

City Council Recessed Meeting Agenda Tuesday, February 18, 2014 City Council Chambers 7:00 p.m.

- 1. Call to Order.
- 2. Roll Call.
- 3. Agenda overview by the Mayor.

Items previously set for a March 10, 2014 public hearing (Not previously distributed)

- 4. Resolution modifying the Elderly Exemption Criteria for the City of Concord pursuant to the provisions of RSA 72:27-a; together with report from the Director of Real Estate Assessments.
- 5. Ordinance amending the Code of Ordinances, Title II, Traffic Code; Chapter 17, Vehicles and Traffic, Article 17-4, Operation of Motor Vehicles; Section 17-4-1, Stop Required Before Entering a Through Street; Schedule V, Stop Intersections; and Schedule Va, Four-Way Stop Intersections; Regional Drive at Chenell Drive; together with report from the Traffic Engineer. (2-23)

Reports

6. Main Street Complete Street Project Update. (2-55)

New Business

Comments, Requests by Mayor, City Councilors

Comments, Requests by the City Manager

Adjournment

Information

2 Inf 10 February 10, 2014 Draft Tax Exemption Policy Committee Meeting Minutes.

In the two thousand and fourteenth year of our Lord

RESOLUTION: MODIFYING THE ELDERLY EXEMPTION CRITERIA FOR THE CITY OF CONCORD PURSUANT TO THE PROVISIONS OF RSA 72:27-a.

The City of Concord resolves as follows:

- *WHEREAS*, the legislature has established in RSA 72:39-a conditions for the Elderly Exemption and in RSA 72:39-b a procedure for adoption and modification of the Elderly Exemption by affirmative vote of the City Council per RSA 72:27-a.; and
- whereas, recognizing that numerous economic forces impact individual income by varying amounts and that without periodic modification of the Elderly Exemption income criteria economic forces may result in an unintended added tax burden for those recipients and the property owners who would no longer qualify for the Elderly Exemption; and
- WHEREAS, recognizing that individual property assessment increases or decreases will vary among properties, and that there is no ability or intention on the part of the City Council to hold each and every eligible qualified participant in the exemption program harmless from the effects of changes in incomes and assessed values, it is however the desire of the City Council to modify the Elderly Exemption criteria such that it provides an increase of the previously approved income limits; and

NOW, THERFORE, BE IT RESOLVED by the City Council of Concord that:

- 1.) City of Concord City Council hereby adopts the provisions of RSA 72:39-a.
- 2.) The property owner must have a net income from all sources of not more than \$33,400 if single and \$45,800 if married.
- 3.) All other eligibility criteria previously approved by the City of Concord for the elderly exemption shall remain unchanged.
- 4.) This resolution shall take effect on April 1, 2014.



REPORT TO MAYOR AND THE CITY COUNCIL

FROM:

Kathryn H. Temchack, Director of Real Estate Assessments

DATE:

February 12, 2014

SUBJECT:

Report of the Tax Exemption Committee on revisions to the Existing Elderly and

Blind Exemptions & Veteran Credits

Recommendation

Accept this report adopting the Tax Exemption Policy Committee's recommendation to amend the income criteria for the elderly exemptions for the 2014 tax year, and not amend the current elderly asset criteria, exemption amounts, current veteran credit amounts, and the blind exemption.

Background

The Tax Exemption Policy Committee met on Monday, February 10, 2014 and reviewed information submitted to them from the Director of Real Estate Assessments regarding the existing exemption and credit amounts for the elderly and blind exemptions, the veteran credits, and the income and asset thresholds for the elderly exemptions. A spreadsheet depicting the same information regarding the elderly, blind and veteran credits that other communities have adopted was provided for comparisons.

Social security payments were increased in 2013 by 1.7% for cost of living adjustments. The committee members discussed the importance of increasing the income thresholds to account for the increase in social security payments. The committee voted to recommend changing the existing income criteria for the elderly exemption from \$32,800 to \$33,400 for single applicants, and from \$45,000 to \$45,800 for married applicants. No changes were recommended to the asset amount or the exemption amounts.

No adjustments are recommended for the blind exemption or the veteran credits.

