



MASON FARM ROAD - BUILDING TYPE FOUR - ALTERNATE FRONT ELEVATION

Student Family Housing – UNC Chapel Hill

Chapel Hill, North Carolina
Attachment 7



Michael Hining Architects



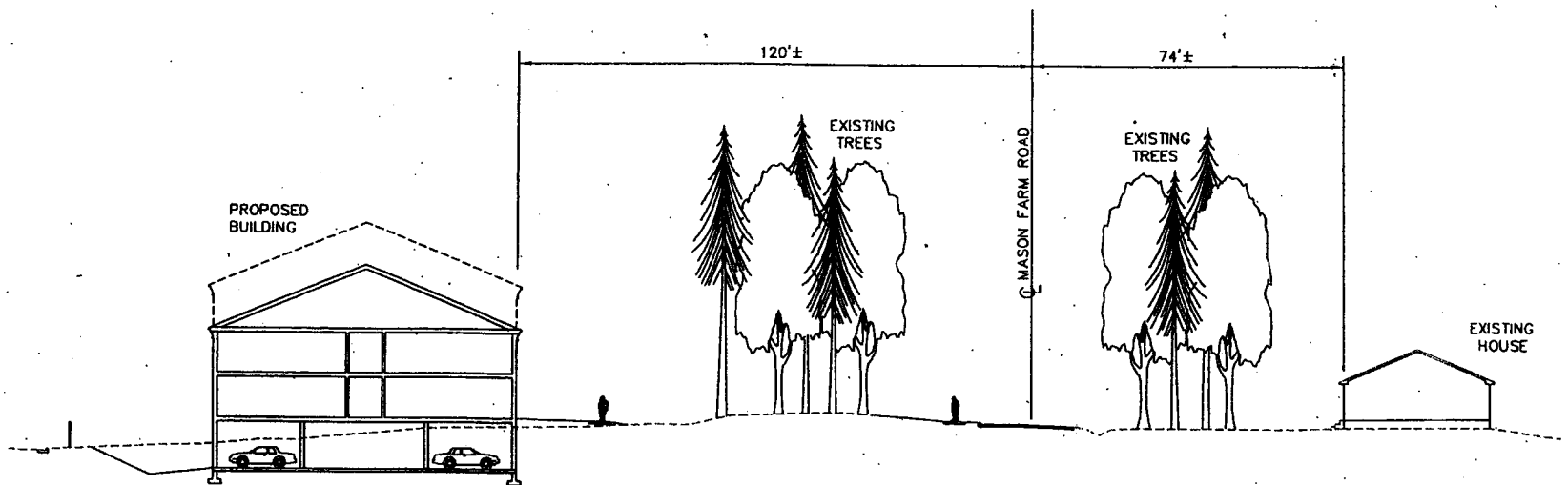
JDavisArchitects




CIVIL CONSULTANTS INC.
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The Ron Strom Company



STUDENT FAMILY HOUSING

TYPICAL SECTION ALONG MASON FARM ROAD
AT UNITS H18 - H20

SCALE: 1" = 30'

JUNE 18, 2003

ATTACHMENT 8

OI-4 Update on Adjacent Properties and Neighboring Properties Sales History, 1995-2003
(Including All Sales Since October 2001)

<u>Property</u>	<u>First Sale Date</u>	<u>Sale Amount</u>	<u>Second Sale Date</u>	<u>Sale Amount</u>	<u>Percentage Increase</u>	<u>2001 Valuation</u>
7.87.I.6	Dec-98	\$300,000.00	November-02	\$342,500.00	14.17%	\$346,067.00
7.88.C.2	Jul-95	\$289,500.00	November-02	\$725,000.00	150.43%	\$393,158.00
7.61.A.5	<i>Jun-93</i>	<i>\$180,000.00</i>	October-02	\$410,000.00	127.78%	\$383,137.00
7.61.B.11A	N/A	N/A	December-02	\$300,000.00	N/A	\$228,797.00
7.88.C.3	N/A	N/A	November-02	\$475,000.00	N/A	\$374,000.00
7.89.D.4	N/A	N/A	May-03	\$305,000.00	N/A	\$216,240.00

"Second Sale Date" represents dates of all sales which occurred after the approval of the Development Plan in October 2001.
 Data in *italics* represents sales data which predates 1995.

