DOUGLASVILLE REDEVELOPMENT PLAN

TAX ALLOCATION DISTRICT #1

DOWNTOWN AND NORTH SIDE

JUNE 2019

PREPARED FOR:

DOUGLASVILLE
GEORGIA

PREPARED BY:

BleaklyAdvisoryGroup

TABLE OF CONTENTS

Table of Contents ii
Executive Summary 1
Introduction 9
Overview of Tax Allocation Districts 13
How Residents in Douglasville and Douglas County will Benefit 15
Proposal 16
Geographic Boundaries (A) 16
Grounds for Exercise of Redevelopment Powers (B) 19
Why Downtown and North Side Qualifies as a Redevelopment Area 20
Market and Demographic Conditions 24
Plan Vision and Goal 29
Proposed Land Uses after Redevelopment (C) 32
Proposed Redevelopment Projects (D) 34
Contractual Relationships (E) 42
Relocation Plans (F) 43
Zoning & Land Use Compatibility (G) 43
Historic Property within Boundaries of TAD (J) 45
Method of Financing / Proposed Public Investments (H) 45
Financial Analysis of Potential Projects 45
Proposed TAD Investments and Potential Uses of TAD Proceeds 48
Assessed Valuation for TAD (I) 50
Creation & Termination Dates for TAD (K) 51
Tax Allocation Increment Base (M) 51
Property Taxes for Computing Tax Allocation Increments (N) 52
Tax Allocation Bond Issues (O, P, Q) 52
School System Impact Analysis (R) 54
Summary Conclusion 61

APPENDIX A. LIST OF TAX PARCELS (PROPERTIES WITHIN THE TAD) 62

* Headings followed by a letter in parenthesis [e.g. (A)] denote information required per Georgia Code Chapter 36, Title 44.

EXECUTIVE SUMMARY

INTRODUCTION

This Redevelopment Plan (the Plan) has been prepared for the City of Douglasville to create Tax Allocation District #1 – Downtown and North Side. This report presents the justification, rationale, boundaries, fiscal data and proposed projects which could result from the establishment of TAD #1. This Redevelopment Plan was prepared in conformance with provisions of the Georgia Redevelopment Powers Law (O.C.G.A. Title 36 Chapter 44) which governs the creation of the Tax Allocation Districts (TADs) in the state. The City of Douglasville is responsible for preparing this plan and for proposing to establish TAD #1.

The general boundaries, goals, development opportunities and proposed public improvements, as well as the broad economic/market forces impacting the redevelopment area are addressed in this report. Previous City plans have also been relied upon to provide the economic justification, rationale, and related background data to designate this redevelopment Area and TAD. This Plan also identifies a list of redevelopment projects with nearer term potential and defines desired uses of TAD proceeds that would result from implementing those projects. The Redevelopment Plan concludes with a "School District Impact Analysis," which is a statutory requirement of the Redevelopment Powers Law.

CHALLENGES, OPPORTUNITIES, AND VISION FOR THE REDEVELOPMENT AREA

As the originally settled and historic center of Douglasville, Downtown and North Side should contain some of the highest density and highest valued residential and commercial property in the City, yet existing conditions indicate that the opposite is the case. Both single- and multi-family housing values are well below county and regional averages, as are commercial property values surrounding the immediate Central Business District. The population living within the redevelopment area also exhibits lower income levels, higher poverty rates and higher unemployment than the city, county and region.

Douglasville has had a consistent, long-standing commitment to support the revitalization of its downtown area, starting with placing much of the central business district on the National Register of Historic Places in 1989. The vision statement contained in the City's 2018 Comprehensive Plan describes its future as "a unique blend of small-town charm coupled with metropolitan amenities" and calls for making Downtown "a central example" of this vision by "building mixed-use and infill developments that encourage walkability and a more urban, human-scale environment." The plan further describes the area's future as "an attractive entertainment, commercial, civic and residential node," supported by more diverse housing options and price points.

The City's commitment to that vision has been demonstrated by the completion of multiple public investments, planning studies and implementation strategies over the past two decades. TAD #1 creates the opportunity to assist Douglasville in generating the financial resources needed to build additional infrastructure and public amenities, incentivize developers to rehabilitate existing buildings or introduce new infill development as appropriate.

THE GOAL

The goal of this plan is simply to attract more private investment to the redevelopment area, help to fund public improvements which have been identified in prior plans and have been consistently supported by residents. Adopting this redevelopment plan makes the tool of tax increment financing available to help accomplish the ambitious community goals and objectives which have already been established for the area.

DOUGLASVILLE TAD #1 BOUNDARY

The boundaries of the proposed Downtown and North Side Redevelopment Area and Tax Allocation District #1 are shown on Map E-1. This redevelopment area was drawn to include the historic center of Douglasville and its surrounding neighborhoods, which contain the bulk of the City's existing multi-family housing. The redevelopment area also captures commercial properties located downtown, along Highway 78 (Veterans' Memorial Highway and East Broad Street), Fairburn Road, and areas to be impacted by the relocation of Highway 92 (Dallas Highway), which will soon bypass Downtown. The redevelopment area extends northward from Interstate 20 between Fairburn Road and Highway 5 (Bill Arp Rd.) to the City limits and captures the bulk of the City's population that would be directly or indirectly impacted by any future redevelopment that may occur within the proposed TAD.

The redevelopment area was then analyzed in detail to determine whether all or part should be included within the Tax Allocation District. The proposed TAD #1 contains those parcels in Map E-1 that are shaded in light blue, along with public rights of way which connect the TAD parcels. Additional characteristics of TAD #1 are summarized in Table E-1:

Map E-1: Redevelopment Area and Proposed TAD #1

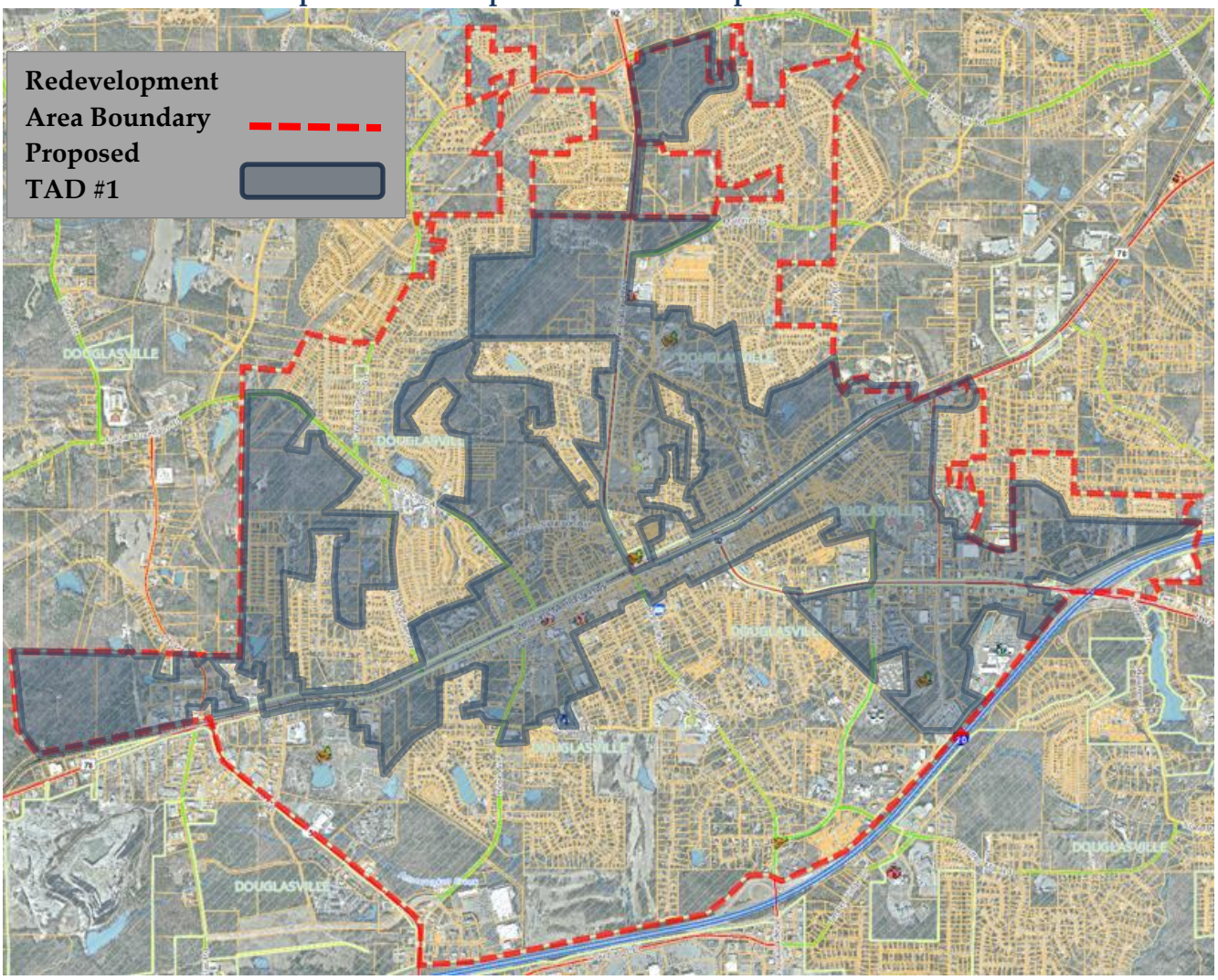


Table E-1: Douglasville Tax Allocation District #1 - Downtown and North Side Parcel Information

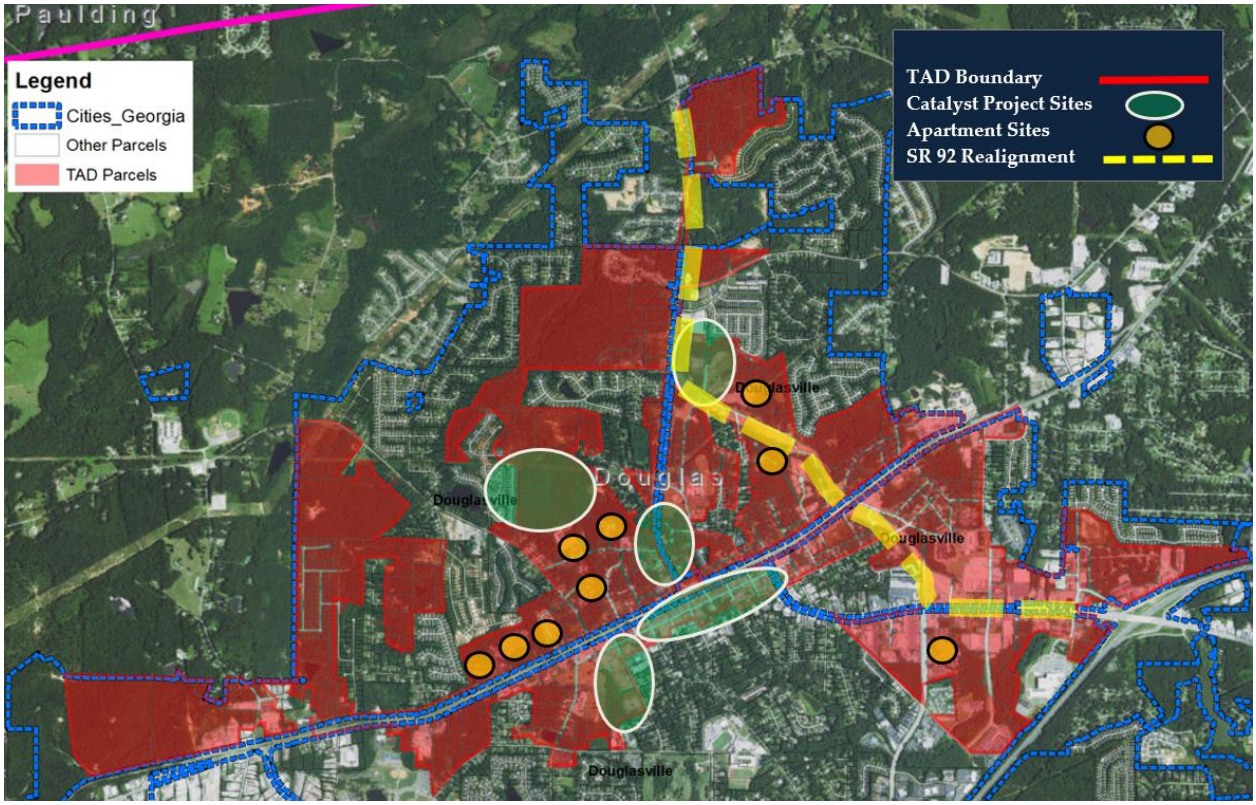
Parcels	1,370
Acreage [1]	1,763.6
Appraised (Full Market) Value (includes tax exempt property) [2]	$357,463,653
Taxable (Digest) Value [2]	$93,311,928
2018 City of Douglasville Tax Digest Value [3]	$1.366,195,699
TAD Taxable Value as a % of City's Taxable Value	6.83%
Base Property Taxes Collected ($92.9 M Base Digest x 37.124 M&O Millage) [4]	$3,464,112

[1] Acreage totals are from "Total Acres" measurements of tax parcels only and exclude public ROW. Reported GIS measured land area is larger.
[2] Value estimates are as reported in publicly available County Tax Assessment records as of April 2019. The certified base value of the TAD will be determined when submitted as of December 31, 2019 and is subject to change until that time.
[3] The latest available City-wide Tax Digest is as of 2018 and is assumed to change when the 2019 tax digest is finalized.
[4] Base property taxes are calculated using 2018 millage rates, before applying homestead and other exemptions.

POTENTIAL REDEVELOPMENT PROJECTS

Prior plans undertaken by the City have identified both general and specific types of projects or project areas within TAD #1 where redevelopment efforts would be focused. These project areas cover approximately 113.5 acres or roughly 6.4% of the total taxable acreage within the TAD. These projects collectively represent the vision for the Downtown and North Side as a diversified, "in-town" residential location, supported by improved housing, public amenities and neighborhood-scale commercial nodes. (These project areas are identified on Map E-2.) This area is also expected to benefit from the relocation of SR-92 and the long-term development potential of roughly 700 acres of remaining undeveloped or under-developed private property within the TAD. Although there are no specific projects proposed for those locations, they are expected to be generators of tax increments which can be applied to finance public improvements elsewhere in the TAD.

Map E-2: Potential Redevelopment Project Locations



TOTAL DEVELOPMENT POTENTIAL

If these project areas are developed as forecast, this plan reflects the addition of approximately 960 housing units (single-family, multi-family apartments and townhomes) and 521,000 SF of new retail/office development on 113 acres where specific projects and land uses have been quantified, plus another 300+ units on various remaining buildable

parcels throughout the balance of the district. The impacts of these investments on the current and future market value of TAD #1 are summarized in Table E-2.

Table E-2: Douglasville Tax Allocation District #1 – Development Forecast

Project	Est. Current Full Value	Full Value at Completion	TAD Digest at Completion	Net FMV Change
Jail Redevelopment	$0	$28,780,725	$11,512,000	$28,780,000
Old Convention Ctr	$224,300	$3,136,408	$1,255,000	$2,913,200
Other Downtown Projects	$6,755,564	$77,760,784	$31,104,000	$71,004,436
Northside Projects	$14,850,000	$99,060,000	$39,624,000	$84,210,000
Background Growth/Balance of TAD	$211,620,081	$231,394,552	$92,558,000	$19,774,919
TOTALS:	**$233,449,945**	**$440,132,469**	**$176,053,000**	**$206,682,555**
Base Value			$93,311,928	
Incremental Digest Growth			$82,741,072	89%

Source: Douglasville Project Data and Bleakly Advisory Group, Inc.

At build out, the combination of forecasted new construction, rising land value, the conversion of tax exempt to taxable value, and the increased average value of building improvements per square foot are estimated to raise the total taxable market value (FMV) of TAD#1 from $233.5 million currently to $440.1 million at completion. BAG estimates that the TAD's overall taxable digest would increase by $82.7 million, an 89% increase over existing conditions, growing from just above $93.3 million currently, to more than $176 million when completed.

Table E-3: Estimated Tax Allocation Increment
Downtown and North Side Potential Redevelopment Sites

Total Real Estate Taxes	Current Millage Rates	Base Digest Conditions	Build-Out Conditions	Incremental Change
Annual General Fund Property Taxes at Build Out				
City of Douglasville	7.21	$672,872.31	$1,269,518	$596,646
Douglas County	10.21	$952,994.72	$1,798,029	$845,035
Douglas CountyPublic School System	19.70	$1,838,245	$3,468,244	$1,629,999
TOTALS:	**37.12**	**$3,464,112**	**$6,535,792**	**$3,071,680**

Based on current values and millage rates, real estate taxes levied on existing properties within the proposed TAD #1 raised an estimated $3.46 million in total general fund real estate taxes to the City, County and School District, combined in the current fiscal year (FY2019). Total levied taxes on real estate averaged less than $1,965 per acre over the entire TAD, including $381 per acre to Douglasville. If the forecasted build out and resulting valuations estimated in the above-described projects existed today, these same areas would have generated more than $6.53 million in combined City, County, and School District general fund real estate taxes, averaging $3,700 per acre. This estimate excludes additional taxes on business personal property, which could conservatively add another 25% to 35%

to estimated ad valorem revenues from new nonresidential development within the TAD. Forecasted tax allocation increment is summarized in Table E-3.

POTENTIAL TAD FUNDING

Should all three taxing jurisdictions commit their M&O millage to the TAD, and forecasting an approximate 10- year phasing schedule, BAG estimates that the TAD could generate more than $192.6 million in total real property taxes over the 30-year life of the TAD, assuming that millage rates do not change over the forecast period. Of this amount, it is estimated that **$88.7 million would be tax allocation increments** accruing to the TAD Special fund. The balance would continue to flow to the respective taxing jurisdictions' general funds. Tax increments grow slowly initially and approach $3.1 million annually after 2030. Depending on the timing of investments and how the City chooses to leverage those funds, the proposed TAD could effectively contribute between $18.5 and $25.0 million toward redevelopment project costs. (The balance of TAD proceeds would be needed for interest payments, issuance costs and reserves.)

POTENTIAL INVESTMENTS OF TAD PROCEEDS

There are several public improvements, infrastructure projects and development incentives which TAD funds could be used to support. For analysis purposes we estimate that a total of $22 million would be potentially available. Because taxable digest growth is obviously needed to generate tax increment, initial investments of TAD proceeds would need to focus on supporting private development. As TAD revenues become available over time, it would be the City's intent to target as much of those resources as possible to the construction of public improvements which, in turn, would make other TAD parcels more valuable and feasible to develop with less (or without) direct incentives.

Table E-4: Potential Uses of Estimated Future Proceeds
TAD #1 - Downtown and North Side

Potential Uses of TAD Proceeds	Estimated Total Cost	Estimated TAD Contribution	% of Total TAD Proceeds
Public Infrastructure Improvements [1]	$4,700,000	$1,650,000	7.5%
New Parks & Greenspace [2]	$8,800,000	$4,400,000	20.0%
Walkability & Place-Making [3]	$11,000,000	$2,750,000	12.5%
Streetscapes Improvements (Local Match)[4]	$11,000,000	$2,200,000	10.0%
Development Incentives [5]	$122,200,000	$11,000,000	50.0%
TOTALS:	**$157,700,000**	**$22,000,000**	**100.0%**

NOTES

1 *Estimated TAD contribution to new roads, utilities, stormwater collection & intersection improvements.*
2 *Estimated TAD contribution to linear parks, gateways, greenway connectors and pocket parks.*
3 *Estimated TAD contribution to new trail connections, pedestrian connections & event spaces.*
4 *Estimated TAD contribution to support potential streetscape improvements.*
5 *Remaining set aside for direct incentives to redevelopment projects if the "but for" test can be met.*

Source: City of Douglasvlle and Bleakly Advisory Group, Inc.

Table E-4 provides a list of potential uses for TAD proceeds as defined by Douglasville. The City is proposing to reserve roughly 50% of future available TAD proceeds to incentivize private development in cases where redevelopment is not financially feasible otherwise and resulting public benefits justify the contribution. Remaining TAD proceeds could be used to supplement other City revenues (i.e. SPLOST or general fund

appropriations) to help fund a portion of public infrastructure, parks, streetscapes, parking, trail system and related public improvements – or to reimburse private developers who agree to make public improvements as part of their projects. It is estimated that $11.0 million of available TAD increment may leverage $35 million in total spending on public improvements identified in the Downtown and North Side Plans.

SCHOOL DISTRICT IMPACTS

Potential impacts to the Douglas County Public Schools from participating in the proposed TAD #1 should be positive in the short term and very positive in the long term. The TAD's boundaries have also been drawn to exclude most existing owner-occupied housing. Abutting neighborhoods are very likely to increase in value, and increase tax revenue to the School District, if TAD #1 is successful and decline in value if it is not. As noted in this report, the School District could greatly benefit from the City's objective to stabilize and improve socioeconomic conditions within TAD #1, particularly reducing the number of children living in poverty. Once the TAD is dissolved and real property taxes fully accrue to the School District, the District's tax digest will be greatly increased over what would be feasible absent of the TAD.

Impacts on Douglas County School System from participating in Douglasville TAD #1 are summarized as follows:

- The proposed TAD will affect the future appreciation on less than 2.2% of the School District's taxable digest. All current property taxes on real estate (roughly $1.84 million/year) will continue to go to the school system—only increases above the current amount are pledged to the TAD.

- The redevelopment plan anticipates the potential construction of up to 1,200 new housing units within TAD #1 over a decade or more. Because the types housing desired for TAD #1 tend to attract households without children and generate low student yields, this construction is estimated to generate a maximum of 370 school-aged children when fully completed. This impact will also develop slowly, requiring several years to materialize.

- Increased E-LOST revenues from new retail and mixed-use development in Downtown Douglasville could fall within a range of $300,000 to $360,000 per year at build-out.

- Three existing Douglas County Schools, plus the District's Transportation Center, are located inside the TAD boundary. While no TAD-funded investments on School District property are proposed in this plan, public improvements to the surrounding areas should benefit future students who attend those facilities.

Evidence indicates that local school tax revenues generated from this part of Douglasville are well below average and have not kept pace with growth in the rest of the School District. At the same time, school enrollment and educational service costs per household appear to be above the District-wide average. Absent of incentivizing redevelopment, this area's

negative net fiscal impact on DCSS is likely to deteriorate further in the future. The positive "halo effects" of TAD projects on abutting neighborhoods, which are all valued substantially below the County average and have been stagnant and in some cases declining in value in recent years, could more than offset any future investment of school tax increment within the TAD.

More detailed findings are provided in the full report.

INTRODUCTION

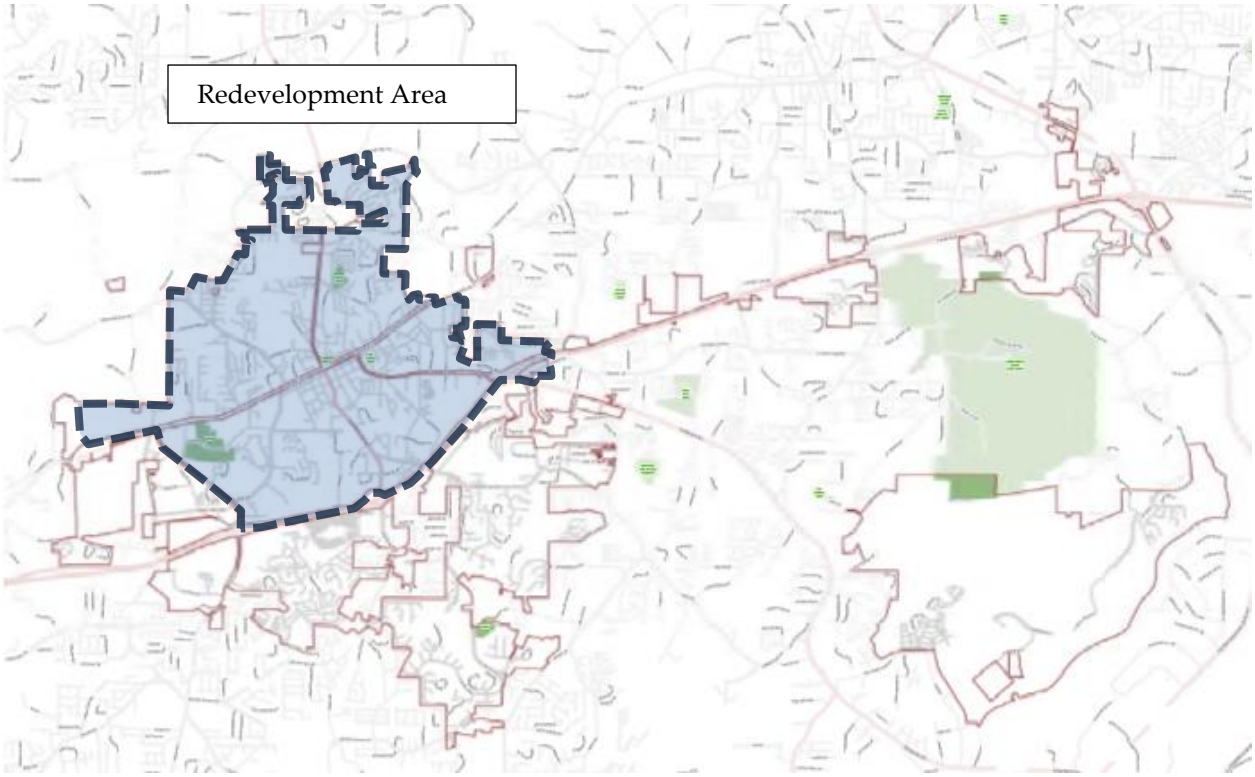
This Redevelopment Plan (the Plan) has been prepared for the City of Douglasville for the purpose of creating Tax Allocation District #1 – Downtown and North Side. This report presents the justification, rationale, boundaries, fiscal implications and proposed projects which could result from the establishment of TAD #1. This Redevelopment Plan was prepared in conformance with the provisions of the Georgia Redevelopment Powers Law (O.C.G.A. Title 36 Chapter 44) which governs the creation of the Tax Allocation Districts (TADs) in the state. The City of Douglasville is responsible for preparing this plan and proposing TAD #1.

Although Douglasville is committed to improving conditions for the entire population that lives within the redevelopment area identified in this Plan, not all property is likely to change in the near-term or is suitable for inclusion within the TAD. This particularly applies to fully developed single-family neighborhoods. Such areas may generally benefit from improving economic conditions but are not candidates for direct investment of TAD proceeds. Early phase priorities and actions should be concentrated on a more targeted geographic area which includes parcels that represent both need and are realistic in terms of presenting opportunities for redevelopment. Therefore, this Redevelopment Plan focuses on certifying a Tax Allocation District which covers only a portion of the redevelopment area. This Plan also identifies a list of redevelopment projects with nearer term potential and defines desired uses of TAD proceeds that would result from implementing those projects. The Redevelopment Plan concludes with a "School District Impact Analysis," which is a statutory requirement of the Redevelopment Powers Law.

Several of the redevelopment challenges facing Douglasville today can be traced to the impacts of the 2008-09 Recession and the slow pace of economic recovery that has followed. The Interstate-20 corridor west of Atlanta experienced a wave of speculative residential development prior to 2009, which far outpaced historical rates of demand. Several of these projects located in Douglasville, including new subdivisions on the edge of "downtown." Some of those projects have still not been completed several years later, while others have been converted to rental housing. Douglasville was also hit by a wave of apartment construction over a 20-year period beginning in the mid-1970's, which has produced a high concentration of apartment complexes of similar age, design and market orientation. At least 16 of those projects are located within the defined redevelopment area for this report. Several of those properties are now 30 to 40+ years old and experienced high vacancy rates during the last recession. Although occupancy has recovered and rents have been increasing, average rents remain well below other nearby markets. In some cases, rents are not adequate to support required investment in physical improvements that are needed to compete in the current rental market and maintain those aging units in a stabilized condition.

The above conditions have tended reduce home values, increase the concentration of poorer households, and limit commercial expansion within the downtown area. This Redevelopment Plan is intended to provide the City with financial tools needed to reverse disinvestment and provide public amenities that are desired by City residents.

Map 1: City of Douglasville and Proposed Redevelopment Area



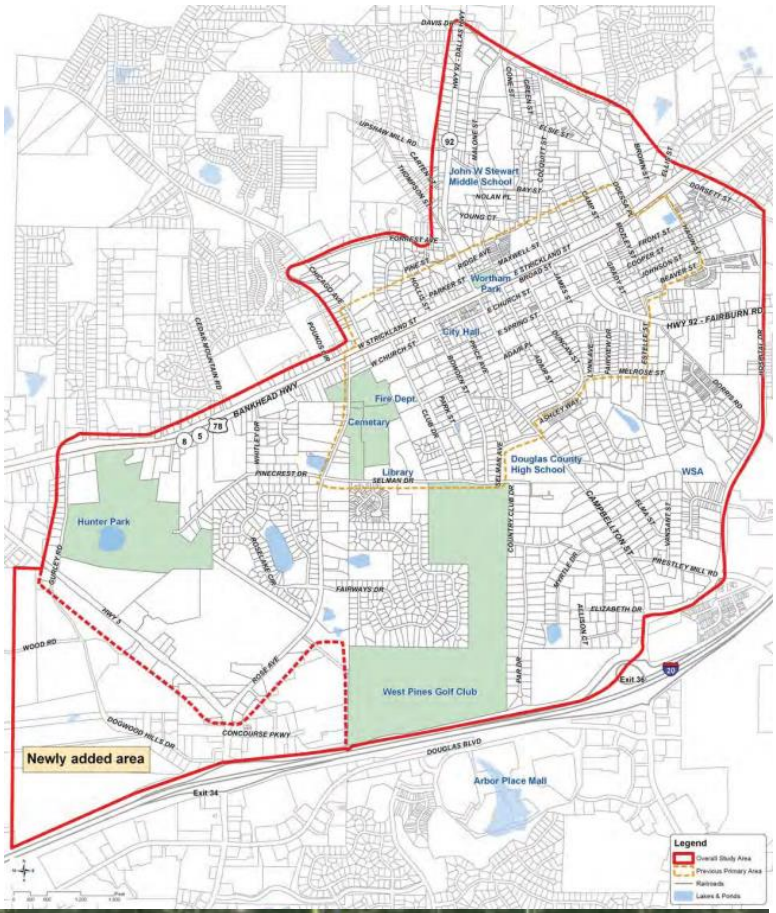
The recognized original population center of Douglasville generally extends northward from Interstate 20 to the City limits near Paulding and Cobb Counties and contains roughly 45 percent of the City's population. This part of Douglasville, highlighted in map 1, has been selected as the "Redevelopment Area" for purposes of justifying the City's use of Redevelopment Powers. The primary transportation corridors serving this population include Veterans Memorial Highway (State Route 78), Fairburn Road, SR 5, SR 92 and the original Georgia Pacific rail line between Atlanta and Birmingham. The City's historic "Downtown" surrounds the intersection of these major corridors and includes the bulk of City and County governmental functions, churches, financial institutions and several commercial structures dating to the 1880's. Recently the Georgia Department of Transportation began construction of a realignment of SR 92, the City's most important north-south transportation corridor, from the northern edge of the City limits to Fairburn Road near its intersection with I-20. This direct connection will eliminate most existing truck traffic though the center of Douglasville, reduce travel times for commuters and possibly create new development opportunities along both the new and "bypassed" sections of the SR 92 corridor.

The City has had a consistent, long-standing commitment to support the revitalization of Downtown Douglasville, starting with placing much of the City's commercial center on the National Register of Historic Places in 1989. The City has also invested substantial resources over the past two decades to support downtown businesses, including building a 40,000 SF conference center and parking garage in 2013, improving streetscapes and outdoor amenities adjacent to the City's administrative offices across from the conference center, and most recently, by acquiring the 10-acre former Douglas County Jail for the construction of a new public park/civic space and supporting commercial and multi-family development.

O'Neal Plaza, adjacent pedestrian improvements and the Conference Center built in 2013 are examples of recently completed public investments in Downtown Douglasville.

The general boundaries, goals, development opportunities and proposed improvements, as well as the broad economic/market forces impacting the redevelopment area and this proposed TAD have already been established in prior studies and initiatives undertaken by the City. Douglasville conducted its first Livable Center's Initiative (LCI) study for the downtown and surrounding area in 2001 and updated that plan in 2011. "The (LCI) plan has established a long-term vision for the study area by promoting pedestrian friendly mixed-use development, enhancing connectivity, ensuring multiple transportation options, and supporting economic growth and a high quality of life."

More recently, the City has recognized the importance of revitalizing and growing commercial investment in Downtown Douglasville by gaining state recognition of an "Opportunity Zone" covering most of this area. City residents also made Downtown a priority in the City's 2013 and 2018 Comprehensive Plan Updates. The City developed a Downtown Master Plan in 2017 and in 2018 created the "North Side Redevelopment Plan" for neighborhoods located on the North side of Veterans Memorial Highway. This prior planning work has been extensively relied upon to provide the economic justification, rationale and related background data that are necessary to designate this redevelopment area and TAD.



The above documents, including the City's latest Comprehensive Plan identify several goals, objectives and activities related to the Downtown and North Side Redevelopment Area. Among these include: (1) zoning ordinance revisions to encourage mixed-use development and the preservation of historic buildings; (2) economic development initiatives to recruit and support downtown businesses, particularly restaurants and entertainment options which are desired by residents; (3) extensive public investments in parks, trails, streetscapes and civic/event spaces to create walkable neighborhoods and improve connectivity to downtown; (4) revitalizing vacant or under-performing commercial buildings; and (5) improving and

diversifying housing products downtown. These goals were supported by City policies, development incentives and zoning to achieve desired changes.