The current exemption and credit criteria and reductions are explained and outlined below:

Exemptions:

<u>Exemptions</u> are <u>deductions from assessed values prior to calculating property taxes</u>. For example if the final assessment is \$275,000 and a property owner is eligible for the \$118,420 elderly exemption the tax bill would be calculated as follows:

\$275,000

-\$118,420

 $156,580 / 1,000 = 156.58 \times 25.58$ tax rate = 4,005.32 tax bill

Elderly: Presently, the asset level for both categories is \$90,000 (not including the value of the person's residence). The exemption amounts are: Age 65-74/\$72,818; Age 75-79/\$118,420 and Age 80 and older/\$202,124.

Blind: No change. Presently, the blind exemption is \$120,234.

Credits:

<u>Credits</u> are <u>deducted from the calculated tax bill</u>. In the example shown earlier if the property owner is eligible for the veteran's tax credit of \$150.00 the final tax bill would be:

\$4,005.32 Tax bill after exemption

-\$ 150.00 Veteran tax credit

\$3,855.32 Final tax bill

Veteran's Tax Credit: No change. Presently the veteran's tax credit is \$150.00.

Totally & Permanently Disabled Veteran Credit: No change. Presently, the tax credit is \$2,000.00; the maximum allowed by law.

Widow of Veteran Killed During Active Duty: No change. Presently, the tax credit is \$2,000.00; the maximum allowed by law.

In the year of our Lord two thousand and fourteen

AN ORDINANCE amending the CODE OF ORDINANCES; Title II, Traffic Code; Chapter 17, Vehicles and Traffic; Article 17-4, Operation of Motor Vehicles; Section 17-4-1, Stop Required Before Entering a Through Street; Schedule V, Stop Intersections; and Schedule Va, Four-Way Stop Intersections.

The City of Concord ordains as follows:

SECTION I: Amend the CODE OF ORDINANCES, Title II, Traffic Code; Chapter 17, Vehicles and Traffic; Article 17-4, Operation of Motor Vehicles; Section 17-4-1, Stop Required Before Entering a Through Street; Section 17-4-1 (a); Schedule V, Stop Intersections; by deleting the following:

Street	Intersecting Street	Stop When Traveling
Chenell Drive	Regional Drive	North
Chenell Drive	Regional Drive	South

SECTION II: Amend the CODE OF ORDINANCES, Title II, Traffic Code; Chapter 17, Vehicles and Traffic; Article 17-4, Operation of Motor Vehicles; Section 17-4-1, Stop Required Before Entering a Through Street; Section 17-4-1 (a); Schedule Va, Four-Way Stop Intersections; by adding the following:

Street	Intersecting Street	Stop When Traveling
Regional Drive	Chenell Drive	Both

SECTION III: This ordinance shall take effect upon its passage.



REPORT TO THE MAYOR AND CITY COUNCIL

FROM:

Robert J. Mack, PE, PTOE, Traffic Engineer

DATE:

February 12, 2014

SUBJECT:

Supplemental Report from the Traffic Engineer in response to a referral from City Council to investigate traffic operation at the intersection of Regional

Drive and Chenell Drive.

Recommendation

Accept this supplemental report providing additional information regarding the potential use of multi-way stop sign control at the subject intersection.

Background

On February 10, 2014, City Council considered a January 24, 2014 report from the Traffic Operations Committee that provided an engineering study of safety and traffic operation at the subject intersection. The report included, in part, a brief discussion of potential traffic control conversion from the intersection's current two-way stop control to a multi-way stop condition, with finding that such a conversion would not be appropriate at this location. Council did not act on the report and rather set a public hearing for March 10, 2014 to further consider a multi-way stop control option. This supplemental report provides additional information regarding potential use of multi-way stop control at this location.

Discussion

Staff's January 24, 2014 report notes that during the critical afternoon commuter peak hour, the currently non-stopping traffic approaching from both directions on Regional Drive (nearly 900 vehicles per hour or vph) operates at very good traffic level of service and very low delay. The Chenell Drive southbound approach (about 155 vph) operates with moderate delay averaging less than 30 seconds per vehicle. The Chenell Drive northbound approach, however, operates with computed long delays and at poor levels of service (average delays in excess of two minutes and 95th percentile queues nearing nine vehicles). Long delays are associated with the northbound left/through movement (about 115 vph); the wide approach width allows northbound right-turns (about 60 vph) to bypass queued left turns with low delays averaging about 10 seconds.