Source: Orange County Tax Assessor's Office, May 31, 2003

ASSESSED VALUES OF ADJACENT AND NEIGHBORING PROPERTIES

GISTMBL	2000 VALUATION*	2001 VALUATION	2003 VALUATION	Change 2001 to 2003	Change 2000 to 2003	COMMENTS
7.61.B.10	\$ 103,619.00	\$ 148,176.00	\$ 148,176.00	\$ -	\$ 44,557.00	Land only
7.61.B.7A	\$ 18,390.00	\$ 239,071.00	\$ 859,106.00	\$ 620,035.00	\$ 840,716.00	Improved Land
7.74.A.15	\$ 130,800.00	\$ 212,813.00	\$ 212,813.00	\$ -	\$ 82,013.00	Land only
7.74.A.2	\$ 78,300.00	\$ 114,631.00	\$ 114,631.00	\$ -	\$ 36,331.00	Land only
7.74.F.10	\$ 156,982.00	\$ 157,809.00	\$ 157,809.00	\$ -	\$ 827.00	Land only
7.86.E.7	\$ 110,040.00	\$ 172,920.00	\$ 172,920.00	\$ -	\$ 62,880.00	Land only
7.87.D.14	\$ 108,346.00	\$ 119,180.00	\$ 119,180.00	\$ -	\$ 10,834.00	Land only
7.88.G.5	\$ 41,248.00	\$ 77,826.00	\$ 77,826.00	\$ -	\$ 36,578.00	Land only
7.89.B.4	\$ 44,461.00	\$ 90,576.00	N/A	N/A	N/A	
7.89.D.1	\$ 900.00	\$ 1,752.00	\$ 1,752.00	\$ -	\$ 852.00	Land only
7.60.B.4	\$ 257,302.00	\$ 356,362.00	\$ 356,362.00	\$ -	\$ 99,060.00	
7.61.A.5A	\$ 278,986.00	\$ 383,137.00	N/A	N/A	N/A	
7.61.B.1	\$ 314,318.00	\$ 401,419.00	\$ 401,419.00	\$ -	\$ 87,101.00	
7.61.B.11	\$ 493,964.00	\$ 624,618.00	\$ 355,878.00	\$ (268,740.00)	\$ (138,086.00)	Property Recombined Via Plat
7.61.B.12	\$ 287,837.00	\$ 368,711.00	\$ 368,711.00	\$ -	\$ 80,874.00	
7.61.B.2	\$ 371,785.00	\$ 476,310.00	\$ 476,310.00	\$ -	\$ 104,525.00	
7.61.B.3	\$ 379,391.00	\$ 490,340.00	\$ 490,340.00	\$ -	\$ 110,949.00	
7.61.B.7	\$ 298,490.00	\$ 392,539.00	\$ 392,539.00	\$ -	\$ 94,049.00	
7.62.A.1	\$ 308,522.00	\$ 387,468.00	\$ 387,468.00	\$ -	\$ 78,946.00	
7.62.A.14	\$ 247,116.00	\$ 297,654.00	N/A	N/A	N/A	
7.62.A.1A	\$ 317,884.00	\$ 395,522.00	\$ 395,522.00	\$ -	\$ 77,638.00	
7.62.A.4	\$ 298,373.00	\$ 375,228.00	\$ 375,228.00	\$ -	\$ 76,855.00	
7.62.B.1	\$ 319,732.00	\$ 389,327.00	\$ 389,327.00	\$ -	\$ 69,595.00	
7.62.B.3A	\$ 292,037.00	\$ 370,962.00	\$ 370,962.00	\$ -	\$ 78,925.00	
7.62.B.6	\$ 316,751.00	\$ 401,425.00	\$ 401,425.00	\$ -	\$ 84,674.00	
7.62.B.7	\$ 344,925.00	\$ 437,062.00	\$ 437,062.00	\$ -	\$ 92,137.00	
7.62.B.8	\$ 370,362.00	\$ 343,388.00	\$ 686,776.00	\$ 343,388.00	\$ 316,414.00	
7.63.A.13	\$ 245,422.00	\$ 314,343.00	\$ 319,178.00	\$ 4,835.00	\$ 73,756.00	
7.63.A.15	\$ 281,553.00	\$ 339,148.00	\$ 339,148.00	\$ -	\$ 57,595.00	
7.63.A.6	\$ 262,184.00	\$ 305,155.00	\$ 305,155.00	\$ -	\$ 42,971.00	
7.63.A.7	\$ 408,977.00	\$ 548,083.00	\$ 548,083.00	\$ -	\$ 139,106.00	
7.63.A.8	\$ 214,194.00	\$ 285,383.00	\$ 570,766.00	\$ 285,383.00	\$ 356,572.00	
7.68.B.1	\$ 275,282.00	\$ 311,487.00	\$ 389,358.00	\$ 77,871.00	\$ 114,076.00	
7.68.B.2	\$ 186,114.00	\$ 210,290.00	\$ 262,862.00	\$ 52,572.00	\$ 76,748.00	
7.68.B.3	\$ 156,150.00	\$ 178,543.00	\$ 223,178.00	\$ 44,635.00	\$ 67,028.00	
7.68.B.4	\$ 264,677.00	\$ 300,256.00	\$ 375,319.00	\$ 75,063.00	\$ 110,642.00	
7.68.B.5	\$ 249,378.00	\$ 283,890.00	\$ 354,862.00	\$ 70,972.00	\$ 105,484.00	