TAD #1 is being established as an additional tool to help to leverage higher property tax collections within an area that exhibits evidence of decline and is under-performing in terms of current value and generation of tax revenues. The commercial and housing development proposed for the tax allocation district, in accordance with established City plans and policy objectives, will increase Douglasville's existing property tax digest. This revenue increase will be captured through the TAD mechanism to incentivize redevelopment and help finance needed infrastructure improvements and public amenities, at no additional cost to Douglasville taxpayers.

OVERVIEW OF TAX ALLOCATION DISTRICTS

Tax Allocation Districts are Georgia's version of tax increment financing. Tax increment financing is a redevelopment funding mechanism that reinvests the future taxes from real estate development back into a project either (a) directly, as an incentive to attract new private investment into an area or (b) indirectly by paying for public improvements that could not be absorbed as a private development cost. As described by the Council of Development Finance Agencies. (www.cdfa.net), TIF was created and first used in California in 1952. Hundreds of TIF districts have helped spur urban redevelopment in cities across the country. Today, 49 states and the District of Columbia use tax increment financing in some form.

In 1985, the Georgia General Assembly authorized formation of Georgia's form of tax increment financing called Tax Allocation Districts (TADs). The purpose of tax allocation districts in Georgia is to identify qualified areas where tax increment financing can be used, similarly to other states. A TAD allows increased property taxes generated by new development within the designated district to be used to finance costs related to the development, such as public infrastructure, land acquisition, relocation, demolition, parking structures, utilities, debt service and planning costs. Other allowed uses of "TAD proceeds" include:

- Sewer expansion and repair
- Storm drainage
- Street construction and expansion
- Water supply improvements
- Park improvements
- Bridge construction and repair
- Curb and sidewalk work
- Grading and earthwork
- Traffic control

Cities and counties throughout Georgia have created TADs to stimulate major new construction and renovation or rehabilitation in underdeveloped or blighted areas. Roughly 80 Georgia cities and counties have either created or are considering establishing TADs in their communities. A TAD offers local governments the opportunity to promote worthwhile redevelopment projects that would otherwise not be financially viable or are in areas which would otherwise be unattractive to private investment.

Prior to the last Recession in 2008 and 2009, several Georgia tax allocation districts such as Atlantic Station, West Side, East Side (all in Atlanta), Camp Creek Marketplace (East Point), Acworth, City Center South Renaissance (Marietta), Belmont Hills (Smyrna) and Ellenwood (Clayton County), were used to either help finance public improvements or provide direct financial contributions to support private investment in redevelopment projects. Post-recession, several communities, including Gainesville, Duluth, Woodstock, Lagrange, Augusta, Columbus, Conyers, Flowery Branch, Fayetteville and others have established and are effectively using TAD's. Benefits of tax allocation districts can include:

- **A stronger economic base—** TAD incentives can attract private development that would not otherwise have occurred absent of the District designation.
- **The halo effect—**Several Georgia TADs have generated significant new investment in areas surrounding the TAD as well as within the tax allocation districts, further expanding positive economic impacts to the host taxing jurisdictions. The boundaries of the proposed TAD have been drawn with the objective of maximizing halo effects on surrounding neighborhoods.
- **No impact on current tax revenues—**Redevelopment is effectively promoted without tapping into existing general governmental revenues or levying special assessments on property owners.
- **Expands the local tax base—**By stimulating economic activity, TAD's expand the local tax digest, create additional demand for retail sales and as a result, local sales taxes and SPLOST revenues.
- **Is self-financing—**TADs are self-financing, since they are funded by the increased tax revenues from new development within the district. In several cases, private applicants have foregone requests to communities to issue TAD bonds or finance "up-front" contributions in favor of long term "pay-go" agreements whereby property tax increments generated by the project are refunded to the project over a specific period of years.
- **High leverage—**Typically TAD funds represent between 5% to 15% of project costs, leveraging 7 to 20 times their value in private investment.

In summary, a tax allocation district is a financing mechanism that can be used to pay for public infrastructure or reduce private development costs, to make an underutilized area attractive to private investment and development, at no additional cost to local taxpayers. Establishing a TAD does not create a tax increase for either the community or property owners within the district. Nor does a TAD reduce tax revenues to the

community, below levels which existed at the time the district was certified. In many cases, TADs can increase general fund revenues from new business personal property taxes, added county sales taxes, hotel/motel taxes, business license fees and other revenues which are not pledged for redevelopment purposes and would not otherwise occur.

HOW RESIDENTS IN DOUGLASVILLE AND DOUGLAS COUNTY WILL BENEFIT

In 2018 voters in Douglasville and Villa Rica, for the first time, authorized their respective City Councils to use redevelopment powers within the City limits. There were no existing TAD's in Douglas County as of the end 2018 and the proposed Douglasville TAD #1 is likely to be the County's first. Benefits to the City, County, and School District from completing projects within TAD #1 include:

- **Implementing recommendations contained in the City's Downtown Master Plan and North Side Redevelopment Plan** by attracting private investment into those older established commercial districts and residential neighborhoods;
- **Stabilizing multi-family housing market conditions** within and near historic center of Douglasville;
- **Strengthening the area's economy** by introducing greater diversity and density commercial space, employment and housing to existing available infill sites;
- **Attracting new private capital investment** in currently underutilized, and under-valued commercial property;
- **Increasing resident demand for retail goods and services**, while creating opportunities for existing and new local businesses by increasing both the number and average income levels of households living in the area; and
- **Generating additional annual general fund revenues** from property taxes on commercial personal property, sales taxes, business licenses, permitting fees, utility payments and other typical governmental revenues which are not pledged as tax increment to the TAD.

PROPOSAL AND GROUNDS FOR EXERCISE OF REDEVELOPMENT POWERS

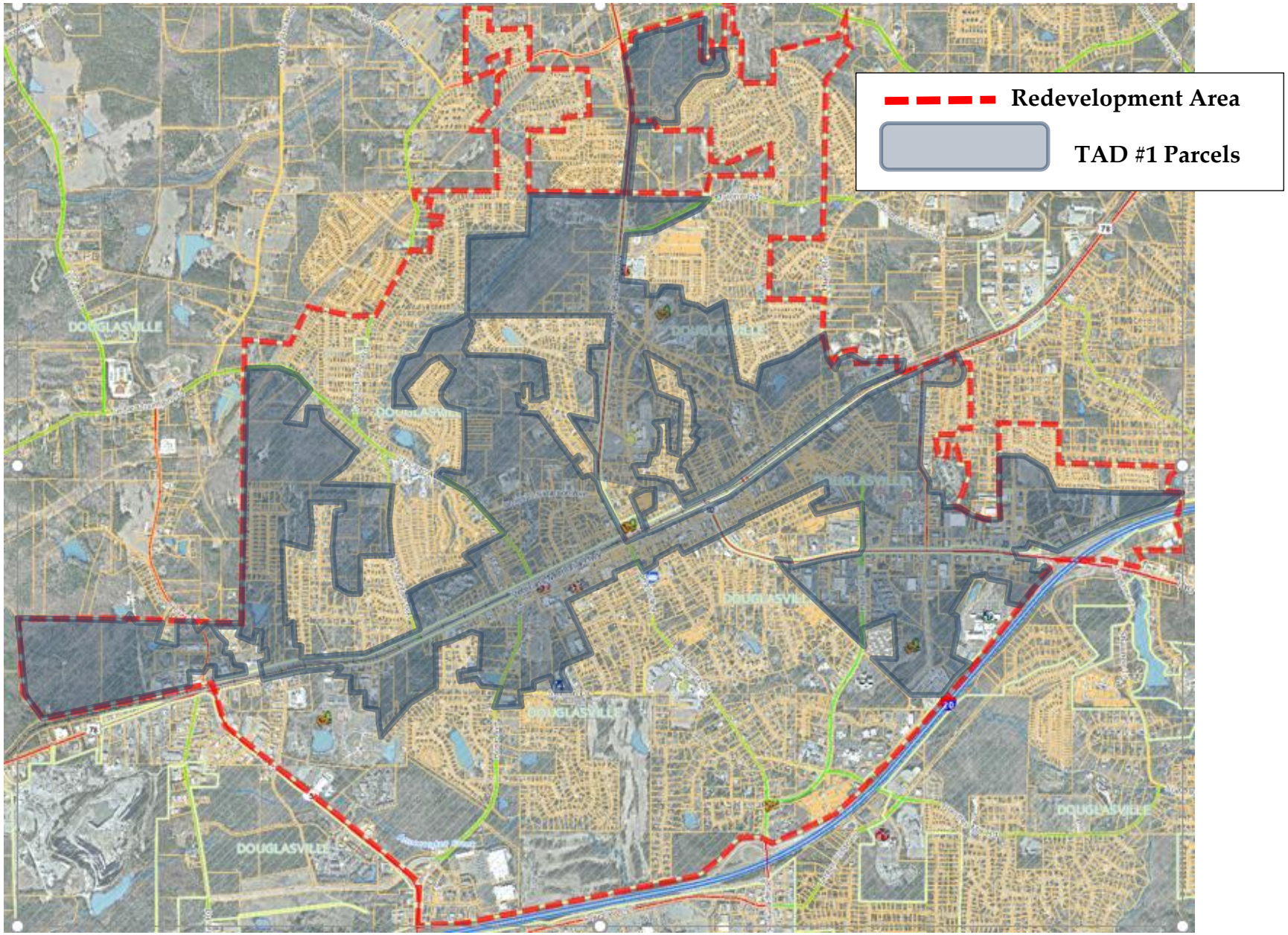
GEOGRAPHIC BOUNDARIES (A)

The boundaries of the proposed Redevelopment Area and Tax Allocation District #1 are shown on Map 1 on the following page. The southern boundary of the redevelopment area follows I-20 between Fairburn Road and Highway 5 (Bill Arp Rd.) and then generally extends northward to the City limits. The redevelopment area was drawn to include the historic center of Douglasville and its surrounding neighborhoods, which contain more than 44% of the City's population and most of its older single-family homes and multi-family housing. The redevelopment area also captures commercial and institutional properties located Downtown, along Highway 78 (Veterans' Memorial Highway and East Broad Street), Fairburn Road, and areas to be impacted by the relocation of Highway 92 (Dallas Highway), which will soon bypass Downtown and connect directly to Fairburn Road, just above its intersection with Interstate 20. This area and captures the bulk of the City's population that would be either directly or indirectly impacted by future redevelopment within the proposed TAD.

The redevelopment area was then analyzed in detail to determine whether all or part should be included within the Tax Allocation District. The proposed TAD #1 contains those that are shaded in blue, along with public rights of way which connect those parcels. The TAD is obviously smaller than the redevelopment area and excludes several completed single-family residential neighborhoods, which are not likely to be applicants for TAD incentives. These parcels, along with some newer commercial properties, were also excluded because they add substantially to the TAD's tax digest while having limited prospects for near-term value change. Drawing the map in this way also maximizes the "halo effect" that successful redevelopment would have on nearby residential neighborhoods, to the benefit of the taxing jurisdictions' general funds. While most single-family neighborhoods are excluded, portions of other subdivisions that have not been completely built out, as well as multi-family properties where housing unit values are substantially below average, are included within the TAD as potential future generators of TAD increment.

For those parts of the redevelopment area which are omitted from TAD #1, the City reserves the option to include them within additional TAD's in the future, should market conditions warrant.

Map 2: TAD #1 Boundary Map (L)



The physical/value characteristics of TAD #1 are summarized in Table 1. This table shows that the District contains 1,370 tax parcels covering 1,763.6 acres. (This acreage estimate excludes roads, rail lines, public rights of way and other land area that is not associated with specific tax parcels.) Of the total proposed TAD area, 265 parcels and more than 411 acres are owned by either the City, County, School District, City- or County-established Authorities, the State of Georgia, or private tax-exempt entities such as churches or other non-profit institutions. The 165 parcels and 50.9 acres owned by the State of Georgia primarily represents right-of-way acquisitions for the realigned SR-92. It is assumed that when this new highway segment opens, the associated parcels will no longer be identified or valued individually in County tax assessment records.

Table 1: Characteristics of Proposed TAD #1 Parcels

Zoning Code - Description	Parcel Count	Acres	Total Full Market Value	Estimated Tax Digest
Taxable Parcels				
CBD - Central Business District	67	13.2	$18,800,400	$7,520,160
CG - General Commercial	208	248.4	$91,385,616	$36,554,246
CN - Neighborhood Commercial	2	1.3	$190,100	$76,040
DCD - Design Concept Development District	38	193.9	$13,874,668	$5,549,867
HI - Heavy Industrial	6	87.8	$1,703,800	$681,520
IL - Light Indistrial	53	141.8	$14,471,062	$5,788,425
O-D Office Distribution	2	2.9	$1,394,310	$557,724
R-2 Single-Family Detached	438	397.8	$33,769,313	$13,507,725
R-3 Single-Family Detached	83	25.1	$5,959,410	$2,383,764
R-4 Single-Family Detached, TH & Apartment	148	187.1	$18,097,910	$7,239,164
R-6 Single Family Attached Apartment	50	51.5	$33,015,980	$13,206,392
R-6T Single Family Attached Townhouse	8	1.5	$612,600	$245,040
ROW - Right of Way	2	0.2	$4,650	$1,860
Total Taxable Real Estate	**1,105**	**1,352.5**	**$233,279,819**	**$93,311,928**
Tax Exempt Parcels				
City of Douglasville	37	117.9	$27,898,226	$0
Development Authorities	16	49.4	$9,295,396	$0
Douglas County	8	20.1	$28,680,000	$0
Douglas County School District	4	56.8	$25,653,531	$0
State of Georgia, Georgia DOT	165	50.9	$2,802,101	$0
Churches and Other Tax Exempt	35	116.0	$29,854,580	$0
Exempt Totals	**265**	**411.1**	**$124,183,834**	**$0**
TAD Totals	**1,370**	**1,763.6**	**$357,463,653**	**$93,311,928**
Total Douglasville Net M&O Tax Digest (2018)				**$1,366,195,699**
TAD % of City Digest				**6.83%**

* Includes multi-family apartments as commercial property.

Source: Douglas County Tax Assessor's Office, 2018 records, and Bleakly Advisory Group, Inc.

The remaining 1,105 privately owned, taxable parcels cover 1,352.5 acres, and encompass several commercial, industrial and residential zoning classifications. These private properties

have a total current market value of roughly $233.3 million according to 2019 Douglas County Assessment Department records. This taxable real estate value averages to $172,480 per acre and is comparatively low, given the fact that the TAD covers the most intensively developed area of Douglasville. This low existing average value helps to explain the City's desire to attract new development to the district.

PROPOSAL

Douglasville, like several similarly sized cities throughout Metro-Atlanta has long recognized the importance of having a thriving central business district that provides unique dining, entertainment, cultural events, business services and civic amenities for its population. Having a historically "authentic" and commercially successful downtown can be a major local and county-wide economic asset. However, failing to address the challenges associated with maintaining adequate investment in numerous commercial and residential properties, often involving many small parcels and functionally obsolete buildings, has the opposite effect. For this reason, nearly all Metro-Atlanta cities with recognized "successful" downtown business districts have achieved that success with sustained planning, consistent public consensus, a significant commitment of public dollars to build amenities and critical infrastructure, and partnership with the private sector to overcome the financial hurdles associated developing real estate in challenging locations.

Douglasville was among several Metro-Atlanta cities which had either already begun or were planning to undertake redevelopment initiatives near the peak of the last real estate cycle, only to see those efforts stall due to employment losses during the Great Recession, the credit crisis which followed, the resulting decline in housing demand and falling regional real estate values. As real estate values have stabilized and the region is now in a prolonged real estate recovery, the creation of TAD #1 is designed to provide financial incentives to realize emerging investment opportunities for Downtown Douglasville and its "North Side" neighborhoods. If successful, TAD #1 can assist in making vacant buildings and infill parcels more marketable for private development, help to defray site development costs, redevelop and preserve historically significant buildings, remove obsolete/vacant buildings and infrastructure where appropriate, and provide funds to support planned public investments in infrastructure and other amenities. Therefore, this proposed TAD is a highly appropriate use of tax increment financing authorized in Georgia's Redevelopment Powers Law.

GROUNDS FOR EXERCISE OF REDEVELOPMENT POWERS (B)

Tax Allocation Districts are authorized in Georgia under the Redevelopment Powers Law, O.C.G.A. Title 36, Chapter 44. In 2009, the Redevelopment Powers Law was amended, with the following definition of a "redevelopment area".

'Redevelopment area' means an urbanized area as determined by current data from the US Bureau of the Census or an area presently served by sewer that qualifies as a 'blighted or distressed area, a 'deteriorating area,' or an 'area with inadequate infrastructure' as follows:

(A) A 'blighted or distressed area' is an area that is experiencing one of more conditions of blight as evidenced by:

(i) The presence of structures, buildings, or improvements that by reason of dilapidation; deterioration; age; obsolescence; inadequate provision for ventilation, light, air, sanitation, or open space; overcrowding; conditions which endanger life or property by fire or other causes; or any combination of such factors, are conducive to ill health, transmission of disease, infant mortality, high unemployment, juvenile delinquency, or crime and are detrimental to the public health, safety, morals, or welfare;
(ii) The presence of a predominant number of substandard, vacant, deteriorated, or deteriorating structures; the predominance of a defective or inadequate street layout or transportation facilities; or faulty lot layout in relation to size, accessibility, or usefulness;
(iii) Evidence of pervasive poverty, defined as being greater than 10 percent of the population in the area as determined by current data from the United States Bureau of the Census, and an unemployment rate that is 10 percent higher than the state average;
(iv) Adverse effects of airport or transportation related noise or environmental contamination or degradation or other adverse environmental factors that the political subdivision has determined to be impairing the redevelopment of the area; or
(v) The existence of conditions through any combination of the foregoing that substantially impair the sound growth of the community and retard the provision of housing accommodations or employment opportunities;

(B) A 'deteriorating area' is an area that is experiencing physical or economic decline or stagnation as evidenced by two or more of the following:

(i) The presence of a substantial number of structures or buildings that are 40 years old or older and have no historic significance;
(ii) High commercial or residential vacancies compared to the political subdivision as a whole;
(iii) The predominance of structures or buildings of relatively low value compared to the value of structures or buildings in the surrounding vicinity or significantly slower growth in the property tax digest than is occurring in the political subdivision as a whole;
(iv) Declining or stagnant rents or sales prices compared to the political subdivision as a whole;
(v) In areas where housing exists at present or is determined by the political subdivision to be appropriate after redevelopment, there exists a shortage of safe, decent housing that is not substandard and that is affordable for persons of low and moderate income;
(vi) Deteriorating or inadequate utility, transportation, or transit infrastructure; and

(C) An 'area with inadequate infrastructure' means an area characterized by:

(i) Deteriorating or inadequate parking, roadways, bridges, pedestrian access, or public transportation or transit facilities incapable of handling the volume of traffic into or through the area, either at present or following redevelopment; or
(ii) Deteriorating or inadequate utility infrastructure either at present or following redevelopment.

-Georgia Redevelopment Powers Law

WHY DOWNTOWN AND NORTH SIDE QUALIFY AS A REDEVELOPMENT AREA

Douglasville has the authority to exercise all redevelopment and other powers authorized or granted municipalities pursuant to the Redevelopment Powers Law, as now or hereafter amended, by City voter referendum. The following section addresses how the proposed

redevelopment area qualifies as meeting the conditions described in O.C.G.A. Section 36-44-3 subsections A, B and C presented above.[1] It should be noted that potential redevelopment sites and substandard buildings are not present throughout the area but are concentrated in certain free-standing commercial and residential buildings. TAD#1 is also envisioned as an incentive to start new economic activity on parcels that are currently undeveloped or underdeveloped:

- A (ii) *The redevelopment area "contains a predominant number of substandard, vacant, deteriorated, or deteriorating structures; the predominance of a defective or inadequate street layout or transportation facilities; or faulty lot layout in relation to size, accessibility, or usefulness"* – While not all buildings within the redevelopment area meet this definition, evidence indicates that property values are significantly lower than City and County as a whole. Most tax parcels within redevelopment area are residentially zoned. As detailed in the next section, the estimated median value of 2,868 owner occupied housing units in this area was estimated at only $126,900 in 2019, 19% below the City, 25% below Douglas County, and 43% below Mero-Atlanta median home values, respectively. In addition, 48% of the housing units in the redevelopment area are renter occupied. This concentration of renter households is also higher than the Atlanta Region as a whole (34%) and is also larger than the number of existing multi-family units (roughly 2,000) that are typically renter occupied. This indicates that as many as 16% of single-family homes and mobile homes in the redevelopment area are likely to be investor-owned rentals. Percentages in that range are often an indicator of "deteriorating" property values, as investors typically spend less on home maintenance and improvement than homeowners. This observation is further confirmed by an analysis of parcels within the TAD, where the full market value of 436 included single-family detached homes averages only $77,100 according to County tax assessment records.

  SR 92, which awkwardly funnels heavy truck and through traffic through the center of Downtown Douglasville, clearly qualifies as *"the predominance of a defective or inadequate street layout or transportation facilities."* While the realignment of SR 92 (which is under construction as of the date of this report) has been expressly designed to correct those defects, the negative economic impacts of decades of inadequate road networks serving the redevelopment area will take time and financial resources to overcome. A primary objective of this plan is to enable the City to improve areas that were negatively impacted by the old SR 92, as well as take advantage of future development opportunities created by the new alignment.

  Although the redevelopment area includes Douglasville's central business district and is likely to be the most densely populated section of the City, there remains a significant amount of acreage that is either vacant or is significantly under-developed. Many of these parcels are undeveloped in full or in part as a result of "*faulty lot layout in relation to size, accessibility, or usefulness."* Within the proposed TAD alone BAG identified more than 129 acres that have an average full market value of less than $23,700 per acre. Values in this range suggest that the underlying parcels are either vacant or have no substantial existing buildings. This acreage applies to privately-owned, taxable real estate only and excludes government-owned and private tax-exempt parcels, some of which may also be developed in the future. Current

[1] The discussion in this section addresses the entire redevelopment area, which is larger than TAD #1.

conditions within most of the redevelopment area are less desirable than its potential as defined by the vision expressed in completed plans.

- A (iii) *"Evidence of pervasive poverty, defined as being greater than 10 percent of the population in the area as determined by current data from the United States Bureau of the Census, and an unemployment rate that is 10 percent higher than the state average"* – The 2019 median household income within the redevelopment area is estimated to be only $43,490, which is significantly lower than median household income level city-wide ($59,765) and county-wide ($67,614). Local median income is also 36% lower than the Metro Atlanta Region ($68,400). More than 42% of redevelopment area households are estimated to currently earn incomes below $35,000 per year, 18 percentage points higher than all Metro Atlanta households (25%) within those same income brackets. More than 22% of redevelopment area families (818 in total) are estimated to have incomes below the poverty level, well above the minimum threshold of "10 percent of the population" defined in the statute. The same source estimated the unemployment rate within the redevelopment area to be 10.5% in early 2019, nearly double the Metro-Atlanta unemployment rate at the time and easily exceeding the "10 percent higher than the state average" threshold.

- B (i, iii) – *The presence of older buildings that have no historic significance or "the predominance of structures or buildings of relatively low value compared to the surrounding vicinity"* – Because of the large number of parcels and buildings within the redevelopment area and TAD it was impractical to collect information on the age, size and value of all buildings. However, several indicators suggest that this condition exists. Single family home values were already discussed. As another example, multi-family housing in the proposed TAD #1 (excluding tax exempt public housing) is concentrated in 10 tax parcels covering roughly 86 acres, which contain more than 1,180 apartment units. The average assessed full market value of these properties averages less than $59,300 per unit and $58 per SF. Values of older, but well maintained and managed apartment communities in comparable suburban locations will typically be assessed at $85 to $95 per SF, while newer construction can be valued at well above $100 per SF. While property values in the CBD portion the redevelopment area are relatively high at an average full value of more than $1.44 million per acre, commercial properties in the general commercial zone are valued at only 25% of that amount or $365,200 per acre. Better performing commercial nodes in comparable suburban locations to Douglasville are more likely to be in the range of $450,000 per acre or more. These indicators, as well as visual inspection, indicate that the redevelopment area, and the proposed TAD specifically, contain many older residential and commercial buildings that are of "relatively low value" compared to other locations in Douglas County.

- B (iv) *"Declining or stagnant rents or sales prices compared to the political subdivision as a whole"* – As noted in the preceding section, the taxable full value of apartment units within the redevelopment area currently averages less than $59,300 per unit. Market rents in all Douglas County apartment communities, while stabilizing recently, have increased at an annual rate of less than 1.4% per year since 2000 and are among the lowest in the Metro-Atlanta Region. According to Co-star data, the average monthly rent for all apartment communities in Douglas County is roughly $0.97 per SF. A sample of eight properties in the redevelopment area, for which Co-star rental information could be obtained, totaling 814 units, indicated an average monthly rent of only $0.84 per SF or 13% below the County average. Low assessments and monthly rents reflect the substandard condition of some of

these properties. Providing financial resources through the TAD could spur some owners of these lowest valued units to invest in rehabilitation.

- C (i, ii) *Deteriorating or inadequate parking, roadways, bridges, pedestrian access…; or deteriorating or inadequate utility infrastructure either at present or following redevelopment* – The City's Comprehensive Plan classifies the desired future land use for most of the proposed redevelopment area as being a combination of "Downtown Activity Center" and "Traditional Residential" in character. The northern-most portion of the redevelopment area transitions mainly to Medium Density Residential and the desired future of the Fairburn Road commercial corridor linking Downtown to I-20 is to be a successful "Community Activity Center" consisting of retail, and office development that serves both City residents and surrounding communities. Among the stated objectives of the Downtown Activity Center are to protect historic properties "as an asset and rehabilitated when possible," and to ensure that new development blends into the historic fabric of the area. The plan also calls for "compatible infill development" focusing on providing "retail, office, hotels, and residential development targeted to a broad range of income levels." The Traditional Residential character area calls for "a diversity of housing types and styles" with homes maintaining their original historic features, "protected in a historic district" and supported by "pocket parks, and a walkable or bikeable environment." Achieving these desired characteristics requires public investment in the types of public spaces, connectivity improvements and amenities that increase market values and help to make more costly private investment in historic preservation and infill development financially feasible. Both the Downtown Master Plan and North Side Redevelopment Plan acknowledge that the redevelopment area currently lacks "adequate infrastructure" needed to support these character objectives. Those plans have laid out an ambitious program of public improvements including civic spaces, parks, trails, parking, pedestrian amenities and the remediation of "inadequate utility infrastructure" that currently makes redevelopment of some individual properties cost prohibitive. Most of the redevelopment area's documented transportation inadequacies which are currently "incapable of handling the volume of traffic" through Downtown Douglasville will hopefully be resolved when the realignment of SR-92 is completed.

In summary, Downtown and North Side should contain some of the highest density and highest valued residential and commercial property in the City, yet existing conditions indicate that is not the case. The City's vision for TAD #1 is to be an attractive entertainment, commercial, civic and residential node, supported by more diverse housing options and price points. TAD #1 would assist Douglasville in generating the financial resources to build infrastructure and public amenities, incentivize developers to rehabilitate existing buildings as appropriate, or introduce new infill development. The City's 2018 Comprehensive Plan Update, as well as earlier LCI plans and related studies, identified several trends and demographic characteristics, which provided evidence to conclude that that the area outlined in this report fully qualifies as a redevelopment area under criteria established by the Redevelopment Powers Law. The following section further addresses demographic conditions within the area.

MARKET AND DEMOGRAPHIC CONDITIONS

Demographic Characteristics

Identified demographic issues within the redevelopment area are related to the age and condition of commercial development and rental housing, the concentration of low-income households and a lack of diversity in for-sale and rental housing to serve a broader mix of households across all income levels and life cycles. These conditions have produced the related consequence of inadequate population density and incomes to support the expansion of retail trade and service businesses, at a time when the City has adopted the opposite goal of expanding business opportunities in its downtown area. Douglasville also has aggressive plans in place to improve public amenities and infrastructure serving the redevelopment area, which are also intended to stimulate private investment. Increasing employment opportunities, improving and adding housing units and improving public spaces will help to create additional consumer demand and address challenges to commercial development in the City.

Relevant demographic characteristics of the redevelopment area were obtained from Environics Analytics (EA) and are summarized in the following paragraphs.

- **The redevelopment area experienced marginally slower population and household growth than Douglasville since 2000.** The redevelopment area is currently estimated to contain nearly 15,700 residents in 5,500 households, representing roughly 44% of Douglasville's total population of 35,400. From 2000 to 2019, the population of this area is estimated to have grown by just over 300 persons (2.4%) annually, while the number of households has increased at a similar rate of about 104 per year. The redevelopment area captured roughly 45% of the City's overall population growth from 2000 to 2010. Since 2010 share has dropped to 34%. (Because most of TAD #1 is commercial, population change within the TAD itself has been much slower.) More recent population growth has been mostly attributable to falling apartment vacancy rates that have slowly recovered post-recession, and the ongoing build out of new subdivisions that were started prior to the recession. Environics Analytics (EA) projects that the redevelopment area's population will continue to grow by 1.2% annually over the next five years, roughly the same percentage rate as the City and County. However, with housing vacancy rates back to stabilized levels, projected population and household growth rates for this part of Douglasville are unlikely to occur without the corresponding development of new housing.

Table 2: Population and Household Trends

Population	Redevelopment Area	City of Douglasville	Douglas County	Metro Atlanta
2000 Census	9,953	21,592	92,632	4,263,447
2010 Census	14,175	30,961	132,403	5,286,728
2019 Estimate	15,687	35,414	146,625	6,017,552
2024 Projection	16,630	37,688	155,361	6,409,749
Avg. Annual Growth 2000-2010	3.6%	3.7%	3.6%	2.2%
Avg. Annual Growth 2010-2019	1.1%	1.5%	1.1%	1.4%
Avg. Annual Growth (Fcst) 2019-2024	1.2%	1.3%	1.2%	1.3%
New Population 2000-2019	5,734	13,822	53,993	1,754,105

Households	Redevelopment Area	City of Douglasville	Douglas County	Metro Atlanta
2000 Census	3,554	7,824	32,973	1,559,711
2010 Census	5,005	11,353	46,624	1,943,885
2019 Estimate	5,526	13,001	51,450	2,224,325
2024 Projection	5,856	13,835	54,441	2,373,564
Avg. Annual Growth 2000-2010	3.5%	3.8%	3.5%	2.2%
Avg. Annual Growth 2010-2019	1.1%	1.5%	1.1%	1.5%
Avg. Annual Growth (Fcst) 2019-2024	1.2%	1.3%	1.1%	1.3%
New Households 2019-2024	330	834	2,991	149,239
2019 Est. Average Household Size	2.69	2.66	2.83	2.67

Source: Environics Analytics, Bleakly Advisory Group

- **Household Income levels among the redevelopment area's population are substantially below those of Douglas County and surrounding Region.** Within the redevelopment area, the median household income is estimated at only $43,490 in 2019, roughly 27% lower than the median household income in the City of Douglasville ($59,765) and more than 36% less than the Atlanta Metro Region median ($68,395). At the same time, 20% of redevelopment area households earn annual incomes of below $15,000 and only 17% earned incomes of more than $100,000 per year. This lower income distribution appears to be attributable to the below average percentage of homeowners living in the area, the availability of public/assisted housing and the fact that the household population is slightly younger that the surrounding region. A significant portion of family households, estimated at 22.1%, are living below the poverty level.

Table 3: Household Income Distribution

Households	Redevelopment Area		City of Douglasville		Douglas County		Metro Atlanta	
2019 Est. Median Household Income	$43,490		$59,765		$67,614		$ 68,395	
% of Regional Median Income	64%		88%		100%		101%	
Households by Income								
<$15K	1,093	20%	1,598	12%	4,585	9%	195,508	9%
$15K - $35K	1,244	23%	2,415	19%	8,170	16%	351,079	16%
$35K - $50K	710	13%	1,500	12%	5,935	12%	272,230	12%
$50K - $100K	1,567	28%	4,083	31%	17,199	33%	677,163	30%
>$100K	912	17%	3,405	26%	15,561	30%	728,345	33%

Source: Environics Analytics, Bleakly Advisory Group

- **In terms of household characteristics, the redevelopment area is somewhat similar to Douglasville as a whole, but compared to the Metro-Atlanta Region, the local population is younger, with a higher percentage of children under 18**. Typically, renters tend to be younger than homeowners. With 32% of all housing in the redevelopment area consisting

of multi-family units and 48% of households being renters, (both higher than regional averages) it is not surprising that the median age of this population (34.3) is significantly younger than the Metro-Atlanta Region (37.0) and slightly younger than the City (35.8). Higher concentrations of multi-family housing usually produce smaller households, but not in the case of the redevelopment area, where the average household size (2.69 persons per household) is marginally larger than the Region (2.67) and only slightly less than Douglas County (2.83). The number of area children (4,194) and percentage of population under the age of 18 are also surprisingly high and at 26.7% of the total. This is larger in percentage terms than both Douglas County (25.1%) and the Region (24.3%). The number is explained by a higher percentage of households with children (43%) compared to the region (38%). Among redevelopment area families with children, 46% are married couples, while 45% are headed by females. By comparison, 62% of all households with children in County and 65% of all households with children in the Region wide are married couple families, with proportionally smaller percentages of single-parent households. This demographic, coupled with the presence of retirees, is likely to explain the higher poverty rates among area families.