Adding stop signs to both Regional Drive approaches (the multi-way stop option) would certainly act to provide increased opportunity for Chenell Drive traffic movements, substantially reducing current peak-period delays and queuing for left-turn and crossing movements. However, because of the unique traffic characteristics at this intersection.

potential conversion to multi-way stop would have some undesirable effects for the primary traffic flows along Regional Drive:

- Traffic approaching along Regional Drive, the predominant intersection movement, would become constrained to stop-and-go operation. Under current traffic levels, both Regional Drive approaches would operate near capacity and with very long delays. 95th percentile traffic queues on each approach are computed to be between 10 and 12 vehicles (about 250 to 300 feet) with peak-hour delays averaging between 40 to 50 seconds per vehicle. This compares with the otherwise negligible delays experienced by through traffic under the current free-flow condition.
- As noted at the public hearing for the Loudon Road Corridor Improvements Project, Regional Drive currently has ample capacity for future traffic increase, a design feature of particular value in terms of providing an attractive alternative to Loudon Road. The introduction of stop-sign operation, however, will reduce Regional Drive movements to a near-capacity operation at this location during current traffic peaks. Additional traffic growth along the corridor during peak times becomes limited and with increasingly significant delays.
- During off-peak times, the Chenell Drive approaches to the intersection have lighter traffic flows. Regional Drive motorists, not seeing any cross-street traffic, may develop a disregard for the stop condition and/or the sign intended to regulate it. This is one of the primary reasons that Federal guidelines for stop signs stipulate minimum traffic volume thresholds for implementing multi-way stop control.
- As noted in the January 24, 2014 report, current intersection traffic volumes continue to fall below the minimum Federal thresholds for consideration of multi-way stop control. In addition, such control would be inappropriate on a major collector street such as Regional Drive per the city's Stop Sign Policy adopted in August 2011.

For the above reasons, and with consideration of potential future increases in side-street delays along Chenell Drive, staff's January 24, 2014 recommendation is to retain the current two-way stop control at the intersection and plan for a future intersection upgrade under CIP 541 (signals and turning lanes, or a roundabout). This would maximize corridor capacity while safely and efficiently processing increased intersection crossing movements. While it was noted that Federal traffic thresholds for consideration of signals have yet to be met, reconfiguration of the intersection as a roundabout can occur at any time.

RJM/rjm

cc: Traffic Operations Committee





REPORT TO THE MAYOR AND CITY COUNCIL

FROM:

Robert J. Mack, PE, PTOE, Traffic Engineer

DATE:

January 24, 2014

SUBJECT:

Report from the Traffic Operations Committee in response to a referral from

City Council to investigate traffic operation at the intersection of Regional

Drive and Chenell Drive.

Recommendation

Accept this report.

Background

On July 17, 2013, City Council referred to the Traffic Operations Committee (TOC) a request by the Deputy City Manager-Development to examine the performance of the Regional/Chenell intersection. The request is based on recent concerns by several nearby business owners regarding intersection safety, particularly with regard to truck traffic in the corridor. Pursuant to this request, Engineering Services performed a comprehensive engineering study of intersection traffic operations with findings reported herein. This referral and report were reviewed by the Traffic Operations Committee on January 21, 2014 and by the Transportation Policy Advisory Committee (TPAC) on January 23, 2014, with both committees concurring on findings as reported.