ASSESSED VALUES OF ADJACENT AND NEIGHBORING PROPERTIES

7.69.A.1	\$	255,081.00	\$	289,486.00	\$	340,571.00	\$	51,085.00	\$	85,490.00
7.72.A.2	\$	195,765.00	\$	235,369.00		N/A		N/A		N/A
7.72.F.2	\$	199,833.00	\$	227,630.00	\$	227,630.00	\$	-	\$	27,797.00
7.74.A.1	\$	222,764.00	\$	243,943.00	\$	243,943.00	\$	-	\$	21,179.00
7.74.A.16	\$	980,672.00	\$	1,216,613.00	\$	1,216,613.00	\$	-	\$	235,941.00
7.74.A.6A	\$	294,452.00	\$	405,720.00	\$	405,720.00	\$	-	\$	111,268.00
7.74.E.1	\$	307,809.00	\$	410,828.00	\$	410,828.00	\$	-	\$	103,019.00
7.74.F.1	\$	298,685.00	\$	359,028.00	\$	359,028.00	\$	-	\$	60,343.00
7.74.F.2	\$	284,194.00	\$	348,433.00	\$	348,433.00	\$	-	\$	64,239.00
7.74.F.9	\$	434,543.00	\$	522,163.00	\$	522,163.00	\$	-	\$	87,620.00
7.80.D.5	\$	987,209.00	\$	1,156,710.00	\$	1,183,480.00	\$	26,770.00	\$	196,271.00
7.80.D.6	\$	582,843.00	\$	682,441.00	\$	701,715.00	\$	19,274.00	\$	118,872.00
7.80.E.10	\$	662,809.00	\$	834,217.00	\$	870,709.00	\$	36,492.00	\$	207,900.00
7.80.E.11	\$	762,072.00	\$	1,009,617.00	\$	1,009,617.00	\$	-	\$	247,545.00
7.80.E.12	\$	402,334.00	\$	588,190.00	\$	588,190.00	\$	-	\$	185,856.00
7.80.E.13	\$	263,550.00	\$	341,376.00	\$	341,376.00	\$	-	\$	77,826.00
7.80.E.14	\$	465,790.00	\$	569,486.00	\$	569,486.00	\$	-	\$	103,696.00
7.80.E.7	\$	281,768.00	\$	369,414.00	\$	376,821.00	\$	7,407.00	\$	95,053.00
7.80.E.8	\$	404,141.00	\$	483,479.00	\$	483,479.00	\$	-	\$	79,338.00
7.80A..13	\$	591,515.00	\$	775,573.00	\$	775,573.00	\$	-	\$	184,058.00
7.80A..14	\$	558,877.00	\$	723,356.00	\$	723,356.00	\$	-	\$	164,479.00
7.80A..15	\$	562,944.00	\$	720,960.00	\$	720,960.00	\$	-	\$	158,016.00
7.80A..16	\$	386,814.00	\$	495,480.00	\$	495,480.00	\$	-	\$	108,666.00
7.80A..17	\$	635,927.00	\$	954,482.00	\$	954,482.00	\$	-	\$	318,555.00
7.80A..19	\$	250,237.00	\$	347,144.00	\$	347,144.00	\$	-	\$	96,907.00
7.80A..20	\$	488,782.00	\$	734,343.00	\$	734,343.00	\$	-	\$	245,561.00
7.80A..21	\$	208,577.00	\$	414,086.00	\$	414,086.00	\$	-	\$	205,509.00
7.80A..22	\$	190,113.00	\$	265,831.00	\$	265,831.00	\$	-	\$	75,718.00
7.80A..23	\$	199,908.00	\$	294,282.00	\$	294,282.00	\$	-	\$	94,374.00
7.80A..25	\$	375,617.00	\$	488,693.00	\$	488,693.00	\$	-	\$	113,076.00
7.80A..26	\$	382,724.00	\$	505,272.00	\$	505,272.00	\$	-	\$	122,548.00
7.80A..27	\$	229,056.00	\$	303,381.00	\$	303,381.00	\$	-	\$	74,325.00
7.80A..3	\$	514,465.00	\$	668,945.00	\$	668,945.00	\$	-	\$	154,480.00
7.80A..4	\$	4,909,844.00	\$	8,367,570.00	\$	9,844,200.00	\$	1,476,630.00	\$	4,934,356.00
7.86.C.11	\$	623,915.00	\$	732,803.00	\$	732,803.00	\$	-	\$	108,888.00
7.86.C.13	\$	817,799.00	\$	993,110.00	\$	993,110.00	\$	-	\$	175,311.00
7.86.C.15	\$	286,320.00	\$	539,058.00	\$	539,058.00	\$	-	\$	252,738.00
7.86.C.17	\$	494,190.00	\$	714,979.00	\$	714,979.00	\$	-	\$	220,789.00
7.86.C.18	\$	185,700.00	\$	317,070.00	\$	317,070.00	\$	-	\$	131,370.00