Table 4: Selected Household Characteristics

Household Characteristics	Redevelopment Area		City of Douglasville		Douglas County		Metro Atlanta	
All Households	5,526		13,001		51,450		2,224,325	
Small Households (1 or 2 people)	2,987	54%	7,093	55%	26,022	51%	1,239,205	56%
Medium Households (3-4 people)	1,804	33%	4,330	33%	18,087	35%	711,129	32%
Large Households (5+ people)	735	13%	1,578	12%	7,341	14%	273,991	12%
Households with Children	2,357	43%	5,418	42%	21,972	43%	848,150	38%
Households without Children	3,169	57%	7,583	58%	29,478	57%	1,376,175	62%
Non-Family Households	1,824	33%	4,134	32%	13,477	26%	711,855	32%
2019 Est. Average Household Size	2.69		2.66		2.83		2.67	
Group Quarters Population	1,824		4,135		13,482		711,908	
Households with 1 or More under Age 18	2,357		5,418		21,972		848,150	
Married Couple Family	1,085	46%	2,873	53%	13,605	62%	548,487	65%
Other Family, Male Householder	193	8%	426	8%	1,722	8%	61,054	7%
Other Family, Female Householder	1,051	45%	2,061	38%	6,438	29%	231,597	27%
NonFamily Household	29	1%	58	1%	207	1%	7,012	1%

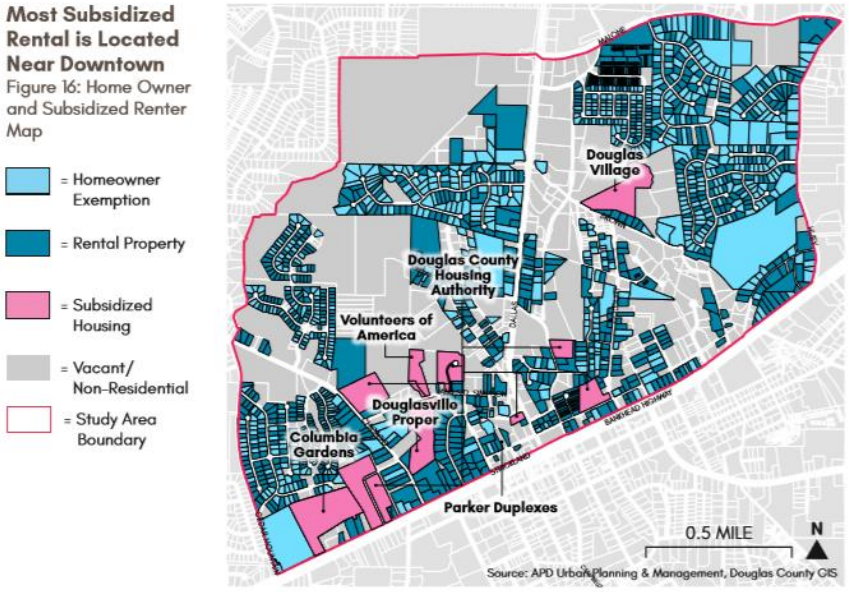
Source: Environics Analytics, Bleakly Advisory Group

- **Housing Tenure – the redevelopment area has a similar rate of home ownership as the City, but much lower than the County and Region**. As previously noted, only 52% of all existing housing units in the redevelopment area are currently estimated to be owner-occupied. The percentage of homeowners is less than the County-wide distribution 70%) and the Region, where more than 66% of all housing is owner-occupied. The portion of the redevelopment area containing TAD #1 has an even higher percentage of multi-family apartments to total housing units

- **Housing Value – Owner occupied housing in the redevelopment area is lower valued than the County and Region**. Within the redevelopment area, the median age of owner-occupied housing in 2018 is estimated at 22 years, with 41% of all units constructed prior to 1980. This compares similarly to the median age of all homes in Douglasville and the County (21 years). Although housing is of similar age, the value distribution of homes within the redevelopment is substantially lower, with a median value of less than $127,000 and 30% of the inventory being valued below $100,000. This median value is $94,400 less than the Atlanta Metro ($221,400), where only 14% of owner-occupied housing units are valued below $100,000.

Most Subsidized Rental is Located Near Downtown

Figure 16: Home Owner and Subsidized Renter Map



The 2018 North Side Redevelopment Plan illustrated the growing concentration of market rate and subsidized rental housing near Downtown Douglasville, including the encroachment of investor-owned rental housing into single-family subdivisions. The Plan noted that while its study area included only 15 percent of the City's total structures, it contained "31% of City wide indefinite vacant structures," illustrating the growing economic and functional obsolescent of existing older properties in the area.

Table 5: Selected Housing Characteristics

Housing Characteristics	Redevelopment Area		City of Douglasville		Douglas County		Metro Atlanta	
Tenure								
% Owners	52%		55%		70%		66%	
% Renters	48%		45%		30%		34%	
Total Occupied Housing Units	5,527		13,001		51,450		2,224,325	
Renter-Occupied Units	2,659		5,820		15,610		756,326	
Owner-Occupied Units	2,868		7,181		35,840		1,467,999	
Owner Units Valued <$100K	864	30%	1,437	20%	6,058	17%	203,344	14%
Owner Units Val $100K-$200K	1,406	49%	3,180	44%	15,594	44%	447,486	30%
Owner Units Val $200K-$500K	440	15%	2,241	31%	12,704	35%	620,413	42%
Owner Units Val >$500K	4	0%	41	1%	91	0%	14,852	1%
Owner Median Value	$126,974		$156,669		$170,243		$221,370	
Age of Housing								
Units Built since 2010	548	9%	1,127	8%	4,216	7%	242,927	10%
Units Built 2000-2010	2,018	32%	4,637	32%	18,432	33%	605,764	25%
Units Built 1980-2000	1,737	28%	4,730	33%	18,215	32%	890,613	36%
Units built pre-1980	1,892	30%	3,632	25%	14,908	26%	677,790	28%
Median age of housing unit (Years)	22		21		21		24	
Type of Housing								
1 Unit Detatched (SF)	3,331	53%	8,521	59%	43,309	77%	1,635,672	67%
1 Unit Attached (TH)	674	11%	863	6%	1,781	3%	126,591	5%
Small Multi-Family (2-4 Units/Bldg.)	914	15%	1,062	7%	1,741	3%	98,936	4%
Lg Multi-Family (5+ Units/Bldg.)	1,094	17%	3,663	25%	7,447	13%	521,358	21%
Trailer, RV & Boat	239	4%	346	2%	2,303	4%	75,356	3%

Source: Environics Analytics, Bleakly Advisory Group

- **Development Density and Tax Revenues – The redevelopment area is under-performing in terms of its economic value and contribution of property tax revenues to the City, County, and School District**. Even though this part of Douglasville has excellent access to interstate highways and employment, and is already developed, the 1,770.6 acres within the redevelopment area which are proposed to be included within TAD #1 have an average taxable real estate digest of only $52,470 per acre across all parcels and $68,800 per acre for the 1,349 acres that are privately owned and taxed. In 2018 the City of Douglasville's real estate tax base averaged $142,974 per taxable acre (excluding personal property), indicating that TAD #1 currently generates 51.8% less tax base per acre than all real estate in the City. In 2018, all taxable property located within the proposed TAD #1 generated roughly $3.45 million per year in combined City, County, and School District property taxes on the real estate, generating average annual general fund tax revenues of $1,948 per acre across all 1,770.6 acres (including tax exempt parcels), including only $378 per acre in City property taxes. For the above reasons, this area is clearly under-performing its economic/fiscal potential as defined by the Redevelopment Powers Law. The main reasons for this, which can be addressed by creating the proposed TAD, are the remaining presence of undeveloped land and the unusually low taxable value of existing apartments and commercial buildings located immediately outside of the Central Business District.

SUMMARY OF MARKET CONDITIONS RELATING TO THE QUALIFICATION AS A REDEVELOPMENT AREA

In summary, designation of the redevelopment area is justified based on the following conditions:

- The proposed redevelopment area has a comparatively low-valued housing inventory and an estimated household population that has a higher concentration of renters and lower-income households than is typical of the County and Region. The poverty rate and unemployment rate in the area are both estimated to be more than double the minimum threshold requirement in the Redevelopment Powers Law.

- The redevelopment area lacks a diversity of housing types and price ranges, particularly newer housing, both ownership and rental, at higher price points. Attracting households across a wider spectrum of ages and life cycles is necessary to support the viability of retail uses which are desired for the downtown area. Improving existing commercial properties and introducing additional commercial space to Downtown Douglasville would also help to make the area more attractive for residential development and would complement City and County economic development efforts to attract a more diverse range of employers and job opportunities to the area.

- The existing taxable digest of TAD #1 consumes 1,771 acres and nearly 22% of the City's total land mass, but only 8% of its taxable real estate value. Roughly a quarter of the TAD's acreage is publicly owned or tax exempt, reflecting the area's history as the governmental and institutional center of Douglas County. Given that it represents the historic center of Douglasville, this area should be one of the City's highest-valued, fiscally positive revenue generators. The redevelopment area is instead under-valued and under-performing compared to what would be considered economically "healthy". The area's economic and fiscal contribution to the community clearly falls short of the City's vision articulated in its

most recent Comprehensive Plan, LCI Plan, and redevelopment master plans for Downtown and the North Side neighborhoods.

The boundaries of the proposed TAD #1 are large enough to accommodate near-term development opportunities, focusing mainly on the downtown, major commercial corridors, apartment complexes and undeveloped parcels. Successful implementation of identified projects, which would directly impact roughly 114 acres (6.4%) within the 1,770-acre TAD, is expected to have a positive impact on nearby development nodes. Future opportunities to improve the Downtown and North Side will be made easier after TAD proceeds are invested to upgrade public spaces, support new infill development and rehabilitate the lowest-valued commercial and multi-family buildings.

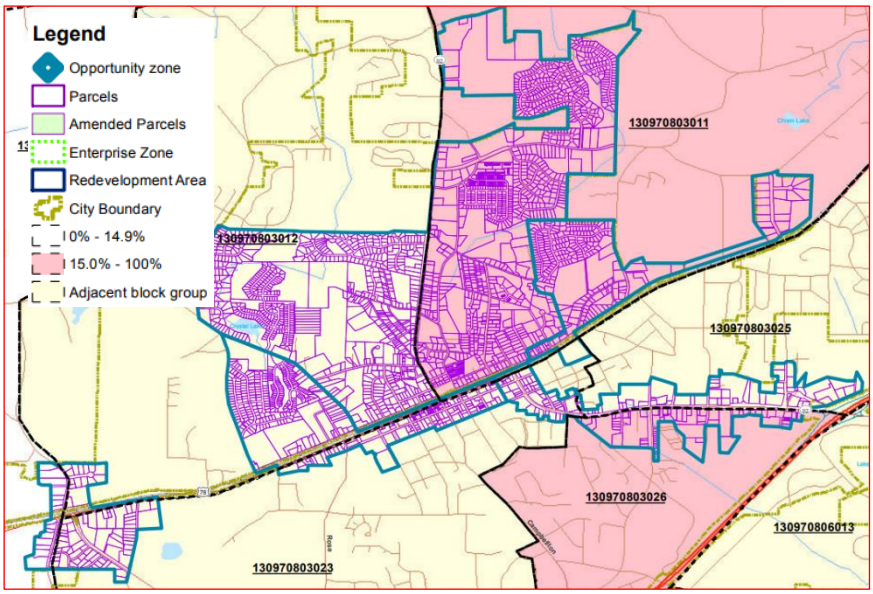
PLAN VISION AND GOAL

The City of Douglasville 2001 Livable Centers Initiative (LCI) Study, updated in 2011, the Douglasville 2013 Comprehensive Plan, updated in 2018; the 2012 Douglasville Highway 92 Study, the 2017 Downtown Master Plan and Ten-Year Strategic Plan, the 2018 North Side Redevelopment Plan, as well as the 2010 Urban Redevelopment Plan which established Georgia Opportunity Zone designation within Douglasville, have identified similar community and economic development objectives for various portions of the redevelopment area. The Purpose of this redevelopment plan is to provide the City with the added tool of tax increment financing to help achieve the community's long-standing vision for Downtown Douglasville, as well as accomplish the ambitious community goals and objectives that have already been established for the area. The "vision and goal" of this plan is to attract more private investment to the redevelopment area and to help fund public improvements which have been identified in prior plans and consistently supported by residents.

These goals have been expressed and reinforced over time and are summarized in the following paragraphs.

- As early as 2001 the City's first LCI study called for the promotion of "a mixed-use and mixed-income downtown and surrounding area, that facilitates the ability to live, work and play in the area." The plan identified strategies and specific projects to encourage the rehabilitation of existing buildings, complemented by new infill and mixed-use development. The market analysis which supported that study area showed that to improve the livability of the area, the City needed to attract a more diverse range of households, particularly in higher income brackets, to support desired destination dining; entertainment and cultural opportunities; specialty retailers; services and activities for seniors; and more convenience shopping and services. The City has been actively implementing those recommendations for nearly two decades, the latest example being the acquisition of the former County Jail for redevelopment.

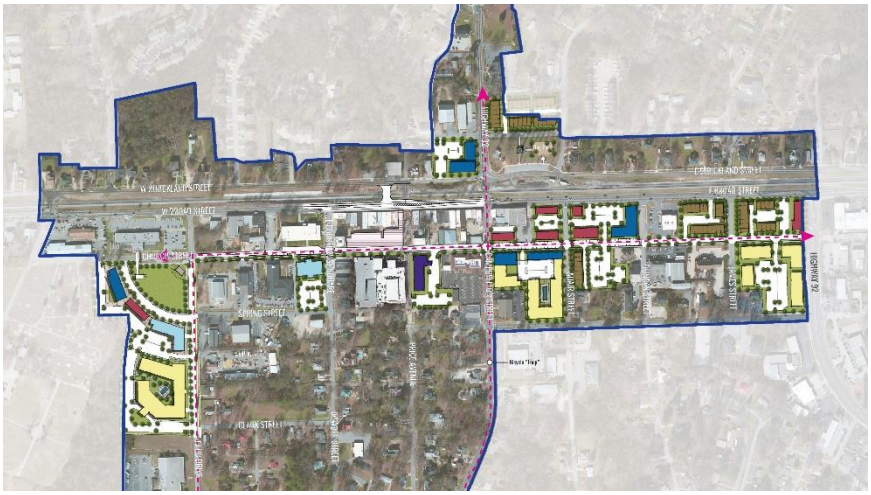
- In 2011 the City was able to obtain Georgia Department of Community Affairs' (DCA) designation of a large commercial section of Downtown, Veterans Memorial Highway and Fairburn Road as an "Opportunity Zone." This designation qualifies local businesses to apply for a State of Georgia tax credit of up to $3,500 per new job created as a result of private investment within the zone. The job tax credits can be used against 100 percent of the business's income tax liability and state payroll withholding. In addition to requiring visual and statistical evidence of disinvestment, the minimum eligibility threshold to receive Opportunity Zone designation specifies that the area must be "within or adjacent to a census block group with a 15 percent or greater poverty level." The fact that the City has already qualified most of the proposed TAD #1 as an Opportunity Zone provides further evidence that the area also qualifies for the use of redevelopment powers under the Redevelopment Powers Law.



Georgia Department of Community Affairs Official Opportunity Zone Map for Downtown Douglasville – Approved August 19, 2011.

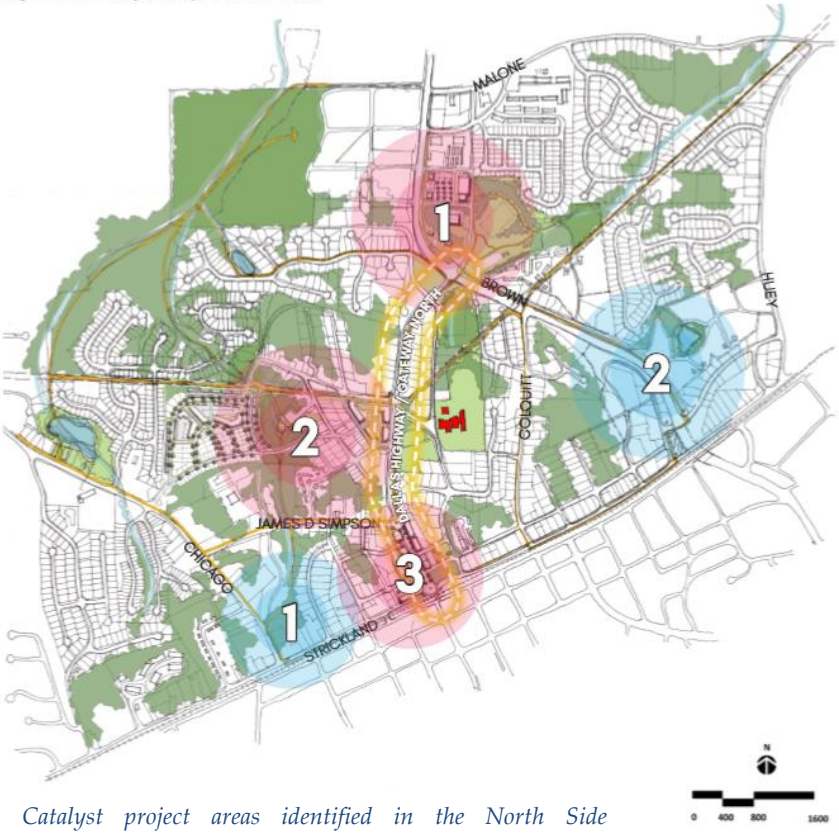
- During the 2013 Comprehensive Plan's public process, participants in community input meetings identified Downtown Douglasville as both their "favorite place," and a "place needing improvement." The 2018 Plan's vision statement also described the City's future as a "unique blend of small-town charm coupled with metropolitan amenities" and called for making Downtown "a central example" of this vision by "building mixed-use and infill developments that encourage walkability and a more urban, human-scale environment." The Comprehensive Plan was later updated to incorporate the planned realignment of SR-92, and called for building "a linear park with a new parallel trail and local road system." The plan advocated the connection of "multiple local neighborhood streets to form a more cohesive street grid," increasing green space and focusing commercial development around village nodes. Several of these recommendations were later incorporated into specific design concepts and illustrated in the North Side Redevelopment Plan.

- In 2017, Douglasville developed a "Downtown Master Plan and Ten-Year Strategic Plan." This plan built on earlier efforts to implement community goals for the downtown area. Among the priority public projects identified in that plan included building a town green with an amphitheater at the former county jail site; making streetscape improvements to Church Street, and eventually moving City operations to a new facility to enable the existing City offices, which are located across from the Conference Center, to be converted to retail and office uses. The plan also identified several key parcels that could be assembled to support the types of mixed-use development that had been consistently advocated in earlier studies. Overall, this plan recommended $42 million dollars in publicly supported projects over a ten-year period.



This exhibit from the 2018 Downtown Master Plan and 10-Year Strategic Plan identifies proposed major investments, including redevelopment of the former County Jail.

Catalytic Project Areas Are Organized Around the Central Dallas Highway Corridor; Strategy Demonstration Areas are Located Near the Residential Periphery
Figure 62: Catalytic Project Framework



Catalyst project areas identified in the North Side Redevelopment Plan.

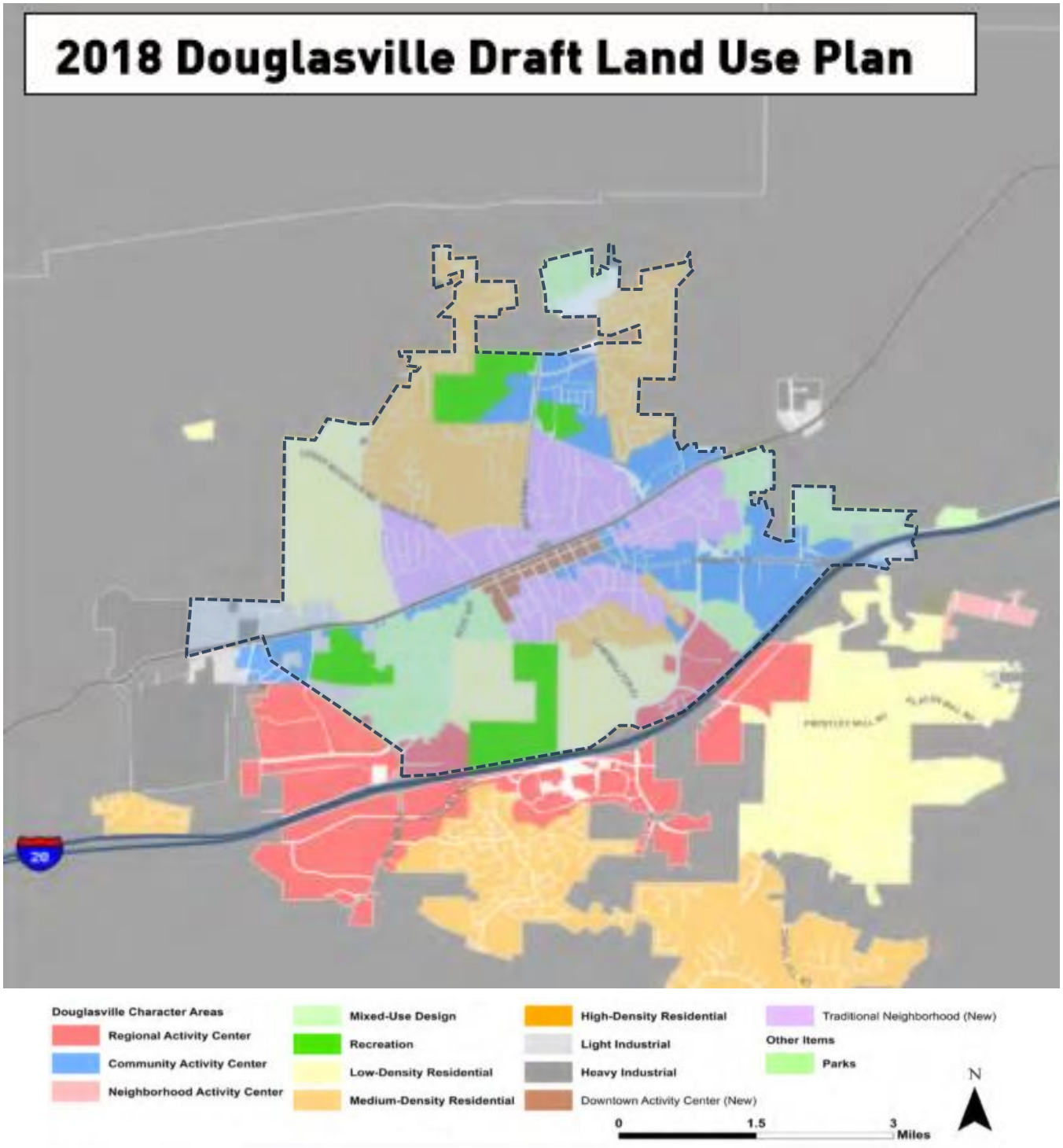
- In 2018 the City adopted the "North Side Redevelopment Plan" that is intended to both complement the Downtown Strategic plan and capitalize upon opportunities created by the pending realignment of SR-92. The plan proposes "three catalytic projects organized along Dallas Highway to create a new catalytic gateway connecting the new Highway 92 and Downtown Douglasville. This corridor will concentrate

amenities along a core, pedestrian and bike friendly route." The plan proposes the improvement of existing parks and the development of new parks, streetscape improvements, and incentives to support private investment. Combined public and private improvements identified in the Plan totals more than $118 million.

PROPOSED LAND USES AFTER REDEVELOPMENT (C)

The City's proposed future land uses within the redevelopment area are illustrated in the "Draft Land Use Plan (Future Development) Map" which identifies the locations of the "Character Areas" described in the Comprehensive Plan. The portion of that map which covers the redevelopment area is presented in Map 3. The map shows that the area is envisioned to be a combination of Traditional Neighborhoods, Medium Density Residential, Neighborhood Activity - and Community Activity Centers and Recreational Areas surrounding the Downtown Activity Center (Central Business District), with multiple development nodes identified within each area. TAD #1 would be selectively used as a financial tool to help achieve the type of future development envisioned for these Character Areas. If early catalyst projects in key locations can be successfully implemented, the resulting economic benefits should improve prospects for other parts of the area to develop without TAD proceeds. The financial incentives employed in conjunction with TAD#1 directly address the central issues and opportunities identified in prior plans, in an area which has been repeatedly identified as a high priority by City residents. This redevelopment plan is therefore both fully consistent with and designed to implement the major recommendations contained in the 2018 Comprehensive Plan and the City's Future Land Use Map.

Map 3: Future Land Use Plan (Partial Section)
(TAD #1 Redevelopment Area Boundaries Shown in in Blue)



PROPOSED REDEVELOPMENT PROJECTS (D)

Working with City staff and relying in part on previous plans, BAG has identified several potential redevelopment projects within the proposed TAD #1, which are in various stages of consideration, and could be started and completed within the next 5 to 10 years. The following summaries reflect reasonable estimates of future development potential based on possible actions of the City and the response of property owners and other interested parties to those public investments. Although the disposition of privately-owned parcels for development is not under the City's control, the timing of development and the characteristics of end uses could be enhanced with additional financial resources secured though the TAD. General project locations are described in this section and shown on Map 4.

Downtown Master Plan Catalyst Projects:

The Downtown Master Plan completed in 2017 included several proposed public and private projects that were intended to expand the amount of commercial square footage in the downtown area, develop more housing units to appeal to a broader range of households and income levels, introduce true mixed use development to Douglasville and fund other needed public improvements.

The largest of these projects is the redevelopment of the abandoned Douglas County Jail located at the intersection of Church Street and Club Drive. The City acquired the property from the County in 2018, with the intent to demolish the existing jail and develop an approximate 1.5-acre civic greenspace and amphitheater on a portion of the parcel. When completed, this recreation and cultural amenity is expected to greatly enhance the value of the rest of the 10-acre site. The City intends to offer the balance of the project for private development, either to a master developer or as individual commercial pads. Initial concepts indicate that the site could support roughly 315,000 SF of new construction. At a conservative completed market value of less than $140/SF, this project could add nearly $28.8 million in full value ($11.5 million in tax digest) to a parcel that is currently publicly owned and tax exempt.

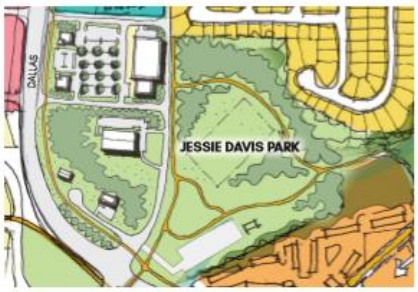
In addition, the plan proposes to eventually relocate city operations from the current downtown location next to O'Neal Plaza, to a new City Hall to be constructed on a nearby parcel (to be determined) within Downtown Douglasville. The move would enable the existing building, which occupies a prime location across from the Conference Center, to be redeveloped for retail and office uses. BAG estimates that if taken, this action could add $3.1 million in taxable full value to the current tax-exempt property. The master plan also identifies several potential sites along Church Street in particular, which are significantly under-developed and could be feasibly assembled for future development of multi-family residential, office or mixed-use development over a multi-year period. If redevelopment is successful, the downtown area may also be able to eventually support a boutique hotel to complement Conference Center operations. Combined over a multi-year period, these other projects could impact roughly 13.5 acres, adding nearly 590,000 SF of buildings and $71 million in incremental full value to parcels that are currently valued at less than $6.8 million.

CONCEPT 1

One of two concept plans showing the development of a "Downtown Greenspace" and supportive commercial and multi-family development on the 10.01-acre site of the former Douglas County Jail. Source: Tunnell Spangler Walsh & Associates (TSW).

North Side Redevelopment Projects:

The North Side Redevelopment Plan proposes an ambitious program of park, trail and transportation improvements that are designed to reorient and reclaim the segment of SR-92 that will soon be bypassed by the realigned corridor that is now under construction. The plan calls for the creation of a "Dallas Highway/Gateway North", introducing increased residential density, neighborhood-scale retail and services, all supported by interconnected parks and pedestrian improvements. Based on estimates contained in the final report, the North Side Plan calls for the development of 450 residential units, up to 940,000 total SF of new buildings impacting approximately 90 acres, with an expected incremental full value increase of nearly $99.1 million over existing conditions.



North Side Redevelopment Plan Catalyst Projects including proposed park improvements, pedestrian improvements and surrounding development.

Although the final report outlines a series of recommended zoning changes, marketing efforts, public improvements, land assembly and private development incentives to implement the plan, the total public sector cost is not calculated. However, the total could easily exceed $25 to $30 million if fully implemented as described. Like portions of the Downtown Master Plan, implementation is expected to be phased over several years, and is highly dependent upon both the completion of identified public improvements and incentivizing private developers invest in what are now unproven locations. While the City already controls key sites to initiate

the Downtown Master Plan, property assembly is much more challenging on the North Side due to the large amount of acreage involved. For this reason, that plan focuses on improving and connecting existing city parks, which are then expected to stimulate investment in abutting properties.

Rehabilitation Incentives for Multi-Family Housing:

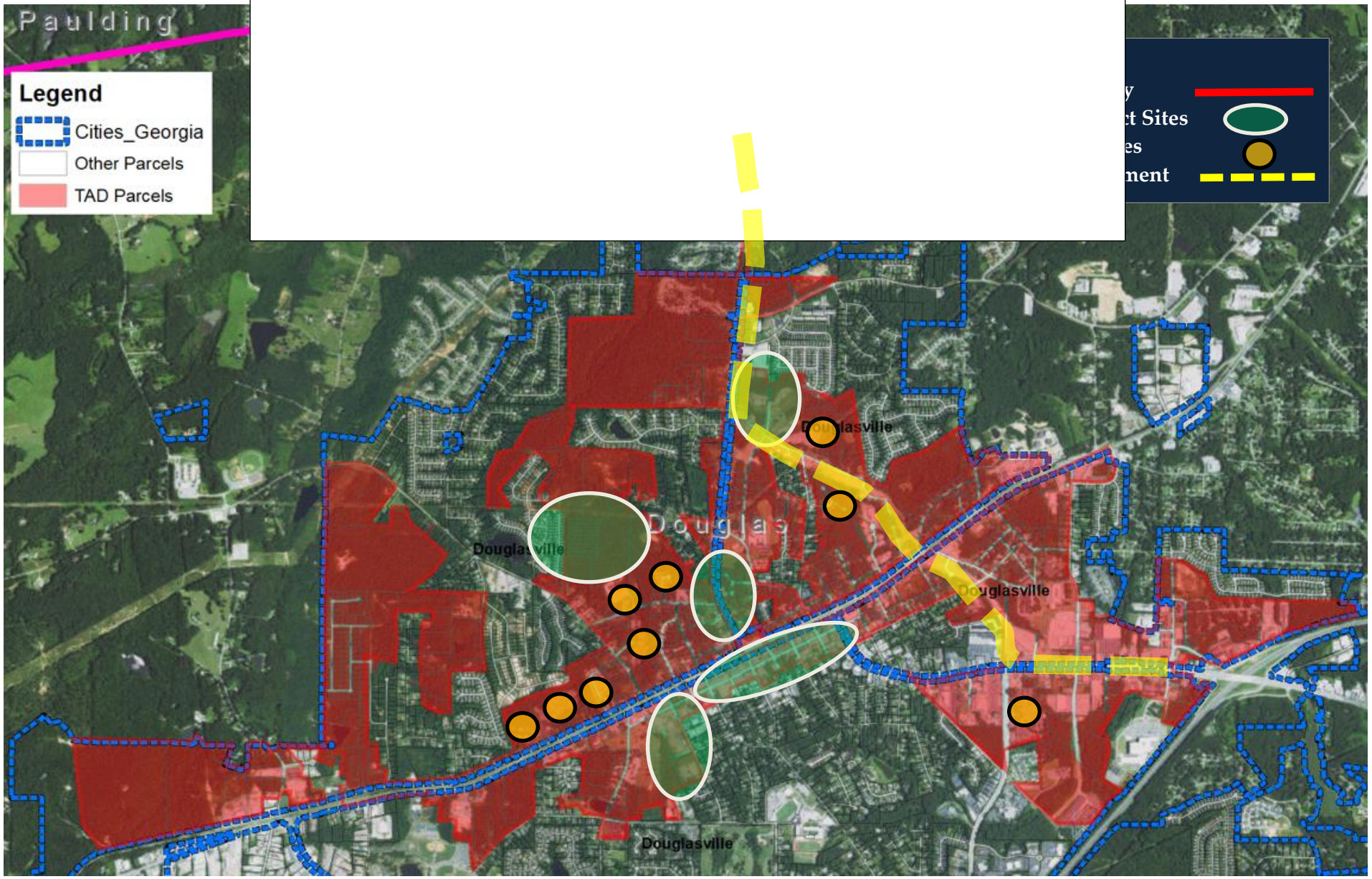
As previously discussed, the redevelopment area contains nearly 2,700 renter-occupied housing units, including 1,100 units in "large multi-family buildings" containing 5 or more units. Several of these properties, including public housing and privately-owned apartment complexes, are located within the proposed TAD #1. Combined, these properties average more than 30 years in age and several either already require or will need rehabilitation within the next decade. Among existing privately-owned apartment communities, assessed values fall within a wide range of $16,000 to $142,000 per unit, suggesting a similar range of physical condition and desirability.