TOC has reviewed traffic operations and safety at this intersection on several occasions since the opening of Regional Drive in November 2004. The primary concern reported to staff by employees of businesses in the intersection vicinity has been long traffic delays during peak traffic periods for vehicles approaching the intersection from the southern leg of Chenell Drive (the cul-de-sac end) and attempting to turn onto or cross heavy traffic flows along Regional Drive. A TOC study in September 2007 found that traffic conditions did not meet minimum warrants for signalization or multi-way STOP control. TOC again reviewed intersection operations in November 2010 pursuant to additional public concerns on difficult peak-period egress from the south leg of Chenell Drive. Increasingly-restrictive sight lines were found due to private landscaping vegetation and the property owner cooperated with General Services in facilitating low-branch trimming. In FY2012, CIP 541 was initiated to include implementation of future intersection improvements to better facilitate turning traffic and reduce side-street delays. CIP 541 is currently programmed for design and construction in FY20-21.

Discussion

Regional Drive is classified as a Major Collector street and provides for east-west traffic movement through the commercial/industrial area of the Heights generally between I-93 Exit 13 to the west and NH Route 106 to the east. It is marked with two 12-foot travel lanes and wide shoulders for a total paved width of about 38 feet. The posted speed is 30 mph. Chenell Drive is a north-south local street providing access to local businesses to the south as well as a connection to Pembroke Road to the north. North of the intersection, Chenell Drive is about 34 ft wide and provides one travel lane in each direction. The southerly leg of Chenell Drive is about 42 ft wide and provides one very wide travel lane in each direction; the 21 ft width approaching the intersection northbound is sufficiently wide so that traffic tends to operate in two informal 'lanes' (albeit unmarked), one to freely turn right and one for left/through traffic movement. Regional Drive is the non-stopping through street and both Chenell Drive approaches are controlled by STOP signs. Pavement condition at the intersection is very good. Sidewalk is located along the northerly side of Regional Drive with a crosswalk located on the north leg of Chenell Drive. Street lighting is located on the southwest corner.

Staff conducted traffic volume and speed counts at the intersection location for a 48-hour weekday period in September, 2013. Regional Drive has about 9,800 vehicles per day (vpd) west of the intersection and about 8,050 vpd to the east. Chenell Drive has about 2,100 vpd and 1,650 vpd to the north and south of the intersection, respectively. Recorded traffic speeds along Regional Drive east and west of the intersection indicated average speeds ranging from 29 to 35 mph and 85th percentile speeds ranging from 37 to 38 mph. The posted speed limit on Regional Drive is 30 mph.

Intersection traffic peaks during the 4:00 to 5:00 PM afternoon commuter peak period when peak hourly flows along Regional Drive also coincide with peak flows exiting local businesses on Chenell Drive. Supplemental traffic counts conducted by staff in November 2013 indicate about 1,150 vehicles per hour using the intersection at this time. About 56 percent of this peak flow represents through traffic along Regional Drive, with the remaining 44 percent turning to/from Chenell Drive; this is indicative of a high percentage of cross-street traffic. A substantial volume of truck traffic also utilizes Regional Drive to access the many industrial/commercial uses in the area. During the PM peak hour, about 27 large trucks were counted traveling through the intersection along Regional Drive; only a handful of trucks were observed coming out of Chenell Drive (south) at this time. Higher volumes of truck typically occur during off-peak hours when overall traffic flows are substantially less.

Concord Police Department crash reports for the five-year period from January 2009 to December 2013 indicate 10 reported crashes, or an average of about two crashes per year. 90 percent of the crashes occurred during dry roadway conditions and 80 percent occurred during daytime. The predominant crash-type is Chenell Drive traffic failing to yield to Regional Drive traffic resulting in a right-angle crash; crashes are evenly split between the northbound and southbound Chenell Drive approaches. As an intersection crash rate of five or more per year typically justifies further engineering investigation, the current rate of about two per year is not indicative of significant crash history.

Staff observed traffic operations at the intersection on a number of occasions. Overall intersection operation appears reasonable, particularly for traffic traveling along regional Drive. Adequate shoulder space allows through traffic to bypass vehicles momentarily slowing or stopping to turn left onto Chenell Drive. Traffic movements from the Chenell

Drive approaches operate reasonably and with low delays for most hours, although delays can become long during the lunchtime and afternoon commuter peaks when increased left turns and crossing movements from Chenell Drive need to wait for limited gaps in heavier through flows along Regional Drive. The most profound delays appear to be the Chenell Drive northbound left/through movement, which during peak times is the heaviest side-street crossing movement at the intersection, generally concurrent with employee release times at local businesses south of the intersection. Queues of up to six vehicles waiting at the stop sign were observed on a number of occasions, although all vehicles were able to clear the intersection in the course of a few minutes. Although some risk-taking by several drivers was observed, most drivers turning out of Chenell Drive were observed to turn appropriately.