ASSESSED VALUES OF ADJACENT AND NEIGHBORING PROPERTIES

7.86.C.6	\$	479,000.00	\$	833,451.00	\$	833,451.00	\$	-	\$	354,451.00
7.86.C.7	\$	514,831.00	\$	657,713.00	\$	657,713.00	\$	-	\$	142,882.00
7.86.C.8	\$	521,057.00	\$	651,638.00	\$	842,491.00	\$	190,853.00	\$	321,434.00
7.86.D.1	\$	2,991,379.00	\$	4,418,483.00	\$	4,418,483.00	\$	-	\$	1,427,104.00
7.86.D.3	\$	286,904.00	\$	365,024.00	\$	365,024.00	\$	-	\$	78,120.00
7.86.D.4	\$	362,314.00	\$	457,875.00	\$	457,875.00	\$	-	\$	95,561.00
7.86.D.5	\$	311,421.00	\$	398,775.00	\$	411,780.00	\$	13,005.00	\$	100,359.00
7.86.D.6	\$	306,272.00	\$	395,600.00	\$	395,600.00	\$	-	\$	89,328.00
7.86.D.7	\$	616,035.00	\$	796,256.00	\$	796,256.00	\$	-	\$	180,221.00
7.86.E.8	\$	710,086.00	\$	846,044.00	\$	846,044.00	\$	-	\$	135,958.00
7.86.E.9	\$	342,632.00	\$	503,270.00	\$	550,532.00	\$	47,262.00	\$	207,900.00
7.87.B.14	\$	263,766.00	\$	352,826.00	\$	352,826.00	\$	-	\$	89,060.00
7.87.C.7	\$	850,526.00	\$	1,035,178.00	\$	1,035,178.00	\$	-	\$	184,652.00
7.87.D.13	\$	871,076.00	\$	1,137,897.00	\$	1,137,897.00	\$	-	\$	266,821.00
7.87.D.15	\$	121,968.00	\$	134,165.00	\$	134,165.00	\$	-	\$	12,197.00
7.87.H.8	\$	287,198.00	\$	334,278.00	\$	334,278.00	\$	-	\$	47,080.00
7.87.I.3	\$	171,942.00	\$	257,686.00	\$	257,686.00	\$	-	\$	85,744.00
7.87.I.6	\$	283,299.00	\$	346,067.00	\$	346,067.00	\$	-	\$	62,768.00
7.88.C.1	\$	483,708.00	\$	600,124.00	\$	600,124.00	\$	-	\$	116,416.00
7.88.C.2	\$	303,489.00	\$	393,158.00	\$	393,158.00	\$	-	\$	89,669.00
7.88.F.5	\$	323,828.00	\$	393,414.00	\$	393,414.00	\$	-	\$	69,586.00
7.88.G.3	\$	204,589.00	\$	276,739.00	\$	276,739.00	\$	-	\$	72,150.00
7.88.G.4	\$	258,598.00	\$	337,489.00	\$	337,489.00	\$	-	\$	78,891.00
7.89.D.11	\$	276,083.00	\$	309,222.00	\$	309,222.00	\$	-	\$	33,139.00
7.89.D.8	\$	262,552.00	\$	383,503.00	\$	383,503.00	\$	-	\$	120,951.00
Total:	\$	42,418,983.00	\$	57,569,240.00	\$	59,737,296.00	\$	3,174,792.00	\$	18,084,641.00

5.05% Increase in assessed values between 2001 and 2003 (19 of 101 properties)

42.63% Increase in assessed values between 2000 and 2003.

1997 and the 2003 valuation equals the 2001 valuation with the exception for properties where improvements were made during the period between 1997 and 2001.