Property tax and rental information on existing public and assisted housing is less available due to their tax-exempt status, but the age and condition of these units appear to be comparable to market rate units. Several older public housing sites in Acworth, Marietta, Gainesville and other suburban communities have been successfully redeveloped in recent years, replaced with either higher density assisted housing or mixed-income developments. It is likely that one or more subsidized housing sites within TAD #1 will be redeveloped at some point during the 30-year life of the TAD.

In addition to generating minimal annual City property tax revenues per unit, apartment complexes tend to generate a higher volume of police calls and correspondingly high municipal service costs. Interspersed among the concentration of these apartments are neighborhoods containing single family detached homes and townhome units, which are also valued below other parts of Douglasville and trending toward increasing renter occupancy. Although most established subdivisions are not included within TAD #1, homeowners in those neighborhoods would benefit if a large percentage of apartments in the area were physically upgraded.

Recent strengthening of the rental market has led some landlords in other parts of Douglasville and Douglas County to begin investing in rehabilitation, and better managed properties are beginning to stabilize in terms of vacancy and rent levels. However, the lowest-valued properties in TAD #1 are more challenging, as they are assessed well below the average value of all apartment units within Douglasville. Because the condition of these units is less likely to improve without the availability of financial incentives, this redevelopment plan proposes to enable owners to qualify for TAD funding if willing to invest in substantially upgrading the condition of those units.

Map 4: Douglasville TAD #1 - Potential Redevelopment Project Locations



Vacant Infill Sites:
The proposed TAD #1 also contains nearly 700 taxable acres in parcels which are at least one acre in size. These parcels are currently valued at an average of only $12,600 per acre, indicating that some are candidates for future residential or commercial infill development. Several of these parcels are likely to be developed in the future if the TAD succeeds in improving the most difficult redevelopment sites, attracts jobs and changes the residential character of the area. Most of these infill sites could be developed without direct public financial support and are included within the TAD as potential generators, rather than recipients of, future TAD revenues. However, TAD funds would be made available to support infill development on a selective basis, based on demonstrated financial need.

Remainder of the TAD:
The balance of the proposed TAD #1 not discussed above, is already developed. The redevelopment plan makes no assumptions or calculations concerning specific future investments for those sites. However, it can be reasonably assumed that additional development and incremental value growth will occur in the balance of the TAD, **if** investments in the key redevelopment sites are made. While the value of those properties could increase with redevelopment in the TAD, they are not likely to be projects which qualify for and/or request TAD funding. In the balance of the TAD where no specific projects or strategies have been proposed, BAG has programmed a modest 1.5% annual allowance for digest growth, starting in 2025, after the economic impacts of TAD-supported projects begin to take effect.

Table 7: Summary Forecast Estimate - TAD #1 Property Tax Increments

Project	Est. Current Full Value	Full Value at Completion	TAD Digest at Completion	Net FMV Change
Jail Redevelopment	$0	$28,780,725	$11,512,000	$28,780,000
Old Convention Ctr	$224,300	$3,136,408	$1,255,000	$2,913,200
Other Downtown Projects	$6,755,564	$77,760,784	$31,104,000	$71,004,436
Northside Projects	$14,850,000	$99,060,000	$39,624,000	$84,210,000
Background Growth/Balance of TAD	$211,620,081	$231,394,552	$92,558,000	$19,774,919
TOTALS:	**$233,449,945**	**$440,132,469**	**$176,053,000**	**$206,682,555**
Base Value			$93,311,928	
Incremental Digest Growth			$82,741,072	89%

Source: Douglasville Project Data and Bleakly Advisory Group, Inc.

Table 7 summarizes BAG's forecast of potential future value change with TAD #1 over a 20 year build out, focusing on the redevelopment opportunities/sites described above. In summary, prior studies have identified roughly 113.5 acres or about 6.4% of the total acreage within TAD #1, where specific redevelopment projects have been proposed and quantified. Combined, these sites have an estimated current taxable full market (assessed) value of slightly above $21.8 million. Proposed projects on these sites have the potential to be valued at $208.7 million at build out, generating an incremental increase of $186.9 million in total and an average gain in tax digest of $658,600 per acre on those parcels. The balance of acreage within the proposed TAD, where no specific projects or direct investment of TAD proceeds are

anticipated, currently contains $211.6 million in taxable assessed value. The "halo effect" from redevelopment projects is expected to increase the value of those other sites to $231.4 million, representing an increase of $19.8 million or 9.3% over the forecast period.

TOTAL POTENTIAL REDEVELOPMENT

The next table estimates the combined impact of implementing the redevelopment projects summarized above over an approximate 10-year period. At build out, the combination of forecasted new construction, rising land value, the conversion of tax exempt to taxable value, and the increased average value of building improvements per square foot are estimated to raise the total taxable market value (FMV) of TAD#1 from $233.5 million currently to $440.1 million at completion. BAG estimates that the TAD's overall taxable digest would increase by $82.7 million, an 89% increase over existing conditions, from just above $9.3. million currently to $176 million at build-out.

Based on current values and millage rates, real estate taxes levied on existing properties within the proposed TAD #1 raised an estimated $3.46 million in total general fund real estate taxes to the City, County and School District, combined in the current fiscal year (FY2019). Total levied taxes on real estate averaged less than $1,965 per acre over the entire TAD, including only $673,000 and $381/acre to Douglasville. If the forecasted build out and resulting valuations estimated in the above-described projects existed today, these same areas would have generated more than $6.53 million in combined City, County, and School District general fund real estate taxes, averaging more than $3,700 per acre. This estimate excludes additional taxes on business personal property, which could conservatively add another 25% to 35% to estimated ad valorem revenues from new commercial development within the TAD.

In summary, the BAG forecasts that the use of TAD proceeds could increase property tax collections on real estate by a net of nearly $3.0 million per year by 2030. This growth would result from the combination of new construction, rehabilitation of existing buildings and the general value growth these investments could cause among other nearby properties. Allowing for phased development, total tax increment available to the TAD special fund exceeds $88.7 million over the full 30 years of the TAD's existence. Applying a 6% discount rate to this cash flow over the first 20 to 25 years provides a reasonable approximation of the of the capacity of this future income stream to leverage actual investment, such as issuing a TAD bond or obtaining private financing. The net present value is estimated to range from roughly $20.2 million to $25.8 million.[2]

[2] For general planning and forecasting purposes BAG believes that it is unrealistic to anticipate that 100% of total tax allocation increments generated over the entire length of the TAD will be available to invest in projects. Typical 20 to 25-year financing instruments will be leveraged based on tax increment that can be realistically generated and anticipated within the first 10 years of the TAD's existence. Forecast tax digest growth beyond year 20 or 25 is not likely to be leveraged as a financing source for long-term investments extending beyond the termination date of the TAD. In practice, "excess" tax increments generated toward the end of the life of a TAD, which are not needed for debt service payments, tend to be either rebated back to the taxing jurisdictions or applied to retire debt early, enabling the TAD to be dissolved prior to the stated termination date in the redevelopment plan.

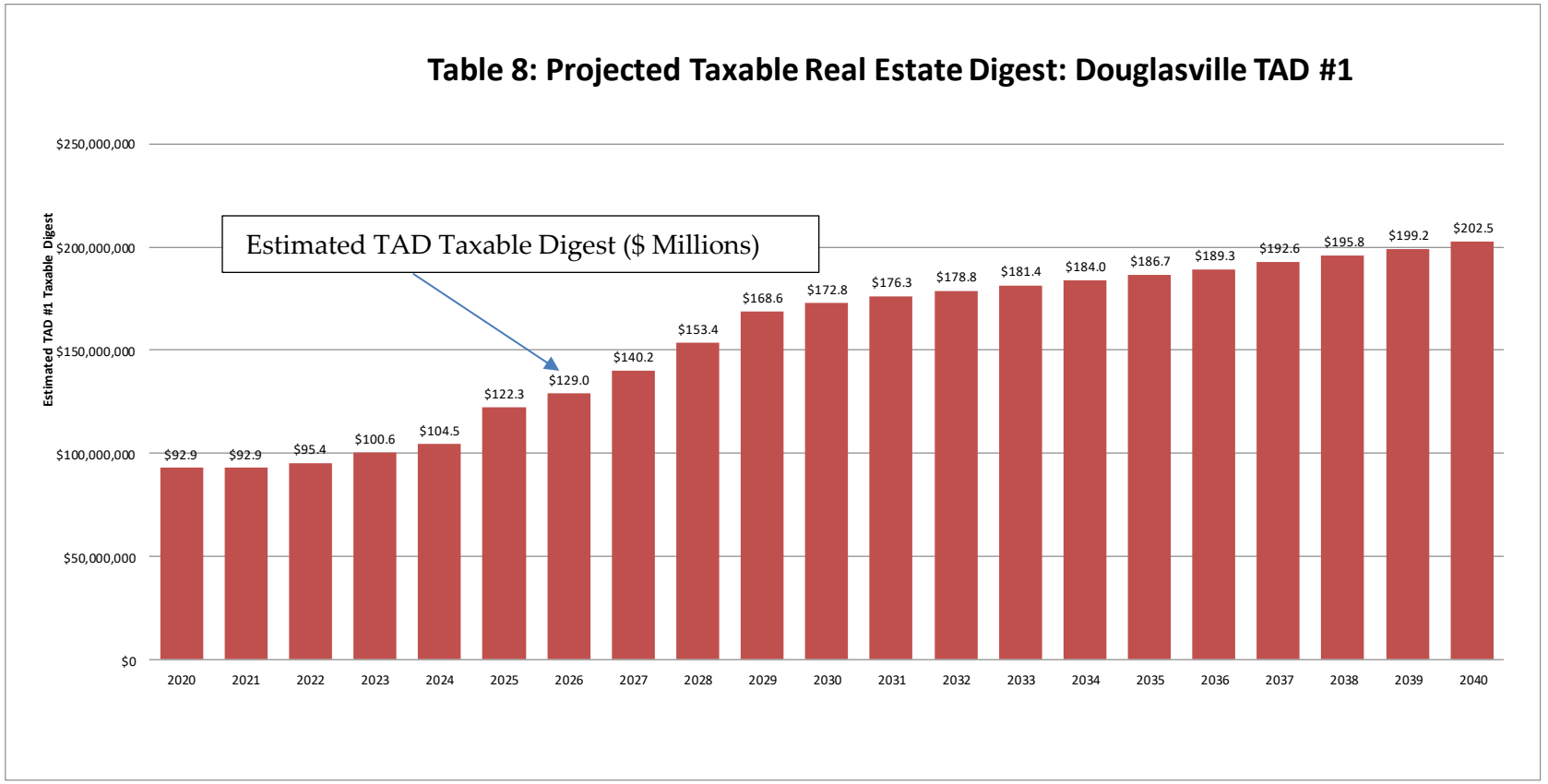


TABLE 9: TAD #1 ESTIMATED POTENTIAL TAX ALLOCATION INCREMENT

Total Real Estate Taxes	Current Millage Rates	Base Digest Conditions	Build-Out Conditions	Incremental Change
Annual General Fund Property Taxes at Build Out				
City of Douglasville	7.21	$672,872.31	$1,269,518	$596,646
Douglas County	10.21	$952,994.72	$1,798,029	$845,035
Douglas CountyPublic School System	19.70	$1,838,245	$3,468,244	$1,629,999
TOTALS:	**37.12**	**$3,464,112**	**$6,535,792**	**$3,071,680**

Source: Douglasville Project Data and Bleakly Advisory Group, Inc.

The above forecast reflects the addition of approximately 960 housing units (single-family, multi-family apartments and townhomes) and 521,000 SF of new retail/office development on 113 acres where specific projects and land uses have been quantified. Both levels of new construction are obviously well above historical rates of demand and would not be achievable absent of the major public improvements outlined in the Downtown and North Side Plans. Meeting the digest growth estimates in Table 7 would require new housing units to have an average taxable full value of roughly $161,000 each, which should be achievable if most of the unit mix is comprised of for-sale products. New commercial development would similarly need to achieve an average assessed full value of about $100/SF, which also appears to be achievable for new construction.

The remaining 700 acres of other potential infill sites, which includes remaining undeveloped parcels, could perhaps support the development of another 300 to 350 units, assuming the build out includes a mix single-family detached, townhome and limited multi-family housing. It is expected that most of these infill sites would not require TAD proceeds to be successful and would thus be contributors rather than recipients of TAD proceeds.

CONTRACTUAL RELATIONSHIPS (E)

Pursuant to O.C.G.A. §34-44-3(a), the City Council of Douglasville will act as the redevelopment agent and will exercise redevelopment powers as needed to implement this plan. In doing so, the Council, acting directly or through a designee such as the Department of Community Development or the Downtown Development Authority, may conduct the following activities and enter into the following contracts:

1. Coordinate implementation activities with other major participants in the redevelopment plan and their respective development and planning entities, including Douglas County and other stakeholders, as well as with City or County authorities and various Douglasville departments involved in implementing this redevelopment plan.

2. Enter into development agreements with private developers to construct infrastructure and vertical developments to implement the redevelopment plan.

3. Negotiate and enter into commercial financing agreements and intergovernmental agreements as needed.

4. Coordinate public improvement planning, design and construction among City, County and State agencies and departments.

5. Prepare (either directly or through subcontract to other appropriate entities) economic and financial analyses, project-specific feasibility studies and assessments of tax base increments in support of the issuance of tax allocation bonds or other forms of financing by the City.

6. The City will enter into contractual relationships with qualified vendors for the provision of professional and other services required in qualifying and issuing the bonds or other forms of financing, including, but not limited to, legal, underwriting, financial analysis and other related services.

7. The City will perform other duties as necessary to implement the redevelopment plan.

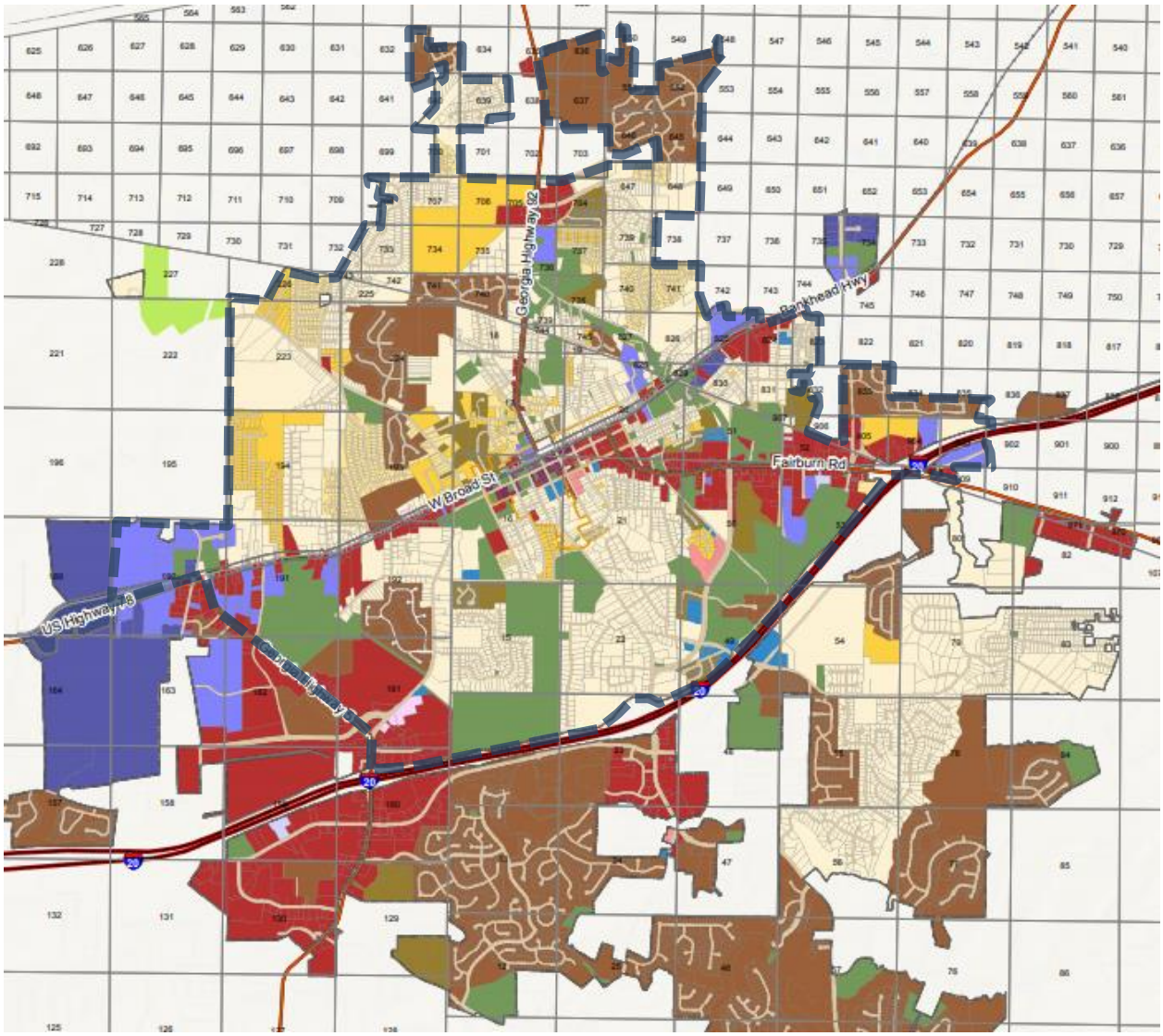
RELOCATION PLANS (F)

As is currently foreseen, no demolition of housing units is anticipated within the redevelopment area or TAD #1. Some occupants of existing apartments could potentially be displaced temporarily, if those complexes are ever rehabilitated or redeveloped, but no specific proposals have been received. In the future should the relocation of existing homes or businesses be required, such relocation expenses may be provided for under all applicable federal, state, and local guidelines if public funds are used for property acquisition and such funding sources require relocation benefits to be offered.

ZONING & LAND USE COMPATIBILITY (G)

The redevelopment area includes several categories of commercial, light industrial, office-institutional and residential development, including single- and multi-family housing and planned unit developments. The area is covered by several zoning classifications. These zoning classifications allow all land uses that are proposed in this Redevelopment Plan. Map 5 identifies the City's applicable zoning and overlay districts. This Map, as well as the Future Development Map (3) presented previously, identify allowed current and proposed future land uses within the redevelopment area and TAD. The fact that proposed redevelopment sites are consistent with existing zoning indicates that this Redevelopment Plan is compatible with zoning and land use.

Map 5: Existing Zoning
(Redevelopment Area Boundaries Shown in Blue)



- Douglas County Land Lots
- PSP Public - Semi Public R.O.W.
- Interstate
- Major Street
- Historic District
- City of Douglasville

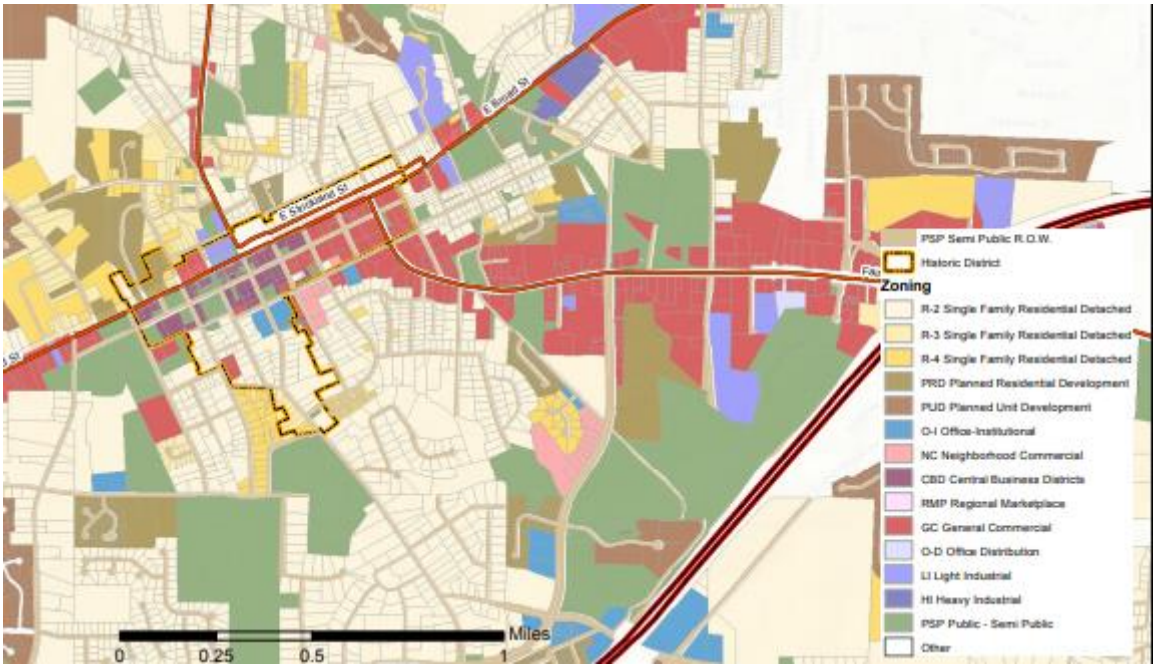
Zoning Code

- R-2 Single Family Residential Detached
- R-3 Single Family Residential Detached
- R-4 Single Family Residential Detached
- PRD Planned Residential Development
- PUD Planned Unit Development
- O-I Office-Institutional
- NC Neighborhood Commercial
- CBD Central Business Districts
- RMP Regional Marketplace
- GC General Commercial
- O-D Office Distribution
- LI Light Industrial
- HI Heavy Industrial
- PSP Public - Semi Public
- Other
- Publicly Owned Land Not Within City Limits
- Unincorporated Areas

HISTORIC PROPERTY WITHIN BOUNDARIES OF TAD (J)

Douglasville is committed to historic preservation. The City has established a Historic Preservation Commission to ensure that properties within its downtown area follow established "Historic Preservation Guidelines" during expansion, rehabilitation or infill. The City has also established a Historic Overlay District, which is shown on Map 6. A portion of this overlay District lies within TAD #1, and it is anticipated that the TAD could provide additional financial resources to encourage developers to preserve historic properties in compliance with architectural guidelines. The City acknowledges that no historic properties will be substantially altered in any way inconsistent with technical standards for rehabilitation; or demolished unless feasibility for reuse has been evaluated based on technical standards for the review of historic preservation projects, which technical standards for rehabilitation and review shall be those used by the state historic preservation officer.

Map 6: Douglasville Historic District

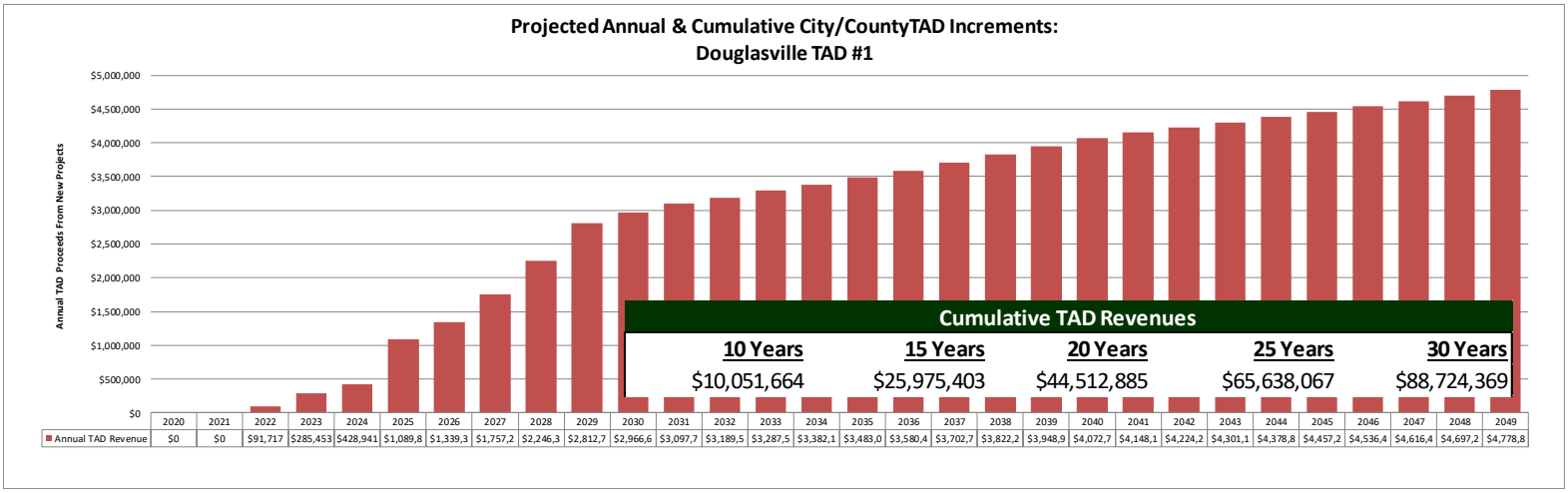


METHOD OF FINANCING / PROPOSED PUBLIC INVESTMENTS (H)

FINANCIAL ANALYSIS OF POTENTIAL PROJECTS

The following section estimates potential revenues from redevelopment projects in TAD #1, assuming that both Douglas County and the Douglas School District pledge their

respective M&O millage to the TAD redevelopment effort.[3] Assuming an approximate 10-year phasing schedule and providing a reasonable allowance for "background growth" in the TAD as a whole as implemented projects benefit nearby areas, BAG estimates that the TAD could generate more than $192.6 million in total real property taxes over the 30-year life of the TAD, assuming that millage rates do not change over the forecast period. Of this amount, it is estimated that $88.7 million would be **tax allocation increments** accruing to the TAD Special fund and the balance of $103.9 million would continue to flow to the respective taxing jurisdictions' general funds. Tax increments grow slowly initially and approach $3.1 million annually after 2031, when most projects are completed. Estimated annual tax increments generated over the 30-year life of the TAD are illustrated in the following graph.



From the $88.7 million in projected tax allocation increments, it is possible that the City could be asked to rebate a portion of County or School TAD increments back to those jurisdictions as payments in lieu of taxes (PILOT payments), effectively lowering the net millage rate contributed by those jurisdictions to the TAD. We have made no specific assumptions for this possibility. To the extent that rebates are requested from initial TAD proceeds rather than later year proceeds after redevelopment has occurred, the amount of financing which could be leveraged by the TAD is reduced accordingly.

The amount of project funding this revenue stream could deliver depends upon multiple factors, including the number of years to repay the financing, interest rates at the time of issuance, as well as debt coverage ratios and reserve requirements imposed by lenders. Changing these inputs produces differing estimates of financing or bonding potential. Any number of realistic alternative scenarios could be to produce results which vary by a factor

[3] Counties and school districts in other parts of Georgia have requested and cities have agreed to rebate portions of their respective millage rates as a payment in lieu of taxes, reducing the effective millage rate pledged to the TAD. The following section assumes that Douglasville will NOT be asked to rebate County or School District Tax Increments as a payment in lieu of taxes, but financial models possess the capability to incorporate such assumptions.

of 25% or more depending on future market conditions or whether the City provided a credit enhancement to secure a lower interest rate.

The following table contains a hypothetical scenario whereby the City is able to leverage $23.8 million in total financing in two tranches. Both bonds are issued for 25-year terms, the first in the second or third year after the TAD is formed (2023). The second issue would be secured three to five years later, when prospects for achieving build-out are better known. After deducting reserve requirements and issuance costs, roughly $18.4 million or 77% of total financing would be available for distribution to individual projects. Total debt service payments (from TAD Revenues over the life of the two bonds totals $44.2 million, consuming only half of the projected total 30-year tax increment. The remaining surplus of TAD proceeds not pledged to bond payments over the last decade of the TAD could be used for additional short-term "pay-go" commitments to smaller projects, refunded to the taxing jurisdictions, or used to retire the bonds early.

TABLE 10: ESTIMATED BONDING CAPACITY: PROPOSED DOUGLASVILLE TAD #1 (ASSUMES COUNTY AND SCHOOL DISTRICT PARTICIPATION)

Real Estate Increment Only Projected Bond Issue Dates	Bond 1 2023	Bond 2 2026	Totals (Rounded)
Total Bond Amounts Issued	$ 11,840,000	$ 12,000,000	$ 23,840,000
Less Capitalized Interest & Reserves	$ (2,150,000)	$ (2,620,000)	$ (4,770,000)
Less Bond Issuance Costs	$ (288,750)	$ (365,500)	$ (654,250)
Net Proceeds Available for Projects	**$ 9,401,250**	**$ 9,014,500**	**$ 18,415,750**

Notes:
[1] Bond issues assume both County and School District Consent
[2] Capitalized interest is used to make the first two years of debt service payments for each bond issue. Unspent reserves are used to make the last payment.

Source: Bleakly Advisory Group, Inc.

Using a simple "pay as you go" approach to utilize TAD funds also yields roughly $20 to $25 million on a discounted net present value basis over the life of the TAD. Issuing TAD bonds or other form of debt instruments might enable the City to front-load more improvements than would be possible without issuing debt. Using a portion of TAD proceeds as a local match or partial funding source to secure grants or other lower-cost public financing could also leverage more funding for construction than is attainable by issuing conventional debt financing.

Given existing physical characteristics and property ownership patterns within the proposed TAD, the amount of private investment in individual redevelopment projects is expected to occur incrementally, and on a small scale. Unless multiple investments and commitments of TAD proceeds can be coordinated and bundled into a single financing request, only a few projects would be large enough to justify the City's issuance of

conventional tax-exempt bonds. In the case of direct development incentives to support private investment, Douglasville intends to focus on developing policies, guidelines and funding approaches that can be applied broadly to support smaller-scale investments, involving typical awards of TAD funding in the $100,000 to $1,000,000 range. Any bonds issued during the life of the TAD are more likely to be for public improvements. In such cases, TAD proceeds may be applied as a full or partial source of repayment of revenue bonds or other instruments that are typically used by the public sector to finance such projects.

PROPOSED TAD INVESTMENTS

The Redevelopment Powers Law gives Georgia's communities wide latitude in the use of tax allocation district funds to support redevelopment. As enumerated in Section 36-44-3, the following are all eligible uses for TAD funds in a redevelopment area:

- Construction of building(s) for business, commercial, industrial, governmental, educational, charitable, or social use
- Renovation, rehabilitation, reconstruction repair or demolition of any existing building
- Creation of public housing
- Creation of public works or public facilities
- Preservation of historic structures
- Creation or improvement of public spaces
- Creation or improvement of mass transit facilities
- Development, or improvement of telecommunications infrastructure
- Creation or improvement of pedestrian access and safety
- Property acquisition, site preparation, demolition, environmental remediation
- Infrastructure and utility relocation, rehabilitation or installation

Based on the preceding analysis, BAG estimates that the proposed TAD could effectively contribute between $18.5 and $25.0 million toward redevelopment project costs, depending on the timing of investments and how the City chooses to leverage those funds. For analysis purposes we assume that a total of $22 million would be potentially available. Because taxable digest growth is obviously needed to generate tax increment, initial investments of TAD proceeds would need to focus on supporting private development. As TAD revenues become available over time, it would be the City's intent to target as much of those resources as possible to the construction of public improvements which, in turn, would make other TAD parcels more valuable and feasible to develop with less (or without) direct incentives.

At this point it is difficult to predict what percentage of future TAD proceeds would be needed to incentivize development directly, versus proceeds that could be made available for public investments. Douglasville is proposing to reserve roughly 50% of future available TAD proceeds to incentivize private development in cases where redevelopment is not financially feasible otherwise and resulting public benefits justify the contribution.

Of the approximately $11.0 million of future TAD proceeds dedicated for project incentives, the City would prioritize the assembly and development of vacant or underdeveloped infill sites for new residential, commercial, or mixed-use development, starting with parcels created on the former County Jail site. The balance would be used to support the improvement of existing commercial properties, particularly historic buildings, or the rehabilitation of low-valued, substandard multi-family housing. These types of investments may include contributions to building renovations, demolition costs, site development or off-site improvements (if applicable).

Remaining TAD proceeds could be used to supplement other City revenues (i.e. SPLOST or general fund appropriations) to help fund a portion of public infrastructure, parks, streetscapes, parking, trail system and related public improvements – or to reimburse private developers who agree to make public improvements as part of their projects. It is estimated that $11.0 million of available TAD increment may leverage $35 million in total spending on public improvements identified in the Downtown and North Side Plans.

TABLE 11: POTENTIAL USES OF FUTURE TAD PROCEEDS
PROPOSED DOUGLASVILLE TAD #1

Potential Uses of TAD Proceeds	Estimated Total Cost	Estimated TAD Contribution	% of Total TAD Proceeds
Public Infrastructure Improvements [1]	$4,700,000	$1,650,000	7.5%
New Parks & Greenspace [2]	$8,800,000	$4,400,000	20.0%
Walkability & Place-Making [3]	$11,000,000	$2,750,000	12.5%
Streetscapes Improvements (Local Match)[4]	$11,000,000	$2,200,000	10.0%
Development Incentives [5]	$122,200,000	$11,000,000	50.0%
TOTALS:	**$157,700,000**	**$22,000,000**	**100.0%**

NOTES

1 *Estimated TAD contribution to new roads, utilities, stormwater collection & intersection improvements.*
2 *Estimated TAD contribution to linear parks, gateways, greenway connectors and pocket parks.*
3 *Estimated TAD contribution to new trail connections, pedestrian connections & event spaces.*
4 *Estimated TAD contribution to support potential streetscape improvements.*
5 *Remaining set aside for direct incentives to redevelopment projects if the "but for" test can be met.*

Source: City of Douglasvlle and Bleakly Advisory Group, Inc.