Operational analysis of afternoon peak-hour traffic conditions using Synchro traffic analysis software provides computational results consistent with staff observations. Good traffic level of service and low delays are computed for all movements approaching the intersection along Regional Drive. The Chenell Drive southbound approach operates with moderate delay averaging less than 30 seconds per vehicle. The Chenell Drive northbound approach, however, operates with computed long delays and at poor levels of service (average delays in excess of two minutes and 95th percentile queues nearing nine vehicles). Long delays are associated with the northbound left/through movement; the wide approach width allows right-turns to bypass queued left turns with low delays averaging about 10 seconds.

Current intersection traffic volumes continue to fall below the minimum thresholds for consideration of traffic signalization, a finding similarly reported by TOC in 2007. Current volumes are also below thresholds for multi-way stop control, although such control would be inappropriate (per city policy) on a major collector such as Regional Drive.

Traffic growth along the Regional Drive corridor has increased substantially over the years and is a testament to the success of the Regional Drive project. Since some further corridor growth is anticipated, delays for turns from Chenell Drive may get progressively longer during peaks without more advanced intersection traffic control. One option is to widen the intersection for turn lanes and install traffic signals when and if traffic levels increase to minimum threshold values for signalization. Another option would be construction of a roundabout; this would provide the least delay to vehicles, would not need to be predicated by established traffic-volume thresholds, and can reduce the need for turn-lane construction. Of the two options, both TOC and TPAC concurred that a roundabout would be more appropriate.

Although current intersection operation appears safe, growing side-street traffic delays are a consideration. Staff concurs with the need to consider a future upgrade to the intersection and supports CIP 541 which would implement such improvements. Staff notes, however, that both TOC and TPAC have in the past recommended CIP 541 as a 'medium priority' intersection improvement, with 'higher priorities' recommended for needed safety projects such as CIP 24 (Exit 16/Mountain Road roundabout) and CIP 31 (McKee Square improvements). CIP 541 is currently programmed in FY 2020-21 and reflects the realities of fiscal constraint as well as prioritization based on safety needs and public benefit. Staff will continue to monitor traffic operations at this intersection.

RJM/rim

cc: Traffic Operations Committee

DRAFT

Tax Exemption Policy Committee

Minutes of February 10, 2014

Attendees: Councilor Keith Nyhan, Chairperson; Councilors, Jan McClure, Candace CW

Bouchard

Absent: Councilor Robert Werner

Other Attendees: Michael Rossi

City Staff: Kathryn Temchack, Director of Real Estate Assessments

The meeting was opened at 5:37pm by Chairperson Nyhan.

Committee members reviewed the current exemption and credit amounts adopted by the City Council in 2013. A spreadsheet depicting the same information for other cities and towns was provided for comparison.

Kathryn Temchack reported that the social security wage rate increased by 1.7% in 2013. Keith Nyhan explained to the other committee members that in past years the committee voted to increase the income thresholds to reflect the aforementioned cost of living adjustment. Accordingly, on a motion by Councilor Bouchard and seconded by Councilor McClure the committee voted to recommend increasing the income threshold for the elderly exemption from \$32,800 to \$33,400 for single applicants and from \$45,000 to \$45,800 for married applicants.

The exemption amounts for the elderly and blind were reviewed. On a motion by Candace Bouchard and seconded by Jan McClure no changes were recommended to the current exemption amounts and the asset criteria.

Lastly, the veteran credit amounts were reviewed. The Total and Permanent Disability Veteran Credit and Widow of a Veteran Killed during Active Duty Credit are currently set at the maximum amount allowed by law (\$2,000.00). The regular veteran credit is currently \$150.00. Kathryn Temchack explained to the committee that a change in state law last year, which allows active duty training time to count towards the required 90 days credible service, has led to a significant increase in veteran credit applications. Whereas it is unknown how many additional veterans will qualify for the credit, the committee did not recommend an adjustment for 2014.