The above table provides an estimated distribution of TAD proceeds among these potential uses. Actual uses would be determined as planning proceeds and the City negotiates specific agreements for individual projects. The market value of new private redevelopment necessary to generate the amount of TAD proceeds estimated in the above table will need to approach $158 million when completed. Private redevelopment costs will be funded from a variety of public and private sources including developer and investor equity, construction loans and mortgages from financial institutions. The anticipated

private investment would represent a ratio of roughly $11.00 in private funding for each dollar of TAD funds committed.

ASSESSED VALUATION FOR TAD (I)

TAD #1 identified in this Redevelopment Plan includes 1,370 tax parcels with a 2018 full market value of $357,463,653 including tax-exempt property. Of the total 1,770.6 acres in TAD #1, we estimate that 421.3 acres (24%) were exempt from taxation in of 2018.[4] BAG estimates that the remaining 1,105 parcels and 1,352.5 taxable acres within the proposed TAD has an assessed (40%) taxable digest of $93,311,928. The existing land-use characteristics of parcels contained in TAD #1 are summarized in Table 12.

TABLE 12: SUMMARY PARCEL DATA – PROPOSED DOUGLASVILLE TAD #1

Zoning Code - Description	Parcel Count	Acres	Total Full Market Value	Estimated Tax Digest
Taxable Parcels				
CBD - Central Business District	67	13.2	$18,800,400	$7,520,160
CG - General Commercial	208	248.4	$91,385,616	$36,554,246
CN - Neighborhood Commercial	2	1.3	$190,100	$76,040
DCD - Design Concept Development District	38	193.9	$13,874,668	$5,549,867
HI - Heavy Industrial	6	87.8	$1,703,800	$681,520
IL - Light Indistrial	53	141.8	$14,471,062	$5,788,425
O-D Office Distribution	2	2.9	$1,394,310	$557,724
R-2 Single-Family Detached	438	397.8	$33,769,313	$13,507,725
R-3 Single-Family Detached	83	25.1	$5,959,410	$2,383,764
R-4 Single-Family Detached, TH & Apartment	148	187.1	$18,097,910	$7,239,164
R-6 Single Family Attached Apartment	50	51.5	$33,015,980	$13,206,392
R-6T Single Family Attached Townhouse	8	1.5	$612,600	$245,040
ROW - Right of Way	2	0.2	$4,650	$1,860
Total Taxable Real Estate	**1,105**	**1,352.5**	**$233,279,819**	**$93,311,928**
Tax Exempt Parcels				
City of Douglasville	37	117.9	$27,898,226	$0
Development Authorities	16	49.4	$9,295,396	$0
Douglas County	8	20.1	$28,680,000	$0
Douglas County School District	4	56.8	$25,653,531	$0
State of Georgia, Georgia DOT	165	50.9	$2,802,101	$0
Churches and Other Tax Exempt	35	116.0	$29,854,580	$0
Exempt Totals	**265**	**411.1**	**$124,183,834**	**$0**
TAD Totals	**1,370**	**1,763.6**	**$357,463,653**	**$93,311,928**
Total Douglasville Net M&O Tax Digest (2018)				**$1,366,195,699**
TAD % of City Digest				**6.83%**

* Includes multi-family apartments as commercial property.

Source: Douglas County Tax Assessor's Office, 2018 records, and Bleakly Advisory Group, Inc.

[4] County assessment data used for this analysis did not include land use codes, so the determination of tax-exempt status had to be estimated based on the listed property owner. Governmental entities could be easily identified. Private tax-exempt entities such as churches, private schools and non-profit entities are not always obvious. The taxable digest estimated above is therefore subject to verification and may be changed by the County Assessor at the time the TAD is certified.

Pursuant to the Redevelopment Powers Law, upon adoption of the Redevelopment Plan and the creation of the tax allocation district, the City will request that the Georgia Commissioner of Revenue certify the tax base of TAD #1 as of December 31, 2019, as the base year for the district. Values presented above could change before the District is certified.

CREATION & TERMINATION DATES FOR TAD (K)

The Tax Allocation District #1: Downtown and North Side will be created effective December 31, 2019. The Redevelopment Powers Law provides that the district will be in existence until all redevelopment costs, including debt service, are paid in full. This repayment could take up to 30 years.

TAX ALLOCATION INCREMENT BASE (M)

On or before December 31, 2019, the City Council of Douglasville, acting as the redevelopment agent, will apply to the State Revenue Commissioner for a determination of the tax allocation increment base of the proposed tax allocation district. The proposed TAD represents 6.83% of Douglasville's estimated 2019 tax digest and may be subject to change. This would be well below the 10% maximum value threshold for all TADs in a single taxing jurisdiction, as prescribed in the Redevelopment Powers Law. This means that should the City Council choose, it could add another $43.3 million in tax digest to one or more future TADs. The amount of total digest the City can place in TADs would also increase as the City's tax digest grows in the future.

The base valuation of the proposed TAD #1 is estimated as follows:

Table 13: Tax Allocation District #1
Downtown and North Side Parcel Information*

Parcels	1,370
Acreage**	1,763.6
2018 Appraised (Full Market) Value	$357,463,653
2018 Taxable (Digest) Value	$93,311,928
City of Douglasville Tax Digest Value (Net M & O)	$1,366,195,699
TAD Taxable Value as a % of City's Taxable Value	6.83%

*These value estimates are subject to verification and correction by the Douglas County Assessor.
** Acreage totals are the sum of lot sizes for the tax parcels contained in the TAD, as reported in Douglas County assessment records. Acreage excludes public ROW or areas not identified in assessment records as specific tax parcels with parcel ID's.

Property Taxes Collected Within Tax District to Serve as Base Amount

Total Taxable Digest ($93,311,928) x Useable (2018) Millage (.0037124)* = $3,464,112

(*This revenue estimate assumes consent by the County and Douglas County School District.)

PROPERTY TAXES FOR COMPUTING TAX ALLOCATION INCREMENTS (N)

As provided in the Redevelopment Powers Law, the taxes that will be included in the tax increment base for the tax allocation district are based on the following authorized millage rates:

Table 14: M&O Millage Rates*

City of Douglasville	7.211 mills
Douglas Co. Incorporated M&O	10.213 mills
Douglas County School System	19.70 mills

*Millage rates are preliminary as reported in 2018 as of the date this report was prepared. Current year millage rates may be subject to change. Levies for bonded indebtedness are not included in the calculation of the millage rates for TAD purposes.

Source: Georgia Department of Revenue, latest published estimates.

TAX ALLOCATION BOND ISSUES (O, P, Q)

AMOUNT OF BOND ISSUE

Upon adopting this Redevelopment Plan and obtaining consent agreements with Douglas County and the Douglas County School System, the City proposes to either: (a) operate the district on a "pay-as-you-go" basis be negotiating reimbursement agreements with individual property owners or developers, (b) issue tax allocation bonds or other financing instruments, in one or more issues, as opportunities and needs arise, or (c) consider other potential financing options as appropriate, including commercial financing.

Estimated supportable levels of future financing depend upon whether all taxing jurisdictions consent to participate, the types of financing methods used and the terms available at the time of issuance. This report presents a realistic scenario whereby the TAD generates the equivalent net present value of $18.5 to $25.0 million in proceeds for redevelopment projects, if financed.

TERM OF THE BOND ISSUE OR ISSUES

Should Douglasville issue tax allocation bonds or alternative forms of financing, the term shall be no longer than 30 years. Under current market conditions, the City expects that actual financing terms will range from 20 to 25 years.

RATE OF BOND ISSUE

Should Douglasville issue fixed-rate tax exempt bonds or comparable financing as available, actual interest rates and payment terms will be determined at the time of issuance based upon general market conditions, anticipated development within the redevelopment area, assessed taxable property values, and federal tax law considerations.

POSITIVE TAX ALLOCATION INCREMENTS

The positive tax allocation increments for the period covered by the term of the bonds is estimated to approach $3.1 million annually when identified projects are built-out by 2031. The actual amount will depend upon the pace at which the Redevelopment Plan is implemented and the impact of the redevelopment activities and other economic factors on the tax base within the District. It is also dependent upon whether intergovernmental agreements can be reached with the County and School District and whether those jurisdictions will consent to contribute all or only part of their millage to the TAD.

PROPERTY TO BE PLEDGED FOR PAYMENT OF THE BONDS

Should the respective taxing jurisdictions consent to participate, and should the City choose to issue bonds or other forms of private financing, such financing will be secured by the positive tax allocation increment from eligible ad valorem taxes on real estate, as levied by the City of Douglasville, Douglas County, and the Douglas County School System. The City does not anticipate pledging tax allocation increments from either local sales taxes or taxes on commercial personal property.

SCHOOL SYSTEM IMPACT ANALYSIS (R)

Georgia's Redevelopment Powers Law governs the operation of tax allocation districts in the State. The Law was amended during the 2009 legislative session to include a new provision under Section 36-44-3(9)(R), requiring the preparation of a "School System Impact Analysis" on the applicable local school district. Required contents of the school system impact analysis include the following: *"addressing the financial and operational impact on the school system of the proposed redevelopment, including but not limited to an estimate of the number of net new public school students that could be anticipated as redevelopment occurs; the location of school facilities within the proposed redevelopment area; an estimate of educational special purpose local option sales taxes projected to be generated by the proposed redevelopment, if any; and a projection of the average value of residential properties resulting from redevelopment compared to current property values in the redevelopment area."*

This section estimates the potential future impacts of Douglasville Tax Allocation District #1 – Downtown and North Side, on the Douglas County School System ("DCSS" or the "School District"), in accordance with the requirements of this section of the Redevelopment Powers Law.

THE CURRENT VALUE OF THE PROPOSED TAD VERSES THE DOUGLAS COUNTY SCHOOL SYSTEM TAX DIGEST

The current estimated taxable digest for the proposed TAD #1 is just over $93.3 million. According to the Georgia Department of Revenue, the latest published (2018) assessed value of the Douglas County School System's net taxable M&O digest exceeded $4.11 billion. The current taxable digest within the proposed TAD thus represents 2.17% of the School District's total taxable digest, as shown in Table 15. Should the DCSS Board of Education consent to participate in TAD #1, the amount of ad valorem school taxes on real estate collected from the properties in the proposed TAD, as determined by the tax assessor on December 31, 2019, will continue to flow to the School District throughout the operation of the TAD. (This revenue is estimated at roughly $1,838,000 in 2018). Taxes on the value of business personal property associated with all existing and new commercial development within the TAD will also continue to flow to the School District General Fund. Any millage associated with future school bond issues would also be unaffected by the School District consent to TAD #1.

Any additional property taxes on real estate, collected above the certified base amount, would be used to attract redevelopment to this portion of the School District. BAG estimates that if all TAD projects are successfully implemented according to the schedule and average values indicated in this plan, taxpayers within TAD #1 would pay 30-year

School District property taxes of $101.95 million on the real estate (at the current school millage rate) cumulatively beginning in 2020 and extending over the entire 30-year life of the TAD. Of that total, **BAG estimates that the majority, $54.91 million, would continue to accrue to the School District's general fund and the remaining $47.04 million would be contributed as school tax increments to the TAD Special Fund.** Most of these increments would be due toward the back end of the TAD. These funds may never be needed if TAD financing is paid off early and/or the TAD is dissolved before the end of 30 years.

Table 15: Proposed Douglasville TAD #1

TAD Digest as a Percent of Taxing Jurisdictions*

Taxing Jurisdiction	Net Taxable M&O Digest
TAD #1	$93,311,928
Douglasville	$1,366,195,699
Douglas County (2016)	$4,405,287,362
Douglas County School System (2016)	$4,113,973,518
Douglasville TAD #1 Taxable Digest as a % of	
Douglasville	6.83%
Douglas County	2.12%
Douglas Public Schools	2.17%

* This table reports published 2016 Digest values for the county and School System. DOR has not certified or published the Douglas County Digest for 2017 or 2018.

SOURCE: Georgia Department of Revenue, Local Government Services Division and Bleakly Advisory Group, Inc.

Less than $428,000 of School District tax increments would be contributed (cumulatively) over the first five years of the TAD IF projects are successfully implemented according to the schedule outlined in this report. If projects are delayed or do not materialize, it is highly doubtful that the TAD real estate digest would grow significantly absent of redevelopment occurring. If the City is not successful in incentivizing redevelopment, it is more probable that the TAD's digest will remain flat or rise insignificantly over the next several years, and annual school taxes generated from within TAD #1 will change minimally compared to the 2019 base. In such case, no School District property tax revenue would be "forfeited" over the first five years by supporting TAD #1. In other words, maintaining status quo conditions will do nothing to improve the fiscal condition of DCSS and could easily result in less property tax revenue to the school district than is currently being generated from within the proposed TAD.

STUDENT IMPACTS FROM PROPOSED REDEVELOPMENT IN DOUGLASVILLE TAD #1

As detailed earlier in this report, there are three potential types of redevelopment projects which could occur on 113 acres of the 1,763-acre Douglasville TAD#1. The Redevelopment Plan calls for building out vacant or under-developed infill sites, providing incentives to assist owners of commercial property to rehabilitate and/or expand existing buildings, and rehabilitating some existing substandard apartments. The balance of any TAD proceeds would be used to fund public infrastructure, parks, trails, and streetscape improvements that are designed to make the area more attractive as a residential location. These public improvements would be the catalyst to encourage the completion of single-family subdivisions and the development of other undeveloped land within the TAD. Based on the proposed plan, by 2030 new development could increase the total digest (40%) value of taxable property within the TAD by roughly $80 million over current levels.

If these project areas are developed as forecast, this plan reflects the addition of approximately 960 housing units (single-family, multi-family apartments and townhomes) and 521,000 SF of new retail/office development where specific projects and land uses have been quantified, plus another 300 units on various remaining buildable parcels throughout the balance of the district over the next decade or more. While significant, the redevelopment area (which is larger than TAD #1) has been adding roughly 300 housing units per year since 2000, so anticipating a future growth rate of roughly 130 units per year within the TAD itself is reasonable.

Forecasts contained in this plan anticipate that successful implementation of redevelopment projects would result in an increase in housing units over current levels. However, the primary purpose and intent of the plan is to expand and improve commercial development, stabilize and increase the value of existing housing (including aging and low valued multi-family apartments), and attract new housing that appeals to a broader range of household types and income levels. Most of these new products would be attached or mixed-use in nature, targeted to Millennials and empy nester households that are not currently represented in Downtown Douglasville. These household types have low school enrollment multipliers and would not tend to generate significant concentrations of school-aged children.

As shown on Map 2, the TAD boundaries are carefully drawn to omit/avoid most existing single-family detached subdivisions. Improvements to existing multi-family housing, coupled with a program to improve public amenities and rehabilitate/expand the City's commercial core, would have a positive financial impact on abutting single family neighborhoods and townhome communities, which are NOT located within the proposed TAD #1. The halo effects of TAD projects on abutting neighborhoods, which are all valued substantially below the County average and have been stagnant and in some cases declining in value in recent years, could more than offset any future investment of school tax increment within the TAD.

Areas possessing a high percentage of multi-family housing and a below-average presence of owner-occupied housing units usually tend the be characterized by smaller average household sizes, fewer households with children, and resulting smaller numbers of school students per household. Within the TAD #1 redevelopment area (which is larger than the TAD itseff), 32% of all housing is comprised of multi-family structures (compared to 16% for the School District and 25% for the Atlanta Region) and 48% of all households are renters (compared to 30% for the School District and 34% for the Atlanta Region). Statistically, this area would be expected to produce below-average school enrollment for the Douglas County School System. Yet despite this housing mix, this is not the case. Nearly 43% of all households in this part of Douglasville have children under 18 living in the home, including a relatively large school-aged population, estimated at roughly 3,380 (not all necessarily enrolled in public school), and potentially representing more than 11% of DCSS enrollment. Roughly 27% of the redevelopment area's estimated 15,700 residents are under the age of 18, which is a higher percentage than the School District as a whole. BAG calculated the number of school-aged children per household within the redevelopment area at 0.61, which is marginally higher than the ratio of 0.58 for all households within the School District. It appears that these higher ratios may be driven by housing affordability, as evidenced by the significantly lower average apartment rents and home values discussed in the demographics section of this report.

In addition, the percentage of redevelopment area families with incomes below the poverty level is estimated at 22.1%, a full ten percentage points higher than the School District wide poverty rate of 12.1%. When isolating families with children, the ratio is even higher. Among redevelopment area families with children, the poverty rate is 28%, almost twice the School District average of 15%. This data suggests that as many as 850 DCSS students residing within the redevelopment area may be living in poverty.

The consequences of these existing conditions to the DCSS are high educational service costs, rapid student turnover due to higher mobility rates among rental households, attendant educational challenges of serving children living in poverty, and stagnant local sources of school tax revenue. These conditions can only be expected to worsen if no action is taken to reverese recent trends. **The fiscal consequences to the School District of continuing the status quo could be a worst case outcome** when compared to any scenario that successfully implements redevelopment strategies proposed in this plan.

The physical improvement of existing housing units over time is not expected to significantly change the number of DCSS students living in those units. However, the Downtown Master Plan illustrates the potential to develop approximately 500 units on various infill sites located along Church Street between the County Jail site and Fairburn Road. These projects would be primarily multi-family, located as part of or ajacent to commercial or office uses, and may include some age restricted housing. Comparatively high-rent residential units in "upscale" suburban downtown or mixed-use projects that are being developed throughout the region, are typically occupied by very few school-aged

children, as such products tend to appeal more to Millennials without children, and empty-nester markets. Fewer than one child per 20 units is common, resulting in a likely maximum of 25 to 30 total school aged children living in those units if/when fully completed in 10 years.

Another 450 units have been proposed for identified sites in the North Side Redevelopment Plan, which are likely to consist of higher density townhomes, some single-family detached and limited multi-family housing. Adding an allowance for other new housing construction throughout the TAD results in an estimate of 700 additional units developed over a decade or more. Depending on the types, price range and tenure of that new housing, enrollment impacts on DCSS could be in the range of 200 to 350 students when fully built-out and occupied. Coupled with downtown projects, total enrollment impacts on DCSS could reach a maximum of just under 370 students at full build out, taking 10 or more years to materialize. The following table summarizes how this estimate was calculated.

TABLE 16: POTENTIAL SCHOOL ENROLLMENT IMPACTS FROM FUTURE RESIDENTIAL DEVELOPMENT WITHIN TAD #1

Housing Type	Total Units	Per Unit Multipliers		Total Impacts at Build Out	
		Household Population	School Aged Children	Population	School Aged Children
Mixed Use	575	1.50	0.05	863	29
Single-Family Detached	375	2.60	0.70	975	263
Townhomes	250	2.10	0.30	525	75
TOTALS:	**1,200**	**1.97**	**0.31**	**2,363**	**366**

Sources: Douglasville Project Data and Bleakly Advisory Group, Inc.

If all of these school-aged children become net additions to the School District, they would represent a potential increase of about 1.4% over current (March 2019) enrollment. In the context of future county-wide growth patterns and expected demographic change among existing households over the next decade, the school enrollment impacts associated with future residential development within TAD #1 are likely to be insignificant. However, should Douglasville receive a future development proposal within TAD #1 that includes an unexpectedly large student impact on DCSS, the City would be open to rebating school tax increments associated with that new housing in the form of a payment in lieu of taxes, in order to mitigate its impact on School District operations.

THE LOCATION OF SCHOOL FACILITIES WITHIN THE REDEVELOPMENT AREA

Three existing Douglas County Public Schools, Stewart Middle School, Burnett Elementary and the East Side Elementary School, as well as the District's Transportation Center, are physically located within the boundaries of the proposed Douglasville TAD #1. (Other facilities are in the redevelopment area but are not part of the TAD.) The two elementary schools and the transportation center were included due to their proximity to the

realignment of Highway 92, while the Stewart Middle School is within an area that has been programmed for major public and private investment as part of the North Side Redevelopment Plan. While no TAD-funded improvements to school property are proposed in this plan, public improvements to the surrounding areas should benefit future students who attend these facilities.

ESTIMATE OF EDUCATIONAL SPECIAL PURPOSE LOCAL OPTION SALES TAXES PROJECTED TO BE GENERATED BY PROPOSED REDEVELOPMENT WITHIN TAD #1

As noted earlier in this report, for nearly 20 years the City has envisioned Downtown Douglasville as "a mixed-use and mixed-income downtown and surrounding area, that facilitates the ability to live, work and play," and has pursued policies and implemented specific projects "to encourage the rehabilitation of existing buildings, complemented by new infill and mixed-use development, to support desired destination dining; entertainment and cultural opportunities; specialty retailers; services and activities for seniors; and more convenience shopping and services." To achieve this desired change requires attracting a more diverse range of households, particularly in higher income brackets to support retail sales. However, the City's main objective of TAD #1 is commercial revitalization.

Including mixed-use developments, the redevelopment plan forecasts the potential addition of 521,000 SF of new commercial space within TAD #1 over a likely 10-year build-out period. Of that total, BAG estimates that roughly 186,000 SF could potentially generate taxable retail sales, including new neighborhood retail centers, restaurants, a hotel and related commercial uses. Using a conservative sales average of $300 per SF across all business types, these projects could potentially generate nearly $56 million in annual retail sales at completion.

This translates to a total of $559,700 per year in annual E-LOST revenues to the DCSS during years in which an E-LOST has been approved by voters. Obviously, less than 100% of this revenue would be "new" to the School District, as a percentage of those sales would simply transfer to other local businesses if not spent within the TAD. However, it can be reasonably argued that as the County's largest historic downtown, a revitalized Downtown Douglasville would attract new residents that desire walkable in-town locations and would not choose to live in Douglas County otherwise. In addition to the spending of those new residents, the types of destination dining and specialty retail uses that are envisioned in this plan would also help to capture sales from County residents who would otherwise spend their entertainment dollars elsewhere in Fulton, Cobb or other competing locations. If it is assumed that 55% to 65% of downtown sales are net new to the County, increased E-LOST revenues would fall within a range of $300,000 to $360,000 per year.

CONCLUSION REGARDING SCHOOL DISTRICT IMPACTS

As demonstrated in the preceding analysis, the fiscal and economic impacts to Douglas County Public Schools from participating in Douglasville TAD #1 are:

- The proposed TAD will affect the future appreciation on less than 2.2% of the School District's taxable digest. All current real property taxes on real estate ($1.84 million/year will continue to go to the school system's general fund—future increases above the current real estate digest (only) are pledged to the TAD.

- The redevelopment plan anticipates the potential construction of roughly 1,200 housing units within TAD #1 over a decade or more. While most of these units will not be single-family detached, they could contain a maximum of 370 school-aged children when built out. In addition, the goal of this plan is to rehabilitate a significant percentage of aging, low-valued, and in some cases substandard rental units. Existing housing within the redevelopment area and TAD currently generates higher numbers of school-aged children per household than the School District as a whole. While the improvement of these units is not expected to have a significant impact on school-aged population, redevelopment could make the area more like the rest of the School District, which could marginally reduce DCSS enrollment compared to no action.

- There are three existing Douglas County Schools, plus a bus transportation facility, located inside the TAD boundary. The redevelopment plan, particularly planned public improvements, should have a positive impact on those schools.

- Increased E-LOST revenues from new retail and mixed-use development could fall within a range of $300,000 to $360,000 per year.

- The School District will also receive 100% of all current and future taxes on business personal property, including incremental revenue growth associated with new commercial development within the proposed TAD. This new revenue is unlikely to be produced absent of School District consent to the TAD.

Thus, we conclude that the potential revenue impacts to the Douglas County Schools from participating in the proposed TAD will be minimal in the short term and positive in the long term. Most importantly, the TAD can help to improve socioeconomic conditions for families and students. There is no evidence to conclude that School District revenues from this part of Douglasville will increase by a comparable amount absent of implementing this redevelopment plan. More likely, future revenues to the School District are likely to stagnate, while educational service costs are likely to increase. **Clearly, the continuation of existing conditions in Douglasville TAD #1 can be viewed as a worst-case scenario, for the DCSS fiscally, as well as for families and students who live in the redevelopment area.**

SUMMARY CONCLUSION: POTENTIAL BENEFITS OF CREATING TAD #1 - DOWNTOWN AND NORTH SIDE

In summary, the creation of the amended TAD #1 - Downtown and North Side could generate roughly $176 million in new development which would increase the current $93.3 million taxable digest value of the TAD by an additional $82.7 million, an 89% increase. This projected investment would result in approximately $3.1 million in new, incremental annual property tax receipts from real estate after the 10th year of implementation and support net TAD funding for $18.5 to $25.0 million in needed financial incentives and infrastructure improvements IF the City chose to issue TAD financing and all taxing jurisdictions consent to participate. The use of TAD proceeds as local match to supplement other forms of project financing obtained by the City, or on a-pay-as-you-go basis, could be expected to leverage differing levels of project funding.

APPENDIX A. LIST OF TAX PARCELS (PROPERTIES WITHIN THE TAD)

LL_MAP	PARCEL	LOCATION_ADDRESS	ACRES	TOTAL-FMV	DIGEST_VAL	DV_ZONING
16015	A004	8550 ROSE AVE	0.72	$491,900	$196,760	CG
16015	A005	12515 VETERANS MEMORIAL HWY	0.58	$392,600	$157,040	CG
16015	A007	12511 VETERANS MEMORIAL HWY	0.37	$96,500	$38,600	CG
16015	A009	8640 ROSE AVE	6.04	$2,029,700	$811,880	R-2
16015	A010	8610 ROSE AVE	13.71	$377,000	$150,800	R-2
16015	A013	8650 CLUB DR	5.80	$1	$0	CG
16015	A017	6881 W STRICKLAND ST	0.46	$169,600	$67,840	R-4
16015	B002	12451 VETERANS MEMORIAL HWY	0.23	$301,800	$120,720	CBD
16015	B003	N/A	0.16	$40,000	$16,000	CBD
16015	B005	8479 W COURTHOUSE SQ	0.06	$124,000	$49,600	CBD
16015	B006	12441 VETERANS MEMORIAL HWY	0.07	$247,100	$98,840	CBD
16015	B007	12471 VETERANS MEMORIAL HWY	0.17	$76,600	$30,640	CBD
16015	B008	12461 VETERANS MEMORIAL HWY	0.88	$415,300	$166,120	CBD
16015	C002	12391 VETERANS MEMORIAL HWY	0.10	$153,600	$61,440	CBD
16015	C003	12393 VETERANS MEMORIAL HWY	0.12	$264,200	$105,680	CBD
16015	C004	12399 VETERANS MEMORIAL HWY	0.08	$138,500	$55,400	CBD
16015	C005	12403 VETERANS MEMORIAL HWY	0.12	$301,900	$120,760	CBD
16015	C007	N/A	0.08	$109,400	$43,760	CBD
16015	C008	12419 VETERANS MEMORIAL HWY	0.09	$379,500	$151,800	CBD
16015	C009	12425 VETERANS MEMORIAL HWY	0.06	$110,500	$44,200	CBD
16015	C010	8440 E COURTHOUSE SQ	0.12	$215,000	$86,000	CBD
16015	C011	8460 E COURTHOUSE SQ	0.20	$447,500	$179,000	CBD
16015	C012	6713 CHURCH ST	0.04	$48,900	$19,560	CBD
16015	C013	6709 CHURCH ST	0.07	$151,300	$60,520	CBD
16015	C016	6717 CHURCH ST	0.03	$55,800	$22,320	CBD
16015	D019	6716 CHURCH ST	0.18	$567,900	$227,160	CBD
16015	D020	8486 BOWDEN ST	0.20	$288,000	$115,200	CBD
16015	D021	8494 BOWDEN ST	0.14	$107,300	$42,920	CBD
16015	D050	6668 CHURCH ST	0.40	$691,500	$276,600	CBD
16015	D076	6636B CHURCH ST	0.46	$105,700	$42,280	CBD
16015	D077	6636 CHURCH ST	0.46	$3,957,700	$1,583,080	CBD
16015	D078	8444 CAMPBELLTON ST	0.43	$417,600	$167,040	CBD
16015	D080	8458 CAMPBELLTON ST	0.89	$790,000	$316,000	CBD
16015	D082	6591 E SPRING ST	0.31	$233,900	$93,560	CBD
16015	D084	8431 ADAIR ST	0.27	$145,800	$58,320	CBD
16015	D085	6588 CHURCH ST	0.34	$637,100	$254,840	CBD
16015	D086	6596 CHURCH ST	0.32	$131,200	$52,480	CBD
16015	D087	6602 CHURCH ST	0.10	$145,260	$58,104	CBD
16015	D088	6608 CHURCH ST	0.18	$182,900	$73,160	CBD
16015	D095	8501 BOWDEN ST	0.40	$288,600	$115,440	CBD
16015	D096	8446 CAMPBELLTON ST	0.51	$230,200	$92,080	CBD
16015	D097	N/A	0.18	$45,000	$18,000	CBD
17015	A001	8462 CHICAGO AVE	0.89	$42,900	$17,160	R-3
17015	A002	6857 W STRICKLAND ST	1.12	$278,300	$111,320	R-6
17015	A003	6833 W STRICKLAND ST	3.32	$176,000	$70,400	R-4
17015	A004	6823 W STRICKLAND ST	0.69	$106,400	$42,560	R-2
17015	A005	6817 W STRICKLAND ST	-	$123,800	$49,520	R-2
17015	A006	6787 W STRICKLAND ST	-	$99,800	$39,920	R-6
17015	A007	6753 W STRICKLAND ST	0.24	$114,100	$45,640	R-4
17015	A008	6741 W STRICKLAND ST	-	$108,101	$43,240	CG
17015	A009	6719 E STRICKLAND ST	0.68	$124,200	$49,680	CG
17015	A010	6701 E STRICKLAND ST	0.47	$157,700	$63,080	CG
17015	A011	6689 E STRICKLAND ST	-	$50,900	$20,360	IL
17015	A012	6681 E STRICKLAND ST	0.19	$112,920	$45,168	IL
17015	A013	N/A	0.36	$32,300	$12,920	IL

17015	A014	N/A	0.43	$38,600	$15,440	IL
17015	A015	N/A	0.37	$33,200	$13,280	IL
17015	A016	8380 MCCARLEY ST	-	$71,100	$28,440	IL
17015	A017	6734 PARKER ST	-	$54,800	$21,920	R-3
17015	A018	8410 HOLLIS ST	-	$35,200	$14,080	R-4
17015	A019	8380 HOLLIS ST	-	$148,500	$59,400	R-4
17015	A020	6739 PARKER ST	-	$46,200	$18,480	R-3
17015	A021	6731 PARKER ST	-	$8,000	$3,200	R-3
17015	A022	6725 PARKER ST	-	$81,900	$32,760	R-3
17015	A023	6713 PARKER ST	-	$89,500	$35,800	R-3
17015	A024	6709 PARKER ST	-	$46,400	$18,560	R-3
17015	A025	6705 PARKER ST	0.54	$102,700	$41,080	IL
17015	A027	6689 PARKER ST	1.19	$249,900	$99,960	IL
17015	A028	8337 HWY 92 - DALLAS HWY	0.51	$396,000	$158,400	IL
17015	A029	8329 HWY 92 - DALLAS HWY	0.29	$57,300	$22,920	IL
17015	A031	6714 PINE ST	-	$8,000	$3,200	R-3
17015	A032	6762 PINE ST	-	$70,100	$28,040	R-3
17015	A033	N/A	-	$120	$48	R-3
17015	A034	N/A	-	$11,000	$4,400	R-3
17015	A035	8346 HOLLIS ST	-	$72,800	$29,120	R-3
17015	A036	N/A	-	$6,000	$2,400	R-3
17015	A037	8309 POPLAR ST	-	$38,000	$15,200	R-3
17015	A038	N/A	-	$500	$200	R-3
17015	A039	8310 POPLAR ST	-	$29,900	$11,960	R-3
17015	A040	8314 POPLAR ST	-	$96,500	$38,600	R-3
17015	A042	8305 ELM ST	-	$66,500	$26,600	R-3
17015	A044	8395 ELM ST	-	$44,800	$17,920	R-3
17015	A047	6741 JAMES D. SIMPSON AVE	-	$44,400	$17,760	R-4
17015	A048	N/A	-	$8,000	$3,200	R-4
17015	A049	8289 POPLAR ST	-	$63,600	$25,440	R-4
17015	A050	8303 POPLAR ST	-	$30,700	$12,280	R-4
17015	A051	8304 HOLLIS ST	-	$71,300	$28,520	R-3
17015	A052	8320 HOLLIS ST	-	$82,200	$32,880	R-3
17015	A053	8326 HOLLIS ST	-	$72,200	$28,880	R-3
17015	A054	8334 HOLLIS ST	-	$60,900	$24,360	R-3
17015	A055	N/A	-	$9,900	$3,960	R-3
17015	A056	8363 HOLLIS ST	-	$91,700	$36,680	R-3
17015	A057	8375 HOLLIS ST	-	$125,600	$50,240	R-4
17015	A058	N/A	-	$250	$100	R-2
17015	A059	8424 CHICAGO AVE APT 105	10.66	$3,614,800	$1,445,920	R-6
17015	A062	8370 HOLLIS ST	-	$230,000	$92,000	R-4
17015	A063	8317 POPLAR ST	-	$51,100	$20,440	R-4
17015	A065	8397 ELM ST	-	$50,000	$20,000	R-3
17015	A066	6788 JAMES D. SIMPSON AVE	-	$72,800	$29,120	R-3
17015	A067	6774 JAMES D. SIMPSON AVE	-	$83,500	$33,400	R-3
17015	A068	8305 HOLLIS ST	-	$94,500	$37,800	R-6
17015	A069	6810 JAMES D. SIMPSON AVE	-	$101,800	$40,720	R-4
17015	A070	6836 JAMES D. SIMPSON AVE	-	$99,800	$39,920	R-4
17015	A071	6844 JAMES D. SIMPSON AVE	-	$100,200	$40,080	R-4
17015	A072	8345 WARREN DR	-	$110,600	$44,240	R-6
17015	A073	8374 WARREN DR	-	$105,600	$42,240	R-6
17015	A074	8320 WARREN DR	-	$96,800	$38,720	R-6
17015	A075	8330 WARREN DR	-	$99,900	$39,960	R-6
17015	A076	8342 WARREN DR	-	$93,000	$37,200	R-6
17015	A077	8350 WARREN DR	-	$95,500	$38,200	R-6
17015	A078	8362 WARREN DR	-	$108,600	$43,440	R-6
17015	A079	8317 WARREN DR	-	$16,200	$6,480	R-6

17015	A080	8386 WARREN DR	-	$99,600	$39,840	R-6
17015	A081	8404 WARREN DR	-	$94,800	$37,920	R-6
17015	A082	8410 WARREN DR	-	$94,100	$37,640	R-6
17015	A083	8422 WARREN DR	-	$95,300	$38,120	R-6
17015	A084	8424 WARREN DR	-	$104,400	$41,760	R-6
17015	A085	8429 WARREN DR	-	$94,700	$37,880	R-6
17015	A086	8419 WARREN DR	-	$103,900	$41,560	R-6
17015	A087	8411 WARREN DR	-	$95,300	$38,120	R-6
17015	A088	8403 WARREN DR	-	$97,600	$39,040	R-6
17015	A089	8397 WARREN DR	-	$98,300	$39,320	R-6
17015	A090	8383 WARREN DR	-	$95,600	$38,240	R-6
17015	A091	8375 WARREN DR	-	$84,584	$33,834	R-6
17015	A092	8365 WARREN DR	-	$100,900	$40,360	R-6
17015	A093	8355 WARREN DR	-	$89,300	$35,720	R-6
17015	A094	8335 WARREN DR	-	$94,800	$37,920	R-6
17015	A095	8327 WARREN DR	-	$95,000	$38,000	R-6
17015	A096	6814 JAMES D. SIMPSON AVE	-	$94,900	$37,960	R-4
17015	A098	8383 HOLLIS ST	-	$141,300	$56,520	R-6
17015	A099	8381 HOLLIS ST	-	$254,900	$101,960	R-6
17015	A100	8385 HOLLIS ST	-	$146,800	$58,720	R-6
17015	A101	8387 HOLLIS ST	-	$247,800	$99,120	R-6
17015	A102	6765 W STRICKLAND ST	-	$247,800	$99,120	R-6
17015	A107	8403 MILITARY WAY	-	$0	$0	R-4
17015	A108	N/A	-	$0	$0	R-4
17015	A109	8404 MILITARY WAY	-	$0	$0	R-4
17015	B001	6847 JAMES D. SIMPSON AVE	-	$35,100	$14,040	R-4
17015	B003	6811 JAMES D. SIMPSON AVE	-	$49,600	$19,840	R-6
17015	B004	6787 JAMES D. SIMPSON AVE	1.16	$142,000	$56,800	R-4
17015	B005	N/A	0.74	$6,500	$2,600	R-3
17015	B006	6759 JAMES D. SIMPSON AVE	-	$58,300	$23,320	R-3
17015	B007	6751 JAMES D. SIMPSON AVE	-	$66,800	$26,720	R-3
17015	B008	6739 JAMES D. SIMPSON AVE	-	$49,000	$19,600	R-3
17015	B010	N/A	-	$500	$200	R-4
17015	B012	6743 JAMES D. SIMPSON AVE	-	$2,200	$880	R-3
17015	B013	6733 JAMES D. SIMPSON AVE	-	$59,700	$23,880	R-4
17015	B014	N/A	-	$5,000	$2,000	R-3
17015	B022	8197 THOMPSON ST	0.61	$18,600	$7,440	R-3
17015	B025	N/A	7.70	$21,400	$8,560	R-2
17015	B061	N/A	-	$5,000	$2,000	R-3
17015	B064	N/A	-	$5,000	$2,000	R-4
17015	B071	N/A	2.90	$1	$0	R-2
17015	B072	N/A	-	$5,000	$2,000	R-2
17015	B073	8142 CARTEN ST	-	$37,600	$15,040	R-2
17015	B074	8152 CARTEN ST	-	$8,200	$3,280	R-2
17015	B075	8155 HWY 92 - DALLAS HWY	0.43	$40,800	$16,320	R-2
17015	B076	8145 HWY 92 - DALLAS HWY	0.13	$52,800	$21,120	CG
17015	B078	8127 HWY 92 - DALLAS HWY	0.54	$94,200	$37,680	CG
17015	B079	8113 HWY 92 - DALLAS HWY	0.54	$137,200	$54,880	CG
17015	B081	8171 HWY 92 - DALLAS HWY	0.30	$36,600	$14,640	CG
17015	B091	N/A	-	$3,500	$1,400	R-4
17015	B093	N/A	-	$250	$100	CG
17015	B099	N/A	2.84	$14,200	$5,680	R-4
17015	B100	6865 JAMES D. SIMPSON AVE	3.00	$374,221	$149,688	R-6
17015	C001	8104 HWY 92 - DALLAS HWY	0.38	$79,100	$31,640	CG
17015	C002	6681 UPSHAW MILL RD	-	$42,500	$17,000	R-2
17015	C003	8129 MALONE ST	-	$167,600	$67,040	R-2
17015	C004	8113 MALONE ST	-	$37,800	$15,120	R-2

17015	C005	8101 MALONE ST	-	$76,350	$30,540	R-2
17015	C010	8197 MALONE ST	-	$41,350	$16,540	R-2
17015	C011	6570 YOUNG ST	-	$58,900	$23,560	R-2
17015	C012	6580 YOUNG ST	-	$68,400	$27,360	R-2
17015	C013	N/A	-	$5,000	$2,000	R-2
17015	C014	N/A	-	$4,500	$1,800	R-2
17015	C016	N/A	0.17	$2,000	$800	R-2
17015	C017	6677 UPSHAW MILL RD	0.37	$10,200	$4,080	R-2
17015	C018	N/A	0.75	$14,700	$5,880	R-2
17015	C019	6685 UPSHAW MILL RD	-	$41,800	$16,720	R-2
17015	C020	N/A	0.47	$3,400	$1,360	R-2
17015	D000	N/A	-	$0	$0	R-2
17015	D001	6587 E STRICKLAND ST	-	$111,200	$44,480	R-2
17015	D002	8344 MALONE ST	-	$106,200	$42,480	R-2
17015	D003	8323 MALONE ST	-	$54,500	$21,800	R-2
17015	D004	6635 PARKER ST	-	$75,200	$30,080	R-2
17015	D005	6641 PARKER ST	-	$56,300	$22,520	R-2
17015	D006	6649 PARKER ST	-	$64,800	$25,920	R-2
17015	D007	8344 HWY 92 - DALLAS HWY	-	$63,300	$25,320	R-2
17015	D008	8338 HWY 92 - DALLAS HWY	-	$46,900	$18,760	R-2
17015	D009	8332 HWY 92 - DALLAS HWY	-	$54,400	$21,760	R-2
17015	D010	6658 RIDGE AVE	-	$50,000	$20,000	R-2
17015	D011	6648 RIDGE AVE	-	$39,800	$15,920	R-2
17015	D012	8317 MALONE ST	-	$61,500	$24,600	R-2
17015	D013	8309 MALONE ST	-	$50,640	$20,256	R-2
17015	D014	8334 MALONE ST	-	$48,900	$19,560	R-2
17015	D015	8279 MALONE ST	-	$44,600	$17,840	R-2
17015	D016	6639 RIDGE AVE	0.33	$93,700	$37,480	R-2
17015	D018	8312 HWY 92 - DALLAS HWY	1.21	$400,400	$160,160	R-2
17015	D019	N/A	1.04	$39,700	$15,880	R-2
17015	D020	6645 RIDGE AVE	-	$12,050	$4,820	R-2
17015	D022	8252 HWY 92 - DALLAS HWY	0.45	$140,600	$56,240	R-2
17015	D023	8244 HWY 92 - DALLAS HWY	0.63	$77,500	$31,000	CG
17015	D033	8259 MALONE ST	-	$89,700	$35,880	R-3
17015	D035	8258 MALONE ST	-	$7,000	$2,800	R-2
17015	D039	6634 YOUNG CT	-	$140,600	$56,240	R-3
17015	D040	6644 YOUNG CT	-	$85,200	$34,080	R-3
17015	D041	6654 YOUNG CT	-	$89,300	$35,720	R-3
17015	D042	6664 YOUNG CT	-	$79,700	$31,880	R-3
17015	D044	6670 HOKE CT	-	$69,100	$27,640	R-3
17015	D045	6674 YOUNG CT	-	$71,500	$28,600	R-3
17015	D046	6684 YOUNG CT	-	$77,700	$31,080	R-3
17015	D047	6694 YOUNG CT	-	$77,800	$31,120	R-3
17015	D049	6673 YOUNG CT	-	$92,400	$36,960	R-3
17015	D050	6663 YOUNG CT	-	$78,400	$31,360	R-3
17015	D052	6653 YOUNG CT	-	$72,500	$29,000	R-3
17015	D053	6633 YOUNG CT	-	$94,700	$37,880	R-3
17015	D054	6694 YOUNG CT	-	$71,200	$28,480	R-3
17015	D082	6661 RIDGE AVE	0.63	$155,500	$62,200	R-2
17015	E001	12325 VETERANS MEMORIAL HWY	0.03	$211,000	$84,400	CBD
17015	E002	12329 VETERANS MEMORIAL HWY	0.04	$41,100	$16,440	CBD
17015	E003	12333 VETERANS MEMORIAL HWY	0.06	$80,400	$32,160	CBD
17015	E004	12337 VETERANS MEMORIAL HWY	0.07	$403,600	$161,440	CBD
17015	E005	12341 VETERANS MEMORIAL HWY	0.07	$77,800	$31,120	CBD
17015	E006	12345 VETERANS MEMORIAL HWY	0.08	$73,500	$29,400	CBD
17015	E007	12349 VETERANS MEMORIAL HWY	0.06	$174,200	$69,680	CBD
17015	E008	12353 VETERANS MEMORIAL HWY	0.10	$98,900	$39,560	CBD

17015	E009	12357 VETERANS MEMORIAL HWY	0.02	$36,600	$14,640	CBD
17015	E011	12367 VETERANS MEMORIAL HWY	0.07	$84,000	$33,600	CBD
17015	E012	12371 VETERANS MEMORIAL HWY	0.05	$81,000	$32,400	CBD
17015	E013	12377 VETERANS MEMORIAL HWY	0.08	$524,700	$209,880	CBD
17015	E015	8434 ONEAL PLZ	0.03	$79,900	$31,960	CBD
17015	E016	8436 ONEAL PLZ	0.03	$124,600	$49,840	CBD
17015	E017	6671 CHURCH ST	0.03	$145,100	$58,040	CBD
17015	E020	6655 CHURCH ST	0.09	$221,800	$88,720	CBD
17015	E021	6651 CHURCH ST	0.12	$394,400	$157,760	CBD
17015	E022	6643 CHURCH ST	0.07	$78,680	$31,472	CBD
17015	E023	8415 CAMPBELLTON ST	0.08	$401,600	$160,640	CBD
17015	E025	8403 CAMPBELLTON ST	0.01	$18,900	$7,560	CBD
17015	E028	6615 CHURCH ST	0.14	$30,000	$12,000	CBD
17015	E029	8387 ADAIR ST	0.14	$204,000	$81,600	CBD
17015	E032	12295 VETERANS MEMORIAL HWY	0.55	$459,600	$183,840	CBD
17015	E033	12305 VETERANS MEMORIAL HWY	0.60	$800,000	$320,000	CBD
17015	E034	12311 VETERANS MEMORIAL HWY	0.06	$68,200	$27,280	CBD
17015	E035	12315 VETERANS MEMORIAL HWY	0.11	$148,200	$59,280	CBD
17015	E036	12319 VETERANS MEMORIAL HWY	0.06	$188,200	$75,280	CBD
17015	E037	N/A	0.05	$8,700	$3,480	CBD
17015	E038	12375 VETERANS MEMORIAL HWY	0.05	$148,500	$59,400	CBD
18015	A015	6877 UPSHAW MILL RD	8.00	$154,200	$61,680	R-2
18015	A042	8075 HWY 92 - DALLAS HWY	-	$79,300	$31,720	R-2
18015	A043	8065 HWY 92 - DALLAS HWY	-	$63,000	$25,200	R-2
18015	A044	8051 HWY 92 - DALLAS HWY	-	$45,000	$18,000	R-2
18015	A045	8045 HWY 92 - DALLAS HWY	-	$46,000	$18,400	R-2
18015	A047	8027 HWY 92 - DALLAS HWY	-	$463,900	$185,560	R-2
18015	A048	8013 HWY 92 - DALLAS HWY	-	$214,600	$85,840	R-2
18015	A049	N/A	-	$13,200	$5,280	R-2
18015	A057	N/A	3.08	$14,300	$5,720	R-2
18015	A070	N/A	-	$2,100	$840	R-2
18015	B001	8004 HWY 92 - DALLAS HWY	-	$60,800	$24,320	R-2
18015	B002	8014 HWY 92 - DALLAS HWY	-	$29,700	$11,880	R-2
18015	B003	N/A	-	$8,200	$3,280	R-2
18015	B005	8030 HWY 92 - DALLAS HWY	-	$38,900	$15,560	R-2
18015	B006	8040 HWY 92 - DALLAS HWY	-	$102,100	$40,840	R-2
18015	B008	8050 HWY 92 - DALLAS HWY	-	$92,800	$37,120	R-2
18015	B010	8060 HWY 92 - DALLAS HWY	-	$94,700	$37,880	R-2
18015	B011	8068 HWY 92 - DALLAS HWY	-	$52,500	$21,000	R-2
18015	B014	8093 MALONE ST	-	$147,900	$59,160	R-2
18015	B016	8053 MALONE ST	-	$107,000	$42,800	R-2
18015	B018	8031 MALONE ST	-	$75,100	$30,040	R-2
18015	B023	N/A	-	$8,200	$3,280	R-2
18015	B024	8092 MALONE ST	1.00	$74,500	$29,800	R-2
18015	B025	8058 MALONE ST	-	$64,200	$25,680	R-2
18015	B027	N/A	-	$5,000	$2,000	R-2
18015	B028	N/A	-	$7,000	$2,800	R-2
18015	B029	8060 MALONE ST	-	$112,800	$45,120	R-2
18015	B030	8062 MALONE ST	-	$115,300	$46,120	R-2
18015	B031	8064 MALONE ST	-	$113,100	$45,240	R-2
19015	5	8093 COLQUITT ST	-	$74,300	$29,720	R-2
19015	7	6540 ELSIE ST	-	$170,800	$68,320	R-2
19015	8	6550 ELSIE ST	-	$175,100	$70,040	R-2
19015	9	N/A	-	$5,500	$2,200	R-2
19015	10	N/A	-	$5,500	$2,200	R-2
19015	11	8068 GREEN CT	-	$46,500	$18,600	R-2
19015	12	6560 ELSIE ST	-	$68,200	$27,280	R-2

19015	13	6470 ELSIE ST	1.91	$97,360	$38,944	R-2
19015	15	6570 ELSIE ST	-	$84,900	$33,960	R-2
20015	1	6560 CHURCH ST	0.73	$294,800	$117,920	CG
20015	2	6576 CHURCH ST	0.29	$270,900	$108,360	CG
20015	3	8418 ADAIR ST	0.25	$41,800	$16,720	CG
20015	4	8424 ADAIR ST	0.24	$163,200	$65,280	CG
20015	5	8432 ADAIR ST	0.35	$166,200	$66,480	R-2
20015	6	6543 E SPRING ST	0.25	$81,060	$32,424	CBD
20015	9	8397 DUNCAN ST	0.17	$166,400	$66,560	CG
20015	10	6554 CHURCH ST	0.29	$304,900	$121,960	CG
20015	11	6487 E SPRING ST	1.71	$1,113,900	$445,560	CG
20015	12	6519 E SPRING ST	0.39	$465,600	$186,240	R-2
20015	13	6497 E SPRING ST	0.49	$186,700	$74,680	CN
20015	15	6500 CHURCH ST	1.61	$1,244,449	$497,780	CG
20015	16	6472 CHURCH ST	0.76	$733,500	$293,400	CG
20015	17	6445 E SPRING ST	0.92	$643,800	$257,520	CG
20015	18	6410 HWY 92 - FAIRBURN RD	0.91	$1,105,900	$442,360	CG
20015	21	6462 CHURCH ST	1.00	$511,220	$204,488	CG
20015	23	6424 E CHURCH ST	0.46	$169,800	$67,920	CG
20015	24	6412 E CHURCH ST	0.46	$182,100	$72,840	CG
20015	25	6402 E CHURCH ST	0.46	$168,200	$67,280	CG
20015	26	6423 HWY 92 - FAIRBURN RD	0.18	$89,100	$35,640	CG
20015	27	6401 E SPRING ST	0.38	$100,500	$40,200	CG
20015	28	8337 GRADY ST	0.45	$128,000	$51,200	CG
20015	29	6421 HWY 92 - FAIRBURN RD	0.16	$106,100	$42,440	CG
20015	30	6395 E SPRING ST	0.15	$57,300	$22,920	CG
20015	31	8341 GRADY ST	0.32	$135,200	$54,080	CG
20015	32	12231 VETERANS MEMORIAL HWY	1.31	$743,890	$297,556	CG
20015	33	N/A	0.39	$101,300	$40,520	CG
20015	34	12241 VETERANS MEMORIAL HWY	0.46	$419,800	$167,920	CG
20015	37	6483 CHURCH ST	0.28	$148,700	$59,480	CG
20015	38	12251 VETERANS MEMORIAL HWY	0.67	$241,400	$96,560	CG
20015	39	6508 JAMES ST	0.14	$81,230	$32,492	CG
20015	40	12271 VETERANS MEMORIAL HWY	0.22	$128,400	$51,360	CG
20015	41	6501 CHURCH ST	0.36	$177,600	$71,040	CG
20015	42	6525 CHURCH ST	0.51	$358,800	$143,520	CG
20015	43	8350 DUNCAN ST	0.85	$660,000	$264,000	CG
20015	44	6559 CHURCH ST	1.21	$483,600	$193,440	CBD
20015	45	12291 VETERANS MEMORIAL HWY	0.32	$282,000	$112,800	CBD
20015	61	8163 CAMP ST	-	$26,996	$10,798	R-2
20015	62	8171 CAMP ST	-	$44,200	$17,680	R-2
20015	63	8179 CAMP ST	-	$42,300	$16,920	R-2
20015	64	8185 CAMP ST	-	$136,200	$54,480	R-2
20015	65	8193 CAMP ST	-	$49,200	$19,680	R-2
20015	66	8203 CAMP ST	-	$54,500	$21,800	R-2
20015	67	8213 CAMP ST	-	$53,800	$21,520	R-2
20015	68	8223 CAMP ST	-	$52,700	$21,080	R-2
20015	69	8233 CAMP ST	-	$45,600	$18,240	R-2
20015	70	8254 EUNICE ST	-	$62,500	$25,000	R-2
20015	71	8246 EUNICE ST	-	$51,000	$20,400	R-2
20015	72	N/A	-	$6,000	$2,400	R-2
20015	73	8224 EUNICE ST	-	$63,100	$25,240	R-2
20015	74	N/A	-	$500	$200	R-2
20015	75	N/A	-	$500	$200	R-2
20015	76	N/A	-	$500	$200	R-2
20015	77	N/A	-	$250	$100	R-2
20015	78	N/A	5.72	$44,100	$17,640	R-2

20015	80	8200 COLQUITT ST	-	$26,400	$10,560	R-2
20015	81	8210 COLQUITT ST	-	$65,100	$26,040	R-2
20015	82	8218 COLQUITT ST	-	$65,300	$26,120	R-2
20015	89	8255 EUNICE ST	-	$79,800	$31,920	R-2
20015	90	8247 EUNICE ST	-	$75,700	$30,280	R-2
20015	91	8225 EUNICE ST	-	$51,400	$20,560	R-2
20015	92	8217 EUNICE ST	-	$43,000	$17,200	R-2
20015	95	8261 COLQUITT ST	-	$40,800	$16,320	R-2
20015	96	N/A	-	$500	$200	R-2
20015	114	6560 YOUNG ST	-	$53,800	$21,520	R-2
20015	121	6575 E STRICKLAND ST	-	$35,600	$14,240	R-2
20015	122	N/A	-	$7,600	$3,040	R-2
20015	123	6550 MAXWELL ST	-	$163,000	$65,200	R-2
20015	124	6563 E STRICKLAND ST	-	$88,300	$35,320	R-2
20015	125	6551 E STRICKLAND ST	-	$6,000	$2,400	R-2
20015	126	6539 E STRICKLAND ST	-	$64,400	$25,760	R-2
20015	127	6525 E STRICKLAND ST	-	$136,900	$54,760	R-2
20015	128	6511 E STRICKLAND ST	-	$200,400	$80,160	R-2
20015	129	6497 E STRICKLAND ST	-	$257,300	$102,920	R-2
20015	130	6496 MAXWELL ST	-	$51,500	$20,600	R-2
20015	131	6485 E STRICKLAND ST	-	$57,050	$22,820	R-2
20015	133	6477 E STRICKLAND ST	-	$67,600	$27,040	R-2
20015	134	6467 E STRICKLAND ST	-	$79,800	$31,920	R-2
20015	135	6457 E STRICKLAND ST	0.34	$75,400	$30,160	R-2
20015	136	6445 E STRICKLAND ST	-	$115,200	$46,080	R-2
20015	137	6435 E STRICKLAND ST	-	$50,500	$20,200	R-2
20015	138	6425 E STRICKLAND ST	-	$117,800	$47,120	R-2
20015	139	6417 E STRICKLAND ST	-	$69,700	$27,880	R-2
20015	140	6405 E STRICKLAND ST	-	$83,800	$33,520	R-2
20015	142	6543 BAY ST	-	$62,400	$24,960	R-2
20015	143	8177 COLQUITT ST	-	$52,740	$21,096	R-2
20015	144	8147 COLQUITT ST	-	$82,300	$32,920	R-2
20015	145	8155 COLQUITT ST	-	$6,000	$2,400	R-2
20015	146	8133 COLQUITT ST	-	$28,600	$11,440	R-2
20015	147	8135 COLQUITT ST	-	$155,900	$62,360	R-2
20015	148	8121 COLQUITT ST	-	$68,300	$27,320	R-2
20015	158	8159 CAMP ST	2.55	$27,500	$11,000	R-2
20015	159	8160 CAMP ST	-	$52,400	$20,960	R-2
20015	160	8168 CAMP ST	-	$69,200	$27,680	R-2
20015	161	8176 CAMP ST	-	$42,900	$17,160	R-2
20015	162	8182 CAMP ST	-	$69,200	$27,680	R-2
20015	163	8190 CAMP ST	-	$91,300	$36,520	R-2
20015	164	N/A	-	$9,500	$3,800	R-2
20015	165	6389 ODESSA ST	-	$12,000	$4,800	R-2
20015	166	6379 ODESSA ST	-	$12,000	$4,800	R-2
20015	167	8155 ODESSA PL	0.54	$195,800	$78,320	IL
20015	168	N/A	2.36	$4,700	$1,880	R-2
20015	169	8170 ODESSA PL	1.38	$493,000	$197,200	IL
20015	170	N/A	1.07	$124,800	$49,920	IL
20015	171	8120 ODESSA PL	0.56	$165,000	$66,000	IL
20015	172	8110 ODESSA PL	0.74	$236,700	$94,680	IL
20015	173	8125 ODESSA PL	0.87	$402,800	$161,120	IL
20015	174	8105 ODESSA PL	1.62	$523,400	$209,360	IL
20015	175	6316 BROWN ST	-	$57,000	$22,800	R-2
20015	176	6310 BROWN ST	-	$50,700	$20,280	R-2
20015	177	6307 BROWN ST	-	$38,700	$15,480	R-2
20015	178	6305 BROWN ST	-	$44,300	$17,720	R-2

20015	179	6237 E STRICKLAND ST	1.17	$196,600	$78,640	CG
20015	180	6306 BROWN ST	-	$127,400	$50,960	R-4
20015	181	6311 E STRICKLAND ST	0.38	$241,700	$96,680	CG
20015	182	N/A	0.76	$15,200	$6,080	CG
20015	183	6339 E STRICKLAND ST	0.39	$43,700	$17,480	CG
20015	184	6360 ODESSA ST	-	$41,000	$16,400	R-2
20015	185	6353 E STRICKLAND ST	-	$5,000	$2,000	R-2
20015	186	6361 E STRICKLAND ST	-	$10,000	$4,000	R-2
20015	187	6369 E STRICKLAND ST	-	$122,100	$48,840	R-2
20015	188	6375 E STRICKLAND ST	-	$37,900	$15,160	R-2
20015	189	6379 E STRICKLAND ST	-	$53,700	$21,480	R-2
20015	190	6387 E STRICKLAND ST	-	$99,900	$39,960	R-2
20015	191	6397 E STRICKLAND ST	-	$46,600	$18,640	R-2
20015	192	8236 CAMP ST	-	$61,000	$24,400	R-2
20015	193	12221 VETERANS MEMORIAL HWY	0.64	$107,100	$42,840	R-2
20015	194	12213 VETERANS MEMORIAL HWY	0.95	$266,500	$106,600	CG
20015	195	12201 VETERANS MEMORIAL HWY	0.15	$76,790	$30,716	CG
20015	197	8279 MOZLEY ST	0.10	$7,500	$3,000	CG
20015	198	8285 MOZLEY ST	-	$15,000	$6,000	R-2
20015	199	8302 GRADY ST	-	$40,380	$16,152	R-2
20015	200	8308 GRADY ST	-	$36,600	$14,640	R-2
20015	201	8289 MOZLEY ST	-	$38,800	$15,520	R-2
20015	202	8295 MOZLEY ST	-	$30,080	$12,032	R-2
20015	203	8312 GRADY ST	-	$41,900	$16,760	R-2
20015	204	8316 GRADY ST	-	$38,180	$15,272	R-2
20015	205	8301 MOZLEY ST	-	$31,180	$12,472	R-2
20015	206	8305 MOZLEY ST	-	$57,600	$23,040	R-2
20015	210	6343 COOPER ST	-	$35,680	$14,272	R-2
20015	211	8284 MOZLEY ST	1.61	$446,400	$178,560	CG
20015	212	12185 VETERANS MEMORIAL HWY	0.70	$118,500	$47,400	IL
20015	213	8285 COURTLAND ST	0.68	$145,000	$58,000	IL
20015	214	6338 FRONT ST	-	$42,680	$17,072	R-2
20015	215	6330 FRONT ST	-	$7,500	$3,000	R-2
20015	216	6320 FRONT ST	-	$50,000	$20,000	R-2
20015	217	6310 FRONT ST	-	$37,900	$15,160	R-2
20015	218	6302 FRONT ST	-	$37,050	$14,820	R-2
20015	219	6288 FRONT ST	-	$39,950	$15,980	R-2
20015	220	6278 FRONT ST	-	$33,250	$13,300	R-2
20015	221	N/A	-	$7,500	$3,000	R-2
20015	222	N/A	-	$1,500	$600	R-2
20015	223	N/A	-	$7,500	$3,000	R-2
20015	224	6236 FRONT ST	-	$38,100	$15,240	R-2
20015	225	6228 HAGIN ST	-	$34,360	$13,744	R-2
20015	228	6327 COOPER ST	-	$39,080	$15,632	R-2
20015	229	6309 COOPER ST	-	$30,680	$12,272	R-2
20015	230	6301 COOPER ST	-	$7,500	$3,000	R-2
20015	231	6289 COOPER ST	-	$29,350	$11,740	R-2
20015	232	6275 COOPER ST	-	$29,650	$11,860	R-2
20015	233	6267 COOPER ST	-	$29,530	$11,812	R-2
20015	234	6255 COOPER ST	-	$37,050	$14,820	R-2
20015	235	6249 COOPER ST	-	$30,750	$12,300	R-2
20015	236	N/A	-	$750	$300	R-2
20015	237	6225 COOPER ST	-	$27,950	$11,180	R-2
20015	241	8210 HAGIN ST	-	$82,200	$32,880	R-6
20015	242	8212 HAGIN ST	-	$78,600	$31,440	R-6
20015	243	8214 HAGIN ST	-	$81,800	$32,720	R-6
20015	244	8218 HAGIN ST	-	$81,500	$32,600	R-6

20015	245	8220 HAGIN ST	-	$80,800	$32,320	R-6
20015	246	8222 HAGIN ST	-	$82,400	$32,960	R-6
20015	315	8165 ODESSA ST	0.50	$153,300	$61,320	IL
20015	316	8228 EUNICE ST	-	$135,600	$54,240	R-2
20015	317	8409 DUNCAN ST	-	$138,500	$55,400	R-6T
20015	318	8411 DUNCAN ST	-	$132,400	$52,960	R-6T
21015	C002	6250 HWY 92 - FAIRBURN RD	1.36	$615,000	$246,000	CG
21015	C110	6264 HWY 92 - FAIRBURN RD	0.21	$95,000	$38,000	CG
50015	1	5922 HWY 92 - FAIRBURN RD	3.15	$390,500	$156,200	CG
50015	2	5908 HWY 92 - FAIRBURN RD	0.33	$292,800	$117,120	CG
50015	4	5952 HWY 92 - FAIRBURN RD	1.02	$272,400	$108,960	CG
50015	5	5990 HWY 92 - FAIRBURN RD	1.24	$334,400	$133,760	CG
50015	6	960 OAK CREEK CIR APT C	16.53	$13,148,910	$5,259,564	R-6
50015	7	8501 HOSPITAL DR	10.11	$8,418,700	$3,367,480	CG
50015	10	N/A	9.20	$1,313,400	$525,360	R-2
50015	11	6126 HWY 92 - FAIRBURN RD	0.62	$311,200	$124,480	CG
50015	14	8481 NEWMAN ST	0.40	$107,400	$42,960	CG
50015	15	8471 NEWMAN ST	0.34	$71,500	$28,600	CG
50015	16	8465 NEWMAN ST	0.34	$60,700	$24,280	CG
50015	17	8453 NEWMAN ST	0.46	$117,300	$46,920	CG
50015	18	6150 HWY 92 - FAIRBURN RD	0.37	$211,100	$84,440	CG
50015	19	6160 HWY 92 - FAIRBURN RD	0.22	$242,400	$96,960	CG
50015	20	6220 HWY 92 - FAIRBURN RD	1.23	$539,800	$215,920	CG
50015	41	5966 HWY 92 - FAIRBURN RD	1.11	$239,000	$95,600	CG
50015	42	6032 HWY 92 - FAIRBURN RD	0.47	$560,400	$224,160	CG
50015	44	8440 HOSPITAL DR	1.17	$572,600	$229,040	CG
50015	45	8456 NEWMAN ST	0.78	$132,700	$53,080	IL
50015	46	8470 HOSPITAL DR	0.19	$38,350	$15,340	CG
50015	47	8480 HOSPITAL DR	0.17	$172,700	$69,080	CG
50015	48	8490 HOSPITAL DR	0.17	$154,900	$61,960	CG
50015	49	8510 HOSPITAL DR	0.16	$255,010	$102,004	CG
50015	50	8514 HOSPITAL DR	0.16	$66,900	$26,760	CG
50015	51	8520 HOSPITAL DR	0.16	$159,200	$63,680	CG
50015	52	8524 HOSPITAL DR	0.16	$238,500	$95,400	CG
50015	53	8530 HOSPITAL DR	0.15	$181,700	$72,680	CG
50015	54	8542 HOSPITAL DR	0.15	$250,800	$100,320	CG
50015	55	8558 HOSPITAL DR	0.29	$167,100	$66,840	CG
50015	58	8570 HOSPITAL DR	0.60	$211,300	$84,520	CG
50015	63	5998 HWY 92 - FAIRBURN RD	0.21	$135,400	$54,160	CG
50015	64	8463 DURELEE LN	0.41	$166,540	$66,616	CG
50015	65	8529 HOSPITAL DR	0.44	$234,200	$93,680	CG
50015	67	6072 HWY 92 - FAIRBURN RD	0.78	$870,600	$348,240	CG
50015	71	8517 HOSPITAL DR	0.21	$369,700	$147,880	CG
50015	72	8523 DURELEE LN	0.46	$76,000	$30,400	CG
50015	73	6002 HWY 92 - FAIRBURN RD	0.41	$181,200	$72,480	CG
50015	74	8521 HOSPITAL DR	0.41	$242,500	$97,000	CG
50015	76	N/A	1.19	$13,600	$5,440	CG
50015	79	6118 HWY 92 - FAIRBURN RD	0.21	$122,500	$49,000	CG
50015	81	N/A	0.32	$86,800	$34,720	CG
50015	109	6010 HWY 92 - FAIRBURN RD	0.43	$440,700	$176,280	CG
50015	111	N/A	0.05	$6,300	$2,520	CG
50015	117	5888 HWY 92 - FAIRBURN RD	0.62	$334,900	$133,960	CG
50015	119	8473 DURELEE LN	5.29	$5,577,500	$2,231,000	CG
50015	120	N/A	4.95	$153,500	$61,400	CG
50015	121	N/A	0.85	$100,400	$40,160	CG
50015	124	N/A	0.12	$250	$100	ROW
51015	B002	8232 HAGIN ST	-	$50,800	$20,320	R-2