The meeting was closed at 5:58 pm on a motion by Jan McClure and seconded by Candace Bouchard.

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TAX RATE \$25.04 \$25.64 \$25.348 \$22.75 \$22.08 \$21.10 \$20.71 \$21.63% \$1.545% EXCRS LAST UPDATED \$27.06 \$25.04 \$25.64 \$23.48 \$22.75 \$22.08 \$20.71 \$20.07 \$21.63% \$1.545% TOTAL# PARCELS \$20.06 \$20.07 \$20.07 \$20.07 \$20.07 \$20.07 \$20.07 \$20.01 \$20.07 \$20.07 \$20.07 \$20.07 \$20.07 \$20.07 \$20.07 \$20.07 \$20.07 \$20.07 \$20.07 \$20.07	20	FX %, ACCORT	5234, 193, 799	\$1,024,799,739	_	\$3,817,417,807	\$2,377,009,920	\$1,580,045,743	\$1,851,804,500	\$1,809,959,123	\$3,504,573,730	\$526,413,116	\$8.523.618 600	\$8 122 693 478	\$4 110 413 775	000000000000000000000000000000000000000
MA KALE \$22.06 \$30.19 \$22.54 \$32.56 \$32.14 \$32.45 \$32.46 \$32.75 \$32.06 \$20.01 \$32.071 \$32.677 \$32.677 \$32.50 \$23.50 \$20.01 \$20.02	S	THIS WORK AND THE	0.349%	0.974%	0.678%	0.636%	1.213%	1.503%	0.265%	0.318%	0.717%	0.107%	2.163%	1.645%	0.554%	7/9/02/9/32/09/
FACKS LAST UPDATED 2010 2008 2007 2011 2008/2009 2007 2010 2007 2010 2007 2010 2007 2010 2007 2010 2011 2010 2010 2011 2011 20	99	IAX KAIE	\$27.06	\$30.19	\$26.14	\$25.58/\$29.34	\$31.49	\$23,48	\$32.75	\$22.08	624.40	71.000			2	0.04070
TOTAL# PARCELS 1,584 3,410 1,634 11,746 6,049 7,935 9,984 10,002 2,070 2011 2010 POPULATION 3,965 (2010 Cerrsus) Est, 2279 Est, 4273 33,109 13,431 23,272 17,060 23,236 5,317 110,209 87,986 RANKING 11 5 7 8 4 3 13 12 6 14 1 2 Line 32 = ALL EVIC, not just Ranking is \$ amount of exemptions to value prior to exemptions 3 13 12 6 14 1 2 1	37	EXICRS LAST UPDATED	2010	2008	2007	2011	2008/2009	2007	2010	2007	921.10	\$20.71	\$22.67	\$23.50	\$17.91	\$20.14
POPULATION 3,965 (2010 Census) Est, 2279 Est, 42723 33,109 13,431 23,272 17,060 23,236 5,317 110,209 87,966 Line 32 = ALL EVCr, not just those listed here Ranking is \$ amount of exemptions to value prior to exemptions. 3 13 12 6 14 1 2 2	38	TOTAL# PARCELS	1,584	3,410	1,601	14,634	11.746	6,049	7 035	7000	0107	7003	2011	2010	2011	2006
RANKING 11 5 7 8 4 3 12 6 14 1 2	39	POPULATION	3,965	(2010 Census)	Est. 2279	Est. 42723	33 109	13 434	555,7	40n'n	10,002	2,707	33,611	20,500	8,931	12,494
Line 32 = ALL Exirt, not just Ranking is \$ amount of exemptions to value prior to exemptions. 13 12 6 14 1 2 those listed here.	40	RANKING	11	5	1	α	20,100	124'21	717,67	17,060	23,236	5,317	110,209	87,986	21,233	27,000
Line 32 = ALL ExiCr, not just those listed here	41					0	4	m	13	12	9	4	4-	2	6	10
T		Line 32 = ALL Ex/Cr, not just			Ranking is \$ am.	ount of exemptions to va	alue prior to exemption	15.								
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