51015	B003	8240 HAGIN ST	-	$44,500	$17,800	R-2
51015	B004	6196 FRONT ST	-	$750	$300	R-2
51015	B005	6204 FRONT ST	-	$750	$300	R-2
51015	B006	6214 HAGIN ST	-	$45,450	$18,180	R-2
51015	B007	6201 COOPER ST	-	$33,250	$13,300	R-2
51015	B008	6195 COOPER ST	-	$31,080	$12,432	R-2
51015	B009	6181 COOPER ST	-	$15,000	$6,000	R-2
51015	B010	6173 COOPER ST	-	$37,680	$15,072	R-2
51015	B011	6161 COOPER ST	-	$38,750	$15,500	R-2
51015	B014	N/A	3.62	$73,800	$29,520	R-2
51015	B024	6140 COOPER ST	4.49	$2,664,300	$1,065,720	R-6
51015	B025	6155 COOPER ST	0.52	$423,865	$169,546	R-6
51015	B026	6143 COOPER ST	-	$250	$100	R-4
51015	B035	6120 DORSETT ST	-	$84,900	$33,960	R-6T
51015	B036	6124 DORSETT ST	-	$74,300	$29,720	R-6T
51015	B037	6128 DORSETT ST	-	$74,300	$29,720	R-6T
51015	B038	6136 DORSETT ST	-	$81,900	$32,760	R-6T
51015	B073	N/A	1.37	$20,000	$8,000	R-4
51015	B074	6118 DORSETT ST	-	$104,900	$41,960	R-3
51015	B075	6116 DORSETT ST	-	$122,900	$49,160	R-3
51015	B076	6114 DORSETT ST	-	$103,300	$41,320	R-3
51015	B077	6112 DORSETT ST	-	$109,000	$43,600	R-3
51015	B078	6110 DORSETT ST	-	$103,300	$41,320	R-3
51015	B084	N/A	-	$8,200	$3,280	R-4
51015	B085	N/A	-	$8,200	$3,280	R-4
51015	B086	6217 COOPER ST	-	$34,950	$13,980	R-2
51015	C002	5947 HWY 92 - FAIRBURN RD	0.75	$72,400	$28,960	CG
51015	C004	5897 HWY 92 - FAIRBURN RD	1.75	$918,400	$367,360	CG
51015	C005	N/A	1.60	$256,100	$102,440	CG
51015	C007	N/A	0.04	$4,400	$1,760	ROW
51015	C008	6033 HWY 92 - FAIRBURN RD	0.38	$205,300	$82,120	CG
51015	C010	6031 HWY 92 - FAIRBURN RD	1.21	$1,772,100	$708,840	CG
51015	C011	N/A	0.15	$16,800	$6,720	CG
52015	1	5753 HWY 92 - FAIRBURN RD	0.97	$716,000	$286,400	CG
52015	2	5871 HWY 92 - FAIRBURN RD	0.77	$658,300	$263,320	CG
52015	3	8336 DURELEE LN	0.74	$103,850	$41,540	CG
52015	4	8366 DURELEE LN	1.69	$1,177,600	$471,040	CG
52015	5	8286 DURELEE LN	1.10	$146,690	$58,676	R-2
52015	6	8318 DURELEE LN	0.52	$247,100	$98,840	CG
52015	7	8322 DURELEE LN	0.52	$270,000	$108,000	O-D
52015	8	5793 HWY 92 - FAIRBURN RD	9.35	$3,900,000	$1,560,000	CG
52015	9	5771 HWY 92 - FAIRBURN RD	1.65	$399,600	$159,840	CG
52015	10	5823 HWY 92 - FAIRBURN RD	0.83	$840,000	$336,000	CG
52015	12	5861 HWY 92 - FAIRBURN RD	0.41	$294,300	$117,720	CG
52015	13	5669 HWY 92 - FAIRBURN RD	3.32	$1,583,500	$633,400	CG
52015	14	5733 HWY 92 - FAIRBURN RD	1.08	$817,100	$326,840	CG
52015	15	8394 CHEROKEE BLVD	0.23	$5,100	$2,040	CG
52015	16	5641 HWY 92 - FAIRBURN RD	1.81	$1,125,000	$450,000	CG
52015	20	5743 HWY 92 - FAIRBURN RD	0.93	$619,900	$247,960	CG
52015	21	N/A	1.82	$71,900	$28,760	CG
52015	22	5652 HWY 92 - FAIRBURN RD	0.77	$435,600	$174,240	CG
52015	24	5700 HWY 92 - FAIRBURN RD	1.05	$192,300	$76,920	CG
52015	25	5716 HWY 92 - FAIRBURN RD	0.65	$371,600	$148,640	CG
52015	26	5728 HWY 92 - FAIRBURN RD	0.65	$599,100	$239,640	CG
52015	27	5778 HWY 92 - FAIRBURN RD	0.48	$225,000	$90,000	CG
52015	28	5780 HWY 92 - FAIRBURN RD	0.48	$135,000	$54,000	CG
52015	29	5788 HWY 92 - FAIRBURN RD	0.44	$555,400	$222,160	CG

52015	30	5796 HWY 92 - FAIRBURN RD	0.75	$418,000	$167,200	CG
52015	31	5864 HWY 92 - FAIRBURN RD	1.80	$1,733,355	$693,342	CG
52015	32	N/A	0.16	$10,700	$4,280	R-3
52015	33	8385 CHEROKEE BLVD	0.80	$925,000	$370,000	CG
52015	34	5779 HWY 92 - FAIRBURN RD	0.43	$571,100	$228,440	CG
52015	35	N/A	1.14	$157,600	$63,040	CG
52015	36	N/A	0.32	$29,400	$11,760	CG
53015	32	N/A	1.88	$121,000	$48,400	IL
53015	43	8462 EARL D. LEE BLVD	2.68	$1,333,800	$533,520	CG
53015	44	N/A	4.45	$333,200	$133,280	CG
53015	45	5770 HWY 92 - FAIRBURN RD	2.40	$1,124,310	$449,724	O-D
53015	47	8490 DURELEE LN	2.70	$1,206,500	$482,600	IL
53015	48	N/A	10.78	$361,100	$144,440	IL
53015	49	N/A	3.63	$304,500	$121,800	R-3
53015	82	5834 HWY 92 - FAIRBURN RD	5.09	$1,140,000	$456,000	CG
53015	86	N/A	0.91	$58,600	$23,440	IL
53015	87	N/A	0.91	$128,000	$51,200	IL
53015	89	N/A	4.23	$245,100	$98,040	CG
53015	91	5636 HWY 92 - FAIRBURN RD	0.55	$353,400	$141,360	CG
53015	92	5620 HWY 92 - FAIRBURN RD	0.59	$205,900	$82,360	CG
53015	93	N/A	-	$0	$0	CG
53015	94	8469 EARL D. LEE BLVD	0.58	$116,300	$46,520	CG
53015	95	8473 EARL D. LEE BLVD	0.49	$599,000	$239,600	CG
53015	152	N/A	1.04	$132,600	$53,040	CG
53015	154	N/A	0.39	$80,300	$32,120	CG
53015	0093A	8451 EARL D. LEE BLVD STE A	0.52	$122,400	$48,960	CG
53015	0093B	8451 EARL D. LEE BLVD STE B	0.52	$122,700	$49,080	CG
53015	0093C	8451 EARL D. LEE BLVD STE C	0.52	$119,660	$47,864	CG
53015	0093D	8451 EARL D. LEE BLVD STE D	0.52	$119,160	$47,664	CG
53015	0093E	8451 EARL D. LEE BLVD STE F	0.52	$215,700	$86,280	CG
189025	21	N/A	78.65	$456,100	$182,440	IH
190025	9	7800 W STRICKLAND ST	45.55	$321,700	$128,680	IL
190025	11	2197 S FLAT ROCK RD	1.82	$132,600	$53,040	IL
190025	15	7595 W STRICKLAND ST	1.00	$90,500	$36,200	CG
190025	18	8681 S FLAT ROCK RD	3.06	$450,000	$180,000	IL
190025	39	2207 VIVIAN DR	2.15	$32,188	$12,875	IL
190025	42	8711 S FLAT ROCK RD	1.00	$185,100	$74,040	IH
190025	92	7773 W STRICKLAND ST	5.78	$677,800	$271,120	IL
190025	104	7600 OWL CREEK DR	0.76	$47,800	$19,120	IL
190025	105	8660 S FLAT ROCK RD	1.10	$54,400	$21,760	IL
190025	106	N/A	-	$250	$100	IL
190025	108	8691 S FLAT ROCK RD	4.00	$210,000	$84,000	IL
190025	109	2203 S FLAT ROCK RD	3.56	$91,500	$36,600	IL
191025	3	12831 VETERANS MEMORIAL HWY	2.67	$219,400	$87,760	CG
191025	4	12841 VETERANS MEMORIAL HWY	1.57	$218,030	$87,212	CG
191025	25	7499 W STRICKLAND ST	2.67	$139,900	$55,960	R-2
191025	26	7459 W STRICKLAND ST	2.00	$31,500	$12,600	R-2
191025	46	12811 VETERANS MEMORIAL HWY	0.57	$286,100	$114,440	IL
191025	62	12787 VETERANS MEMORIAL HWY	0.33	$135,600	$54,240	IL
191025	67	12821 VETERANS MEMORIAL HWY	0.80	$116,230	$46,492	CG
191025	69	7535 W STRICKLAND ST	0.34	$103,000	$41,200	R-2
191025	71	12797 VETERANS MEMORIAL HWY	5.60	$184,600	$73,840	IL
191025	76	12801 VETERANS MEMORIAL HWY	2.00	$434,400	$173,760	IL
191025	80	12795 VETERANS MEMORIAL HWY	0.74	$138,700	$55,480	IL
191025	83	7489 W STRICKLAND ST	1.00	$89,000	$35,600	R-2
191025	104	7485 W STRICKLAND ST	2.76	$36,200	$14,480	R-2
192025	20	8745 ROSE AVE	5.30	$376,300	$150,520	R-2

192025	21	8727 ROSE AVE	0.92	$90,200	$36,080	R-2
192025	22	8697 ROSE AVE	5.08	$171,300	$68,520	R-2
192025	23	8659 ROSE AVE	0.49	$209,700	$83,880	R-2
192025	24	8649 ROSE AVE	0.54	$43,310	$17,324	R-2
192025	25	8633 ROSE AVE	0.83	$216,990	$86,796	R-2
192025	26	8710 ROSE AVE	0.62	$55,500	$22,200	R-2
192025	27	8732 ROSE AVE	1.01	$125,700	$50,280	R-2
192025	29	12651 VETERANS MEMORIAL HWY	2.87	$1,027,600	$411,040	CG
192025	30	12641 VETERANS MEMORIAL HWY	0.69	$135,200	$54,080	CG
192025	33	8713 ROSE AVE	2.88	$115,400	$46,160	R-2
192025	34	N/A	0.52	$7,300	$2,920	R-2
192025	35	12631 VETERANS MEMORIAL HWY	1.56	$136,600	$54,640	CG
192025	51	8726 ROSE AVE	0.56	$288,800	$115,520	R-2
192025	52	7231 PINECREST DR	-	$86,580	$34,632	R-2
192025	53	7205 PINECREST DR	-	$146,100	$58,440	R-2
192025	60	N/A	0.41	$28,500	$11,400	CG
192025	61	N/A	0.47	$30,500	$12,200	CG
192025	62	12691 VETERANS MEMORIAL HWY	0.92	$84,400	$33,760	CG
192025	63	12701 VETERANS MEMORIAL HWY	0.99	$76,940	$30,776	CG
192025	64	7162 W BROAD ST	13.00	$168,400	$67,360	R-2
192025	65	12731 VETERANS MEMORIAL HWY	10.20	$249,300	$99,720	CG
192025	66	12759 VETERANS MEMORIAL HWY	6.54	$363,200	$145,280	CG
192025	67	12777 VETERANS MEMORIAL HWY	0.52	$78,000	$31,200	CG
192025	68	7199 PINECREST DR	-	$120,000	$48,000	R-2
192025	69	12751 VETERANS MEMORIAL HWY	0.50	$139,400	$55,760	CG
192025	202	8720 ROSE AVE	0.69	$541,200	$216,480	R-2
192025	204	N/A	5.98	$58,200	$23,280	R-2
193025	A004	7125 W STRICKLAND ST	11.77	$346,300	$138,520	DCD
193025	A007	7101 W STRICKLAND ST	15.99	$9,392,600	$3,757,040	DCD
193025	A055	N/A	3.27	$250	$100	R-3
193025	B001	8413 CHICAGO AVE	0.70	$248,800	$99,520	R-3
193025	B002	8405 CHICAGO AVE	0.67	$66,000	$26,400	R-3
193025	B003	8397 CHICAGO AVE	0.64	$96,100	$38,440	R-3
193025	B012	8332 CHICAGO AVE	1.00	$90,500	$36,200	R-3
193025	B013	6929 JAMES D. SIMPSON AVE	1.05	$12,400	$4,960	R-6T
193025	B015	6948 JAMES D. SIMPSON AVE	1.60	$849,300	$339,720	R-6
193025	B016	N/A	0.76	$10,800	$4,320	R-3
193025	B017	8354 CHICAGO AVE	1.70	$120,700	$48,280	R-3
193025	B018	8370 CHICAGO AVE	2.02	$159,410	$63,764	R-3
193025	B019	8386 CHICAGO AVE	0.47	$145,600	$58,240	R-6
193025	B021	8420 CHICAGO AVE	0.70	$58,570	$23,428	R-3
193025	B142	6909 JAMES D. SIMPSON AVE	0.48	$13,900	$5,560	R-6T
193025	B143	8376 CHICAGO AVE	0.47	$144,300	$57,720	R-6
193025	B144	8409 MILITARY WAY	-	$0	$0	R-4
193025	B145	8407 MILITARY WAY	-	$0	$0	R-4
193025	B146	8405 MILITARY WAY	-	$0	$0	R-4
193025	B147	8408 MILITARY WAY	-	$0	$0	R-4
193025	B148	8410 MILITARY WAY	-	$0	$0	R-4
193025	C002	12521 VETERANS MEMORIAL HWY	0.51	$231,200	$92,480	CG
193025	C003	12531 VETERANS MEMORIAL HWY	0.64	$204,330	$81,732	CG
193025	C004	12541 VETERANS MEMORIAL HWY	0.59	$196,000	$78,400	IL
193025	C005	12551 VETERANS MEMORIAL HWY	0.57	$390,410	$156,164	CG
193025	C006	12561 VETERANS MEMORIAL HWY	0.36	$275,200	$110,080	CG
193025	C007	12571 VETERANS MEMORIAL HWY	0.39	$177,500	$71,000	CG
193025	C008	12581 VETERANS MEMORIAL HWY	1.11	$145,500	$58,200	CG
193025	C010	12591 VETERANS MEMORIAL HWY	1.86	$1,246,400	$498,560	CG
193025	C011	12611 VETERANS MEMORIAL HWY	0.30	$57,800	$23,120	CG

193025	C012	12621 VETERANS MEMORIAL HWY	0.34	$124,200	$49,680	CG
193025	C014	N/A	1.10	$20,900	$8,360	R-2
193025	C015	7027 W STRICKLAND ST	0.51	$102,700	$41,080	R-2
193025	C016	7015 W STRICKLAND ST	1.00	$22,000	$8,800	R-2
193025	C017	7009 W STRICKLAND ST	0.96	$115,600	$46,240	R-2
193025	C018	6991 W STRICKLAND ST	0.70	$78,610	$31,444	R-2
193025	C019	6981 W STRICKLAND ST	1.10	$55,150	$22,060	R-2
193025	C021	6929 W STRICKLAND ST	0.31	$44,190	$17,676	R-3
193025	C022	6923 W STRICKLAND ST	0.47	$85,870	$34,348	R-3
193025	C023	6905 W STRICKLAND ST	0.50	$148,600	$59,440	R-3
193025	C024	6895 W STRICKLAND ST	0.39	$87,600	$35,040	R-3
193025	C025	8479 CHICAGO AVE	2.37	$56,000	$22,400	R-4
193025	C028	8439 CHICAGO AVE	0.92	$219,500	$87,800	R-6
193025	C029	8433 CHICAGO AVE	0.53	$117,600	$47,040	R-3
193025	C030	8427 CHICAGO AVE	0.77	$72,900	$29,160	R-3
193025	C031	8419 CHICAGO AVE	0.81	$55,000	$22,000	R-3
193025	C032	12601 VETERANS MEMORIAL HWY	0.60	$65,700	$26,280	CG
193025	C034	7051 W. STRICKLAND	0.74	$48,100	$19,240	R-2
193025	C035	N/A	1.65	$250	$100	R-3
194025	6	8592 TIMBER LANE DR	3.26	$260,600	$104,240	R-2
194025	12	8301 CEDAR MOUNTAIN RD	10.11	$114,900	$45,960	R-2
194025	13	N/A	2.01	$12,600	$5,040	R-2
194025	15	7531 W STRICKLAND ST	13.00	$246,600	$98,640	R-2
194025	46	N/A	6.17	$38,700	$15,480	R-2
194025	48	N/A	10.00	$69,100	$27,640	R-4
194025	57	N/A	-	$93,000	$37,200	R-2
194025	58	7362 VALLEY DR	5.23	$203,600	$81,440	R-2
194025	61	7362 GROVEWOOD DR	5.05	$123,500	$49,400	R-2
194025	62	7533 W STRICKLAND ST	4.71	$175,800	$70,320	R-2
194025	136	7241 DEERING CT	-	$29,400	$11,760	R-4
194025	137	7243 DEERING CT	-	$29,400	$11,760	R-4
194025	138	7250 DEERING CT	-	$205,000	$82,000	R-4
194025	139	7248 DEERING CT	-	$210,600	$84,240	R-4
194025	140	7246 DEERING CT	-	$196,200	$78,480	R-4
194025	141	7244 DEERING CT	-	$228,300	$91,320	R-4
194025	142	7242 DEERING CT	-	$260	$104	R-4
194025	143	7240 DEERING CT	-	$29,400	$11,760	R-4
194025	144	7238 DEERING CT	-	$29,400	$11,760	R-4
194025	145	7236 DEERING CT	-	$29,400	$11,760	R-4
194025	146	7234 DEERING CT	-	$29,400	$11,760	R-4
194025	147	7232 DEERING CT	-	$185,900	$74,360	R-4
194025	148	7230 DEERING CT	-	$196,800	$78,720	R-4
194025	149	7228 DEERING CT	-	$215,600	$86,240	R-4
194025	160	N/A	-	$250	$100	R-4
194025	161	8621 PARADISE DR	-	$29,400	$11,760	R-4
194025	162	8619 PARADISE DR	-	$29,400	$11,760	R-4
194025	163	8617 PARADISE DR	-	$29,400	$11,760	R-4
194025	164	8615 PARADISE DR	-	$29,400	$11,760	R-4
194025	165	8613 PARADISE DR	-	$29,400	$11,760	R-4
194025	166	8611 PARADISE DR	-	$29,400	$11,760	R-4
194025	167	8609 PARADISE DR	-	$29,400	$11,760	R-4
194025	168	7271 EMMA CT	-	$29,400	$11,760	R-4
194025	169	7273 EMMA CT	-	$29,400	$11,760	R-4
194025	170	7281 EMMA CT	-	$29,400	$11,760	R-4
194025	171	7285 EMMA CT	-	$29,400	$11,760	R-4
194025	172	7289 EMMA CT	-	$29,400	$11,760	R-4
194025	173	7291 EMMA CT	-	$29,400	$11,760	R-4

194025	174	7293 EMMA CT	-	$29,400	$11,760	R-4
194025	175	7292 EMMA CT	-	$29,400	$11,760	R-4
194025	176	7290 EMMA CT	-	$29,400	$11,760	R-4
194025	177	7288 EMMA CT	-	$29,400	$11,760	R-4
194025	178	7286 EMMA CT	-	$29,400	$11,760	R-4
194025	179	7284 EMMA CT	-	$29,400	$11,760	R-4
194025	180	7282 EMMA CT	-	$29,400	$11,760	R-4
194025	181	7280 EMMA CT	-	$29,400	$11,760	R-4
194025	182	7278 EMMA CT	-	$29,400	$11,760	R-4
194025	183	7276 EMMA CT	-	$29,400	$11,760	R-4
194025	184	7274 EMMA CT	-	$29,400	$11,760	R-4
194025	185	7272 EMMA CT	-	$29,400	$11,760	R-4
194025	186	7270 EMMA CT	-	$29,400	$11,760	R-4
194025	187	7268 EMMA CT	-	$29,400	$11,760	R-4
194025	188	7266 EMMA CT	-	$29,400	$11,760	R-4
194025	189	7264 EMMA CT	-	$29,400	$11,760	R-4
194025	190	7262 EMMA CT	-	$29,400	$11,760	R-4
194025	191	7260 EMMA CT	-	$29,400	$11,760	R-4
194025	192	7258 EMMA CT	-	$29,400	$11,760	R-4
194025	193	7256 EMMA CT	-	$29,400	$11,760	R-4
194025	194	7254 EMMA CT	-	$29,400	$11,760	R-4
194025	195	7252 EMMA CT	-	$29,400	$11,760	R-4
194025	196	7250 EMMA CT	-	$29,400	$11,760	R-4
194025	197	7248 EMMA CT	-	$29,400	$11,760	R-4
194025	198	7246 EMMA CT	-	$227,700	$91,080	R-4
194025	199	7244 EMMA CT	-	$199,800	$79,920	R-4
194025	200	7242 EMMA CT	-	$192,400	$76,960	R-4
194025	201	7241 EMMA CT	-	$189,000	$75,600	R-4
194025	202	7243 EMMA CT	-	$229,100	$91,640	R-4
194025	203	7245 EMMA CT	-	$199,600	$79,840	R-4
194025	204	7247 EMMA CT	-	$226,300	$90,520	R-4
194025	205	7249 EMMA CT	-	$216,500	$86,600	R-4
194025	206	7251 EMMA CT	-	$188,900	$75,560	R-4
194025	207	7253 EMMA CT	-	$229,100	$91,640	R-4
194025	208	7255 EMMA CT	-	$29,400	$11,760	R-4
194025	209	7257 EMMA CT	-	$29,400	$11,760	R-4
194025	210	7259 EMMA CT	-	$29,400	$11,760	R-4
194025	211	7261 EMMA CT	-	$29,400	$11,760	R-4
194025	212	7263 EMMA CT	-	$29,400	$11,760	R-4
194025	213	7265 EMMA CT	-	$29,400	$11,760	R-4
194025	214	7264 LACEY DR	-	$189,900	$75,960	R-4
194025	215	7262 LACEY DR	-	$206,500	$82,600	R-4
194025	216	7260 LACEY DR	-	$225,000	$90,000	R-4
194025	217	7258 LACEY DR	-	$197,700	$79,080	R-4
194025	218	7256 LACEY DR	-	$188,100	$75,240	R-4
194025	219	7254 LACEY DR	-	$198,200	$79,280	R-4
194025	220	7252 LACEY DR	-	$226,500	$90,600	R-4
194025	221	7250 LACEY DR	-	$188,900	$75,560	R-4
194025	222	7248 LACEY DR	-	$208,400	$83,360	R-4
194025	223	7246 LACEY DR	-	$217,200	$86,880	R-4
194025	224	7244 LACEY DR	-	$197,800	$79,120	R-4
194025	225	7242 LACEY DR	-	$226,200	$90,480	R-4
194025	226	7240 LACEY DR	-	$226,800	$90,720	R-4
194025	228	7229 LACEY DR	-	$194,800	$77,920	R-4
194025	229	7231 LACEY DR	-	$185,700	$74,280	R-4
194025	230	7233 LACEY DR	-	$234,500	$93,800	R-4
194025	231	7235 LACEY DR	-	$212,200	$84,880	R-4

194025	232	7237 LACEY DR	-	$29,400	$11,760	R-4
194025	233	7239 LACEY DR	-	$29,400	$11,760	R-4
194025	234	7241 LACEY DR	-	$29,400	$11,760	R-4
194025	235	7243 LACEY DR	-	$196,300	$78,520	R-4
194025	236	7245 LACEY DR	-	$185,900	$74,360	R-4
194025	237	7247 LACEY DR	-	$228,300	$91,320	R-4
194025	238	7249 LACEY DR	-	$196,300	$78,520	R-4
194025	239	7251 LACEY DR	-	$196,100	$78,440	R-4
194025	240	7253 LACEY DR	-	$29,400	$11,760	R-4
194025	241	7255 LACEY DR	-	$29,400	$11,760	R-4
194025	242	7257 LACEY DR	-	$225,800	$90,320	R-4
194025	243	7259 LACEY DR	-	$217,300	$86,920	R-4
194025	244	7261 LACEY DR	-	$190,600	$76,240	R-4
194025	245	7263 LACEY DR	-	$204,100	$81,640	R-4
194025	246	7265 LACEY DR	-	$255,500	$102,200	R-4
194025	247	N/A	-	$250	$100	R-4
194025	248	N/A	19.93	$99,600	$39,840	R-4
223025	3	N/A	10.39	$76,000	$30,400	R-2
223025	5	8047 CEDAR MOUNTAIN RD	13.52	$196,900	$78,760	R-2
223025	88	N/A	7.00	$49,000	$19,600	R-2
224025	2	N/A	20.20	$107,100	$42,840	DCD
224025	3	8260 CHICAGO AVE	2.00	$96,100	$38,440	R-2
224025	13	N/A	1.13	$11,200	$4,480	R-2
224025	15	N/A	23.65	$109,600	$43,840	DCD
224025	28	8268 CHICAGO AVE	1.00	$20,500	$8,200	DCD
224025	34	8288 CHICAGO AVE	7.50	$186,600	$74,640	DCD
224025	229	N/A	-	$250	$100	DCD
224025	231	N/A	-	$0	$0	DCD
551182	46	N/A	11.11	$238,800	$95,520	DCD
635013	14	N/A	11.60	$676,500	$270,600	DCD
636013	3	5307 MARONEY MILL RD	1.03	$111,200	$44,480	DCD
636013	4	N/A	17.00	$255,800	$102,320	DCD
637013	1	N/A	51.06	$1,097,700	$439,080	DCD
637013	72	N/A	-	$0	$0	DCD
637013	73	N/A	-	$0	$0	DCD
638013	6	948 HWY 92 - DALLAS HWY	3.70	$79,201	$31,680	DCD
638013	14	N/A	1.63	$161,300	$64,520	DCD
638013	17	N/A	2.00	$170,100	$68,040	DCD
704013	2	N/A	0.99	$20,500	$8,200	CG
704013	6	6500 MALONE RD	5.67	$80,607	$32,243	R-2
705013	1	7566 HWY 92 - DALLAS HWY	1.70	$30,701	$12,280	R-2
705013	2	7510 HWY 92 - DALLAS HWY	0.84	$80,800	$32,320	CG
705013	3	7669 HWY 92 - DALLAS HWY	8.92	$102,500	$41,000	R-2
705013	4	N/A	0.59	$31,300	$12,520	R-2
705013	8	N/A	8.19	$208,000	$83,200	CG
705013	15	N/A	1.63	$96,800	$38,720	CG
706013	1	7631 HWY 92 - DALLAS HWY	121.36	$2,818,400	$1,127,360	R-4
735013	1	6789 DAVIS DR	0.78	$72,900	$29,160	R-2
735013	2	6795 DAVIS DR	1.54	$73,400	$29,360	R-2
735013	3	6775 DAVIS DR	0.75	$85,500	$34,200	R-2
735013	5	6825 DAVIS DR	2.02	$36,397	$14,559	R-2
735013	6	6755 DAVIS DR	1.00	$122,400	$48,960	R-2
735013	7	N/A	1.00	$14,700	$5,880	R-2
735013	8	N/A	1.00	$14,700	$5,880	R-2
735013	10	N/A	1.27	$17,600	$7,040	R-2
735013	11	N/A	3.50	$36,800	$14,720	R-2
735013	12	6809 DAVIS DR	1.01	$148,000	$59,200	R-2

735013	13	N/A	0.73	$14,500	$5,800	R-2
735013	14	N/A	0.95	$12,900	$5,160	R-2
735013	15	N/A	2.43	$20,500	$8,200	R-2
736013	1	7755 HWY 92 - DALLAS HWY	10.93	$212,140	$84,856	R-2
736013	3	N/A	4.26	$59,200	$23,680	R-2
736013	4	7841 HWY 92 - DALLAS HWY	2.32	$170,000	$68,000	R-2
736013	7	7765 MALONE ST	6.14	$222,800	$89,120	IL
737013	1	N/A	1.15	$19,300	$7,720	R-2
737013	88	N/A	2.16	$250	$100	R-3
737013	92	6578 SNOWBIRD LN	-	$155,700	$62,280	R-3
737013	93	6576 SNOWBIRD LN	-	$148,300	$59,320	R-3
737013	94	6574 SNOWBIRD LN	-	$153,800	$61,520	R-3
738013	3	6549 BROWN ST	10.71	$6,234,200	$2,493,680	R-6
738013	5	6481 BROWN ST	0.34	$36,880	$14,752	R-2
738013	38	N/A	-	$4,200	$1,680	R-2
738013	42	6473 BROWN ST	0.37	$48,480	$19,392	R-2
738013	43	6463 BROWN ST	0.38	$53,380	$21,352	R-2
738013	44	6501 BROWN ST	0.49	$42,700	$17,080	R-2
738013	45	6511 BROWN ST	0.48	$43,800	$17,520	R-2
738013	46	6521 BROWN ST	0.50	$43,800	$17,520	R-2
738013	47	6531 BROWN ST	0.50	$44,700	$17,880	R-2
739013	2	N/A	0.70	$88,200	$35,280	R-2
739013	8	7976 HWY 92 - DALLAS HWY	-	$83,800	$33,520	R-2
739013	9	7988 HWY 92 - DALLAS HWY	-	$58,800	$23,520	R-2
739013	10	7981 HWY 92 - DALLAS HWY	1.44	$76,510	$30,604	R-2
739013	11	7967 HWY 92 - DALLAS HWY	0.95	$99,240	$39,696	R-2
739013	12	7939 HWY 92 - DALLAS HWY	1.95	$161,600	$64,640	R-2
739013	13	7925 HWY 92 - DALLAS HWY	0.62	$87,000	$34,800	R-2
739013	15	7959 HWY 92 - DALLAS HWY	0.58	$82,500	$33,000	R-2
739013	16	N/A	2.40	$36,300	$14,520	R-2
739013	18	N/A	0.06	$250	$100	R-2
739013	49	N/A	0.58	$250	$100	R-2
740182	3	N/A	2.00	$28,300	$11,320	R-2
740182	4	N/A	4.00	$28,000	$11,200	R-2
740182	5	N/A	4.03	$27,100	$10,840	R-2
740182	6	N/A	3.76	$10,500	$4,200	R-2
741182	2	1551 HUEY RD	2.50	$155,800	$62,320	R-2
742013	11	N/A	15.00	$46,800	$18,720	R-2
743182	9	N/A	2.00	$30,000	$12,000	IL
744013	1	8080 MALONE ST	2.85	$27,900	$11,160	R-2
744182	18	N/A	0.40	$32,800	$13,120	CG
744182	36	11947 VETERANS MEMORIAL HWY	0.73	$1,050,370	$420,148	CG
744182	37	11945 VETERANS MEMORIAL HWY	0.41	$102,600	$41,040	CG
745013	29	N/A	0.35	$44,900	$17,960	R-2
745013	30	8040 COLQUITT ST	0.43	$149,900	$59,960	R-4
745013	31	8038 COLQUITT ST	0.44	$149,900	$59,960	R-4
745013	35	N/A	-	$18,200	$7,280	DCD
745013	36	N/A	-	$10,900	$4,360	DCD
745013	37	N/A	-	$10,900	$4,360	DCD
745013	38	N/A	-	$10,900	$4,360	DCD
745013	39	N/A	-	$10,900	$4,360	DCD
745013	40	N/A	-	$18,200	$7,280	DCD
745013	41	8046 YOUNGTOWN ST	-	$65,402	$26,161	DCD
745013	42	8048 YOUNGTOWN ST	-	$65,202	$26,081	DCD
745013	43	8050 YOUNGTOWN ST	-	$65,202	$26,081	DCD
745013	44	8052 YOUNGTOWN ST	-	$65,402	$26,161	DCD
745013	45	8062 YOUNGTOWN ST	-	$65,102	$26,041	DCD

745013	46	8064 YOUNGTOWN ST	-	$65,102	$26,041	DCD
745013	47	8068 YOUNGTOWN ST	-	$65,002	$26,001	DCD
745013	48	8070 YOUNGTOWN ST	-	$65,102	$26,041	DCD
823182	115	7993 EAST FIELD DR	-	$71,000	$28,400	R-2
823182	116	7991 EAST FIELD DR	-	$71,000	$28,400	R-2
823182	117	7989 EAST FIELD DR	-	$101,800	$40,720	R-2
823182	118	7987 EAST FIELD DR	-	$71,000	$28,400	R-2
823182	119	7985 EAST FIELD DR	-	$100,800	$40,320	R-2
823182	120	7983 EAST FIELD DR	-	$101,600	$40,640	R-2
823182	122	7977 EAST FIELD DR	-	$112,500	$45,000	R-2
823182	123	7975 EAST FIELD DR	-	$105,300	$42,120	R-2
823182	124	7971 EAST FIELD DR	-	$100,700	$40,280	R-2
823182	125	7967 EAST FIELD DR	-	$99,600	$39,840	R-2
823182	126	7963 EAST FIELD DR	-	$96,700	$38,680	R-2
823182	127	7959 EAST FIELD DR	-	$97,600	$39,040	R-2
823182	128	7951 EAST FIELD DR	-	$81,700	$32,680	R-2
823182	138	N/A	1.71	$19,500	$7,800	R-2
824182	1	11961 VETERANS MEMORIAL HWY	1.75	$699,400	$279,760	CG
824182	11	8091 DURELEE LN	-	$95,900	$38,360	R-2
824182	12	8077 DURELEE LN	-	$83,200	$33,280	R-2
824182	13	8067 DURELEE LN	-	$86,500	$34,600	R-2
824182	14	8053 DURELEE LN	-	$107,600	$43,040	R-2
824182	15	8043 DURELEE LN	-	$88,500	$35,400	R-2
824182	16	8033 DURELEE LN	-	$88,500	$35,400	R-2
824182	17	8019 DURELEE LN	4.75	$725,500	$290,200	CG
824182	23	12001 VETERANS MEMORIAL HWY	1.74	$426,400	$170,560	CG
824182	24	12011 VETERANS MEMORIAL HWY	0.91	$118,900	$47,560	CG
824182	25	12021 VETERANS MEMORIAL HWY	0.68	$194,500	$77,800	CG
824182	27	N/A	0.68	$127,100	$50,840	CG
824182	28	N/A	0.17	$5,900	$2,360	CG
824182	29	12031 VETERANS MEMORIAL HWY	0.34	$16,600	$6,640	CG
824182	31	11983 VETERANS MEMORIAL HWY	0.97	$387,500	$155,000	CG
824182	36	8011 EAST FIELD DR	0.44	$322,000	$128,800	R-2
825182	A002	12051 VETERANS MEMORIAL HWY	11.76	$228,000	$91,200	CG
825182	A004	12071 VETERANS MEMORIAL HWY	2.55	$161,800	$64,720	CG
825182	A005	8076 CONNALLY DR	0.46	$19,610	$7,844	CG
825182	A006	8092 CONNALLY DR	0.54	$26,600	$10,640	R-2
825182	A007	8085 CONNALLY DR	0.46	$30,300	$12,120	IH
825182	A008	12081 VETERANS MEMORIAL HWY	0.30	$64,300	$25,720	CG
825182	A009	12091 VETERANS MEMORIAL HWY	1.41	$176,200	$70,480	IH
825182	A010	N/A	0.18	$6,700	$2,680	R-2
825182	B001	7962 HUEY RD	2.12	$3	$1	IL
825182	B002	7982 HUEY RD	4.85	$325,300	$130,120	IL
825182	B003	8000 HUEY RD	1.18	$111,100	$44,440	IL
825182	B004	8030 E STRICKLAND ST	4.18	$258,600	$103,440	IL
825182	B005	6135 E STRICKLAND ST	-	$43,200	$17,280	R-2
825182	B006	8049 HUEY RD	-	$70,400	$28,160	R-2
825182	B007	8037 HUEY RD	-	$43,400	$17,360	R-2
825182	B008	8025 HUEY RD	-	$112,160	$44,864	R-2
825182	B009	8015 HUEY RD	-	$99,500	$39,800	R-2
825182	B010	6144 ELLIS ST	-	$63,170	$25,268	R-2
825182	B011	8032 PALMER ST	-	$72,170	$28,868	R-2
825182	B012	7973 HUEY RD	1.89	$26,100	$10,440	R-2
825182	B014	1603 HUEY RD	1.29	$24,700	$9,880	R-4
825182	B016	N/A	1.14	$1	$0	IL
826182	1	6337 BROWN ST	29.42	$248,090	$99,236	R-2
826182	2	6251 ELLIS ST	-	$8,000	$3,200	R-2

826182	3	6245 ELLIS ST	-	$62,900	$25,160	R-2
826182	4	6239 ELLIS ST	-	$77,500	$31,000	R-2
826182	5	6233 ELLIS ST	-	$68,400	$27,360	R-2
826182	6	6223 ELLIS ST	-	$69,300	$27,720	R-2
826182	7	6213 ELLIS ST	-	$95,500	$38,200	R-2
826182	8	6201 ELLIS ST	-	$52,600	$21,040	R-2
826182	9	6183 ELLIS ST	-	$60,900	$24,360	R-2
826182	10	6175 ELLIS ST	-	$61,300	$24,520	R-2
826182	11	6165 ELLIS ST	-	$88,900	$35,560	R-2
826182	12	6168 ELLIS ST	-	$80,220	$32,088	R-2
826182	13	6182 ELLIS ST	-	$81,100	$32,440	R-2
826182	16	6212 ELLIS ST	-	$61,900	$24,760	R-2
826182	17	6224 ELLIS ST	-	$71,000	$28,400	R-2
826182	18	6236 ELLIS ST	-	$61,600	$24,640	R-2
826182	19	6242 ELLIS ST	-	$38,400	$15,360	R-2
826182	20	6161 E STRICKLAND ST	-	$58,700	$23,480	R-2
826182	21	6149 E STRICKLAND ST	-	$44,000	$17,600	R-2
826182	22	8063 PALMER ST	-	$92,700	$37,080	R-2
826182	23	N/A	-	$500	$200	R-2
827182	1	6324 BROWN ST	1.06	$38,000	$15,200	R-2
827182	3	6378 BROWN ST	0.37	$13,600	$5,440	R-4
827182	6	6395 BROWN ST	0.17	$250	$100	R-2
827182	9	N/A	1.86	$13,700	$5,480	R-2
827182	10	6415 BROWN ST	0.99	$95,700	$38,280	R-2
827182	12	N/A	0.49	$8,200	$3,280	R-4
827182	14	8095 ODESSA PL	3.59	$295,500	$118,200	IL
827182	16	6411 BROWN ST	1.34	$70,400	$28,160	R-2
827182	17	6399 BROWN ST	3.51	$80,400	$32,160	R-2
827182	33	N/A	-	$250	$100	DCD
827182	34	N/A	-	$250	$100	DCD
827182	35	N/A	-	$10,900	$4,360	DCD
827182	36	N/A	-	$10,900	$4,360	DCD
827182	39	N/A	1.65	$20,100	$8,040	R-2
828182	1	6322 BROWN ST	1.03	$55,000	$22,000	R-2
828182	3	6309 BROWN ST	0.35	$73,000	$29,200	R-2
829182	2	6257 ELLIS ST	-	$3,200	$1,280	R-2
829182	3	6248 ELLIS ST	-	$50,600	$20,240	R-2
829182	7	6231 E STRICKLAND ST	-	$65,200	$26,080	R-2
829182	8	6223 E STRICKLAND ST	-	$89,500	$35,800	R-2
829182	9	6215 E STRICKLAND ST	-	$68,400	$27,360	R-2
829182	10	6205 E STRICKLAND ST	-	$63,400	$25,360	R-2
829182	11	6197 E STRICKLAND ST	-	$77,200	$30,880	R-2
829182	12	6189 E STRICKLAND ST	-	$105,000	$42,000	R-2
829182	13	6179 E STRICKLAND ST	-	$81,600	$32,640	R-2
829182	14	6171 E STRICKLAND ST	-	$55,650	$22,260	R-2
829182	18	6161 DORSETT ST	2.11	$18,200	$7,280	IH
830182	1	8165 DORSETT ST	1.01	$884,500	$353,800	R-6
830182	5	8205 OAK ST	-	$53,900	$21,560	R-2
830182	6	8199 OAK ST	-	$44,300	$17,720	R-2
830182	7	N/A	-	$6,200	$2,480	R-2
830182	8	N/A	-	$6,200	$2,480	R-2
830182	9	8181 OAK ST	-	$19,901	$7,960	R-2
830182	10	N/A	-	$6,200	$2,480	R-2
830182	11	N/A	-	$6,200	$2,480	R-2
830182	12	8163 OAK ST	-	$84,600	$33,840	R-2
830182	13	6058 COOPER ST	-	$9,900	$3,960	R-2
830182	14	6068 COOPER ST	-	$85,400	$34,160	R-2

830182	15	6076 COOPER ST	-	$88,100	$35,240	R-2
830182	16	6054 COOPER ST	-	$56,800	$22,720	R-2
830182	17	6101 DORSETT ST	-	$63,700	$25,480	R-2
830182	18	6089 DORSETT ST	-	$60,100	$24,040	R-2
830182	19	6067 COOPER ST	-	$90,300	$36,120	R-2
830182	20	6057 COOPER ST	-	$39,510	$15,804	R-2
830182	21	6051 COOPER ST	-	$62,300	$24,920	R-2
830182	22	8145 OAK ST	-	$69,100	$27,640	R-2
830182	23	8135 OAK ST	-	$47,500	$19,000	R-2
830182	24	6086 HILL ST	-	$56,600	$22,640	R-2
830182	25	6100 HILL ST	-	$64,500	$25,800	R-2
830182	26	6115 DORSETT ST	-	$58,400	$23,360	R-2
830182	27	6123 HILL ST	-	$86,100	$34,440	R-2
830182	28	6113 HILL ST	-	$53,400	$21,360	R-2
830182	29	6105 HILL ST	-	$53,100	$21,240	R-2
830182	30	6095 HILL ST	-	$45,700	$18,280	R-2
830182	31	N/A	-	$9,900	$3,960	R-2
830182	32	N/A	-	$250	$100	R-2
830182	33	6077 HILL ST	-	$65,300	$26,120	R-2
830182	34	6071 HILL ST	-	$51,700	$20,680	R-2
830182	35	6065 HILL ST	-	$52,100	$20,840	R-2
830182	36	6057 HILL ST	-	$50,300	$20,120	R-2
830182	37	6049 HILL ST	-	$94,800	$37,920	R-2
830182	38	12101 VETERANS MEMORIAL HWY	4.20	$837,900	$335,160	IH
830182	39	12117 VETERANS MEMORIAL HWY	2.04	$175,400	$70,160	CG
830182	40	6054 HILL ST	-	$55,500	$22,200	R-2
830182	41	8142 OAK ST	-	$117,000	$46,800	R-4
830182	43	8162 OAK ST	-	$68,100	$27,240	R-2
830182	44	8168 OAK ST	-	$48,800	$19,520	R-2
830182	45	8178 OAK ST	-	$68,400	$27,360	R-2
830182	46	8188 OAK ST	-	$73,800	$29,520	R-2
830182	47	8200 OAK ST	-	$83,100	$33,240	R-2
830182	48	8159 CONNALLY DR	-	$78,200	$31,280	R-2
830182	49	8145 CONNALLY DR	-	$82,100	$32,840	R-2
830182	50	8135 CONNALLY DR	-	$73,200	$29,280	R-2
830182	51	8125 CONNALLY DR	-	$62,100	$24,840	R-2
830182	52	8117 CONNALLY DR	-	$67,600	$27,040	R-2
830182	53	8111 CONNALLY DR	-	$47,000	$18,800	R-2
830182	54	8106 CONNALLY DR	-	$43,000	$17,200	R-2
830182	55	8110 CONNALLY DR	-	$34,000	$13,600	R-2
830182	56	8114 CONNALLY DR	-	$55,880	$22,352	R-2
830182	57	8120 CONNALLY DR	-	$64,400	$25,760	R-2
830182	58	6085 HILL ST	-	$49,400	$19,760	R-2
831182	20	8160 CONNALLY DR	-	$62,000	$24,800	R-2
831182	23	8176 CONNALLY DR	-	$73,400	$29,360	R-2
831182	25	8188 CONNALLY DR	-	$43,800	$17,520	R-2
831182	26	8200 CONNALLY DR	-	$99,350	$39,740	R-2
831182	28	8218 CONNALLY DR	-	$72,200	$28,880	R-3
831182	29	8224 CONNALLY DR	-	$72,200	$28,880	R-3
831182	30	8228 CONNALLY DR	-	$78,800	$31,520	R-3
831182	31	8236 CONNALLY DR	-	$72,200	$28,880	R-3
831182	32	8242 CONNALLY DR	-	$74,600	$29,840	R-3
831182	33	8136 CONNALLY DR	-	$51,370	$20,548	R-2
831182	34	N/A	2.60	$18,600	$7,440	R-2
831182	35	8141 DURELEE LN	-	$92,800	$37,120	R-2
831182	36	8129 DURELEE LN	-	$92,400	$36,960	R-2
831182	37	8117 DURELEE LN	-	$83,700	$33,480	R-2

831182	38	8105 DURELEE LN	-	$96,300	$38,520	R-2
833182	2	8245 CHEROKEE DR	13.66	$204,901	$81,960	DCD
833182	4	8246 CHEROKEE BLVD	1.00	$92,400	$36,960	DCD
903182	5	N/A	16.00	$146,000	$58,400	R-2
903182	5	N/A	16.00	$146,000	$58,400	R-2
904182	1	5487 WESTMORELAND PLZ	1.48	$3,033,900	$1,213,560	CG
904182	2	5485 WESTMORELAND PLZ	1.53	$473,000	$189,200	CG
904182	4	5479 WESTMORELAND PLZ	1.29	$1,225,100	$490,040	CG
904182	5	5481 WESTMORELAND PLZ	3.52	$2,479,100	$991,640	CG
904182	6	5483 WESTMORELAND PLZ	1.32	$542,100	$216,840	CG
904182	7	5491 WESTMORELAND PLZ	3.20	$1,054,500	$421,800	IL
904182	8	5493 WESTMORELAND PLZ	3.30	$1,479,100	$591,640	IL
904182	9	5489 WESTMORELAND PLZ	2.00	$1,589,400	$635,760	IL
904182	10	N/A	2.68	$60,500	$24,200	CG
905182	1	4486 CHEROKEE DR	21.05	$1,828,200	$731,280	R-4
905182	5	8304 CHEROKEE BLVD	1.98	$1,944,000	$777,600	CG
905182	8	8305 CHEROKEE BLVD	1.40	$898,300	$359,320	CG
905182	10	N/A	0.66	$44,900	$17,960	CG
905182	11	8315 CHEROKEE BLVD	1.76	$1,816,840	$726,736	CG
905182	12	8355 CHEROKEE BLVD	0.75	$1,179,900	$471,960	CG
905182	14	N/A	4.89	$97,800	$39,120	CG
906182	4	5727 PALAZZO WAY	2.57	$951,100	$380,440	CG
		N/A				
825182	B017	N/A	-	$500	$0	R-2
20015	238	12171 VETERANS MEMORIAL HWY	7.00	$502,100	$0	DCD
20015	336	N/A	-	$500	$0	R-2
16015	C018	N/A	-	$500	$0	CBD
17015	E042	N/A	0.03	$5,200	$0	CBD
17015	E040	N/A	0.06	$21,000	$0	CBD
17015	E043	N/A	0.01	$5,000	$0	CBD
20015	334	N/A	-	$500	$0	R-2
17015	E041	N/A	0.01	$5,000	$0	CBD
739013	39	6625 BROWN ST	2.13	$626,800	$0	R-2
736013	9	N/A	0.36	$10,800	$0	R-6
20015	207	8320 GRADY ST	0.89	$18,500	$0	R-2
17015	B009	6735 JAMES D. SIMPSON AVE	-	$2,000	$0	R-4
16015	D045	6704 CHURCH ST	0.69	$90,300	$0	CBD
16015	D018	6730 CHURCH ST	0.09	$101,000	$0	CBD
16015	D046	6700 CHURCH ST	0.69	$18,329,400	$0	CBD
16015	D017	8493 BOWDEN ST	0.11	$234,175	$0	CBD
193025	C001	N/A	2.84	$71,000	$0	R-2
16015	B004	8485 W COURTHOUSE SQ	0.27	$818,300	$0	CBD
17015	E019	6661 CHURCH ST	0.07	$17,500	$0	CBD
17015	E027	N/A	0.17	$29,500	$0	CBD
17015	E039	N/A	0.05	$6,500	$0	CBD
16015	D048	N/A	0.40	$66,000	$0	CBD
17015	E024	8411 CAMPBELLTON ST	0.19	$52,100	$0	CBD
17015	B065	N/A	5.00	$12,500	$0	R-2
17015	E010	12361 VETERANS MEMORIAL HWY	0.05	$10,000	$0	CBD
16015	C015	6695 CHURCH ST	0.28	$1,970,105	$0	CBD
738013	1	N/A	1.87	$6,500	$0	R-2
17015	A046	N/A	-	$8,000	$0	R-4
17015	A064	N/A	-	$2,200	$0	R-4
736013	8	7775 MALONE ST	4.67	$1,100,300	$0	R-4
223025	2	8145 CEDAR MOUNTAIN RD	65.39	$817,300	$0	R-2
17015	E014	8428 ONEAL PLZ	0.07	$6,500	$0	CBD
16015	A008	8638 ROSE AVE	8.00	$200,000	$0	R-2

738013	2	6593 BROWN ST	15.97	$1,244,346	$0	R-2
16015	C001	12385 VETERANS MEMORIAL HWY	0.05	$217,700	$0	CBD
16015	D099	6774 CHURCH ST	0.53	$1,288,600	$0	CBD
20015	46	N/A	0.31	$78,700	$0	CBD
16015	C014	6701 CHURCH ST	0.28	$640,400	$0	CBD
16015	C017	6697 CHURCH ST	0.06	$75,800	$0	CBD
190025	89	7635 W STRICKLAND ST	5.24	$695,000	$0	IL
190025	21	7725 W STRICKLAND ST	5.00	$285,000	$0	IH
190025	95	7595 OWL CREEK DR	0.50	$33,000	$0	IL
190025	94	8690 S FLAT ROCK RD	0.50	$33,000	$0	IL
190025	10	N/A	2.03	$95,400	$0	IH
190025	96	7585 OWL CREEK DR	1.00	$60,000	$0	IL
16015	C006	12411 VETERANS MEMORIAL HWY	0.07	$313,400	$0	CBD
20015	93	8304 FOWLER CIR APT 8	4.47	$762,800	$0	R-2
17015	C007	6695 NOLAN PL APT 95	2.45	$6,300	$0	R-2
193025	C020	8474 POUNDS CIR APT 1	13.50	$1,037,500	$0	R-4
17015	A030	8313 HWY 92 - DALLAS HWY	0.73	$12,700	$0	R-6
17015	B002	8267 LLOYD DR APT 9	5.26	$4,308,256	$0	R-6
193025	B011	7002 ALEXANDER CT APT 42	8.00	$858,140	$0	R-4
16015	D016	N/A	0.50	$110,000	$0	CBD
224025	12	N/A	-	$9,000	$0	R-2
16015	B001	12431 VETERANS MEMORIAL HWY	1.28	$3,491,900	$0	CBD
16015	A011	6810 SELMAN DR	7.03	$2,926,700	$0	R-2
50015	37	8670 DORRIS RD	0.91	$9,500	$0	R-6
16015	A014	6840 CHURCH ST	5.05	$19,710,300	$0	CG
16015	A016	8595 CLUB DR	4.96	$2,352,600	$0	CG
52015	23	N/A	0.35	$70,000	$0	CG
17015	C006	8138 MALONE ST	12.00	$13,339,431	$0	R-2
51015	C009	8329 DURELEE LN	10.84	$908,900	$0	R-2
18015	B022	N/A	11.04	$27,600	$0	R-2
51015	C001	8266 CONNALLY DR	22.88	$11,377,600	$0	R-2
827182	4	6390 BROWN ST	0.59	$18,800	$0	ROW
745013	49	N/A	4.70	$47,250	$0	ROW
51015	C003	5923 HWY 92 - FAIRBURN RD	0.48	$121,400	$0	ROW
827182	40	N/A	0.02	$250	$0	ROW
739013	21	6646 BROWN ST	0.50	$14,400	$0	ROW
739013	19	7935 MALONE ST	0.49	$18,400	$0	R-2
638013	25	N/A	0.20	$250	$0	ROW
739013	43	N/A	0.07	$250	$0	ROW
638013	33	N/A	0.27	$250	$0	ROW
638013	34	N/A	0.48	$250	$0	ROW
739013	44	N/A	0.16	$250	$0	ROW
635013	18	N/A	0.68	$250	$0	ROW
638013	27	N/A	0.82	$250	$0	ROW
738013	53	N/A	0.01	$250	$0	ROW
739013	5	7934 HWY 92 - DALLAS HWY	0.46	$14,000	$0	ROW
739013	7	7950 HWY 92 - DALLAS HWY	0.92	$23,500	$0	ROW
738013	10	N/A	-	$420	$0	ROW
829182	6	6262 ELLIS ST	-	$16,000	$0	ROW
829182	5	6258 ELLIS ST	-	$79,300	$0	ROW
51015	B044	6146 FULGHUM DR	-	$21,000	$0	ROW
51015	B066	6151 FULGHUM DR	-	$21,000	$0	ROW
738013	27	N/A	-	$4,200	$0	ROW
738013	26	6570 BROWN ST	-	$8,400	$0	ROW
736013	12	N/A	0.20	$250	$0	ROW
738013	12	N/A	-	$4,200	$0	ROW
738013	51	N/A	0.01	$160	$0	ROW

738013	57	N/A	0.08	$250	$0	ROW
739013	4	7854 HWY 92 - DALLAS HWY	0.17	$21,000	$0	ROW
52015	38	N/A	0.03	$250	$0	ROW
50015	122	N/A	0.07	$250	$0	ROW
827182	41	N/A	1.28	$250	$0	ROW
827182	7	6327 BROWN ST	0.85	$20,500	$0	ROW
51015	C019	N/A	0.18	$250	$0	ROW
745013	51	N/A	0.01	$180	$0	ROW
51015	C020	N/A	0.02	$250	$0	ROW
828182	2	6315 BROWN ST	1.41	$30,100	$0	ROW
705013	24	N/A	1.56	$250	$0	ROW
828182	4	N/A	0.30	$250	$0	ROW
52015	37	N/A	0.05	$250	$0	ROW
17015	A106	N/A	0.03	$250	$0	ROW
738013	69	N/A	-	$250	$0	ROW
52015	41	N/A	0.06	$250	$0	ROW
739013	20	N/A	-	$250	$0	ROW
745013	52	N/A	0.11	$180	$0	ROW
736013	17	N/A	0.01	$250	$0	ROW
705013	17	N/A	0.59	$250	$0	ROW
738013	65	N/A	0.12	$160	$0	ROW
51015	A116	N/A	0.04	$250	$0	ROW
739013	40	N/A	-	$250	$0	ROW
830182	62	N/A	0.09	$200	$0	ROW
827182	44	N/A	0.10	$250	$0	ROW
739013	48	N/A	1.60	$250	$0	ROW
739013	53	N/A	0.04	$250	$0	ROW
826182	25	N/A	-	$250	$0	ROW
738013	68	N/A	0.13	$250	$0	ROW
20015	331	N/A	0.47	$250	$0	ROW
739013	46	N/A	0.15	$250	$0	ROW
827182	47	N/A	0.68	$250	$0	ROW
51015	B104	N/A	-	$250	$0	ROW
739013	52	N/A	0.78	$250	$0	ROW
20015	330	N/A	0.16	$250	$0	ROW
827182	46	N/A	0.24	$250	$0	ROW
739013	47	N/A	2.50	$250	$0	ROW
739013	51	N/A	0.80	$250	$0	ROW
829182	21	N/A	0.71	$250	$0	ROW
739013	54	N/A	0.35	$250	$0	ROW
51015	C025	N/A	0.02	$250	$0	ROW
51015	C027	N/A	0.01	$250	$0	ROW
51015	C021	N/A	0.15	$250	$0	ROW
51015	C024	N/A	0.03	$250	$0	ROW
52015	40	N/A	0.15	$250	$0	ROW
50015	123	N/A	0.03	$250	$0	ROW
50015	128	N/A	0.05	$250	$0	ROW
51015	A115	N/A	0.14	$250	$0	ROW
51015	C022	N/A	0.23	$250	$0	ROW
738013	64	N/A	0.01	$160	$0	ROW
53015	155	N/A	0.04	$250	$0	ROW
51015	A117	N/A	0.03	$250	$0	ROW
827182	45	N/A	0.30	$250	$0	ROW
51015	B103	N/A	0.45	$250	$0	ROW
52015	39	N/A	-	$250	$0	ROW
51015	C023	N/A	0.16	$250	$0	ROW
51015	C026	N/A	0.02	$250	$0	ROW

736013	19	N/A	0.10	$250	$0	ROW
51015	B071	6141 FULGHUM DR	-	$21,000	$0	ROW
51015	B070	6143 FULGHUM DR	-	$21,000	$0	ROW
51015	B067	6149 FULGHUM DR	-	$21,000	$0	ROW
51015	B046	6150 FULGHUM DR	-	$21,000	$0	ROW
51015	B047	6152 FULGHUM DR	-	$21,000	$0	ROW
51015	B060	6163 FULGHUM DR	-	$21,000	$0	ROW
51015	B056	6171 FULGHUM DR	-	$21,000	$0	ROW
51015	B048	6154 FULGHUM DR	-	$21,000	$0	ROW
51015	B045	6148 FULGHUM DR	-	$21,000	$0	ROW
51015	B051	6160 FULGHUM DR	-	$21,000	$0	ROW
51015	B062	6159 FULGHUM DR	-	$21,000	$0	ROW
51015	B057	6169 FULGHUM DR	-	$21,000	$0	ROW
51015	B069	6145 FULGHUM DR	-	$21,000	$0	ROW
51015	B042	6142 FULGHUM DR	-	$21,000	$0	ROW
51015	B068	6147 FULGHUM DR	-	$21,000	$0	ROW
829182	16	12131 VETERANS MEMORIAL HWY	1.16	$75,400	$0	ROW
51015	B063	6157 FULGHUM DR	-	$21,000	$0	ROW
827182	5	6367 BROWN ST	0.63	$9,800	$0	ROW
51015	B043	6144 FULGHUM DR	-	$21,000	$0	ROW
51015	B041	6140 DORSETT ST	-	$21,000	$0	ROW
51015	B061	6161 FULGHUM DR	-	$21,000	$0	ROW
51015	B058	6167 FULGHUM DR	-	$21,000	$0	ROW
51015	B059	6165 FULGHUM DR	-	$21,000	$0	ROW
20015	239	N/A	0.51	$35,700	$0	ROW
20015	240	12151 VETERANS MEMORIAL HWY	1.54	$106,300	$0	ROW
51015	B064	6155 FULGHUM DR	-	$21,000	$0	ROW
51015	B087	N/A	0.02	$250	$0	ROW
51015	B052	6162 FULGHUM DR	-	$21,000	$0	ROW
827182	37	N/A	0.02	$250	$0	ROW
51015	B065	6153 FULGHUM DR	-	$21,000	$0	ROW
51015	B055	6173 FULGHUM DR	-	$21,000	$0	ROW
738013	13	N/A	-	$4,200	$0	ROW
51015	B089	N/A	0.01	$250	$0	ROW
51015	B039	6138 DORSETT ST	-	$21,000	$0	ROW
51015	B081	6135 COOPER ST	-	$21,000	$0	ROW
738013	55	N/A	0.01	$160	$0	ROW
738013	50	N/A	0.01	$160	$0	ROW
829182	20	N/A	0.05	$250	$0	ROW
829182	15	12121 VETERANS MEMORIAL HWY	0.87	$34,800	$0	ROW
51015	B050	6158 FULGHUM DR	-	$21,000	$0	ROW
51015	B099	N/A	-	$250	$0	ROW
51015	B088	N/A	0.08	$250	$0	ROW
51015	B097	N/A	0.09	$250	$0	ROW
829182	4	6252 ELLIS ST	-	$16,000	$0	ROW
738013	52	N/A	0.01	$160	$0	ROW
738013	11	N/A	-	$3,100	$0	ROW
738013	41	7940 CONE ST	-	$8,400	$0	ROW
51015	B053	6164 FULGHUM DR	-	$21,000	$0	ROW
51015	B095	N/A	0.01	$250	$0	ROW
51015	B096	N/A	0.01	$250	$0	ROW
51015	B101	N/A	0.04	$250	$0	ROW
51015	B102	N/A	0.06	$250	$0	ROW
51015	B054	6175 FULGHUM DR	-	$21,000	$0	ROW
20015	324	N/A	0.04	$250	$0	ROW
827182	13	6336 BROWN ST	0.41	$126,900	$0	ROW
829182	1	6263 ELLIS ST	-	$25,000	$0	ROW

51015	B082	6139 COOPER ST	-	$21,000	$0	ROW
51015	B001	12141 VETERANS MEMORIAL HWY	0.66	$57,000	$0	ROW
739013	38	N/A	0.48	$18,000	$0	ROW
17015	B062	N/A	-	$5,000	$0	R-3
739013	45	N/A	-	$250	$0	ROW
829182	19	N/A	0.18	$250	$0	ROW
739013	41	N/A	0.03	$250	$0	ROW
51015	B078	N/A	0.01	$250	$0	ROW
738013	49	N/A	0.02	$250	$0	ROW
826182	24	N/A	1.73	$250	$0	ROW
827182	38	N/A	0.10	$250	$0	ROW
51015	C012	N/A	0.16	$26,000	$0	ROW
51015	C018	N/A	0.03	$250	$0	ROW
51015	C016	N/A	0.15	$250	$0	ROW
51015	B091	N/A	0.23	$85,150	$0	ROW
50015	125	N/A	0.09	$250	$0	ROW
51015	B100	N/A	2.79	$250	$0	ROW
51015	C013	N/A	1.93	$250	$0	ROW
51015	C017	N/A	0.40	$250	$0	ROW
51015	C014	N/A	3.58	$250	$0	ROW
51015	C015	N/A	1.16	$250	$0	ROW
827182	2	6338 BROWN ST	0.81	$22,400	$0	ROW
51015	B049	6156 FULGHUM DR	-	$21,000	$0	ROW
20015	22	N/A	0.46	$96,100	$0	CG
16015	D001	6784 CHURCH ST	1.55	$867,711	$0	CBD
905182	15	N/A	1.40	$137,800	$0	CG
905182	6	8388 CHEROKEE BLVD	0.59	$666,700	$0	CG
50015	43	8510 NEWMAN ST	3.25	$657,900	$0	CG
831182	18	4691 BIG B RD	6.30	$2,048,010	$0	R-2
831182	39	8310 DURELEE LN	1.55	$1,163,500	$0	R-2
194025	60	7362 WEXWOOD CT	5.30	$193,500	$0	R-2
194025	65	8271 CEDAR MOUNTAIN RD	6.41	$240,300	$0	R-2
16015	D049	6658 CHURCH ST	0.28	$607,000	$0	CBD
17015	B063	N/A	2.89	$33,200	$0	R-3
16015	A001	12501 VETERANS MEMORIAL HWY	2.24	$9,075,100	$0	CG
50015	9	6200 HWY 92 - FAIRBURN RD	7.42	$3,306,100	$0	CG
53015	153	N/A	3.80	$12,100	$0	IL
50015	38	8750 DORRIS RD	29.50	$2,590,800	$0	R-6
20015	209	8317 MOZLEY ST	0.13	$15,000	$0	R-2
20015	208	6349 COOPER ST	0.35	$100,400	$0	R-2
224025	11	N/A	1.13	$6,900	$0	R-2
224025	7	N/A	-	$8,500	$0	R-2
224025	9	N/A	-	$8,500	$0	R-2
224025	6	N/A	-	$8,500	$0	R-2
224025	8	N/A	-	$8,500	$0	R-2
224025	10	N/A	-	$8,500	$0	R-2
224025	5	N/A	-	$8,500	$0	R-2
224025	14	6903 JAMES D. SIMPSON AVE	29.04	$2,354,600	$0	R-2
192025	82	8800 ROSE AVE	4.25	$2,865,100	$0	R-2
192025	36	N/A	1.90	$1,500	$0	R-2
20015	196	8275 MOZLEY ST	0.16	$80,570	$0	CG
193025	B014	6907 JAMES D. SIMPSON AVE	0.65	$407,300	$0	R-4
20015	35	6461 CHURCH ST	0.36	$232,000	$0	CG
20015	36	N/A	0.12	$35,000	$0	CG
17015	A045	N/A	-	$8,000	$0	R-4
19015	1	6530 ELSIE ST	0.80	$3,400	$0	CN
16015	D015	6754 CHURCH ST	1.82	$2,104,400	$0	CBD

191025	2	12791 VETERANS MEMORIAL HWY	0.30	$150,700	$0	IL
17015	A043	8299 HWY 92 - DALLAS HWY	0.64	$364,800	$0	R-3
739013	17	7926 MALONE ST	4.23	$340,300	$0	R-2
191025	77	7439 W STRICKLAND ST	2.66	$190,400	$0	R-2
20015	94	8277 COLQUITT ST	-	$5,000	$0	R-2