

130

Louisiana Highway Research

THE EFFECTS OF HIGHWAY NOISE
ON RESIDENTIAL PROPERTY VALUES
IN LOUISIANA

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R & D IMPLEMENTATION DATA SHEET

PART A

REPORTING STATE Louisiana

NOTE - The receiving office will code card Col. 3 thru 7, and 17 thru 25.

1	2	3	4	6	7	8	9	16	17	23	24	25	26	31	32	37	38	43		
State	Yr	Id.	Num.	UD	Cd	State Project No.				FCP Code				AP	End	Proj. Start Date		Proj. Compl. Date		Date This Report
2	2	8				78-1G				43H1072						101077		100978		113078

44
STUDY COST TO DATE (\$1000's)
7.5

PART B

48	49	50	51	52	53	54
IS	IO	IPI	IA	TA	RU	NI
1	1	1			5	

IMPLEMENTATION STATUS = (IS) in Col. 48
 1 Implemented (ing) - Code Col. 49 & 42
 2 Implementable - Code Col. 49, 50 & 51
 3 No implementation planned - Code Col. 53 or 54

IMPLEMENTABLE BY OTHERS = (IO) in Col. 49
 1 By most other states 3 No other states
 2 Some other states 4 Other (Explain)

IMPLEMENTATION PLANS = (IP) in Col. 50
 1 Will be implemented or underway in next 12 months
 2 Will be implemented or underway in next 24 months
 3 Implementation planned, subject to action noted, in Col. 51

IMPLEMENTATION ACTION NEEDED = (IA) in Col. 51
 1 Equipment changes or modifications needed
 2 Administrative decision required
 3 Need new or revised procedures, guidelines, manual, &/or standards or specifications
 4 Training aids need to be prepared
 5 Other (Explain)

NOT IMPLEMENTABLE = (NI) in Col. 54

- 1 Negative findings
- 2 Confirms present practice
- 3 Additional evaluation or study needed
- 4 Findings too complex
- 5 " impractical
- 6 " inconclusive
- 7 " unreliable
- 8 Other (Explain)

RESULTS POTENTIALLY USEFUL = (RU) in Col. 53

- 1 A phase, or one of a group of studies
- 2 Points up need for further research
- 3 Findings are theoretical in nature
- 4 Exploratory
- 5 Findings valuable in decision making
- 6 Other (Explain)

TRAINING AIDS USED, PLANNED OR NEEDED =

- 1 Workshops
- 2 Movies
- 3 Slides
- 4 Other
- 5 None used, but some are needed(Explain)

PART C

55	56	57	62	63	64	65	66	67	68	69	70	73	74	77	78	79	80
Rep.	Benefit	End Date	Supp.	SB	SEC	Lives	Cash	Saved	User	Saved	Ben/C	Y	S	No			
2	2			3													1

DID RESEARCH PAY OFF - Col. 80
 If no estimate is possible, do you feel that benefits substantially exceeded the cost? Enter code, Yes = 1, No = 2

BENEFIT/COST RATIO (For reporting period)
 Enter in Col's. 78 & 79, to nearest unit \$, the benefits per research dollar invested

BEST EST. OF SAVINGS THRU IMPLEMENTATION
 Enter agency savings (\$1000) in Col's 70-73
 Enter user savings (\$1000) in Col's 74 - 77

ESTIMATED No. of ACCIDENTS PREVENTS & NO. OF LIVES SAVED
 No. of Accidents in Col's 66 & 67
 No. of Lives saved in Col's 68 & 69

TIME PERIOD OF SAVINGS & BENEFITS
 Period ending date - Col's. 57 - 62
 Total period in months - Col's. 63 & 64

TYPE OF SAVINGS OR BENEFITS = (SB) in Col. 65
 1 Cash savings to agency
 2 Highway user savings (monetary)
 3 Savings probable but difficult to assess
 4 Improved safety or convenience
 5 Improved aesthetics, environmental aspects

State Reporting Implement.

For combination benefits, see manual for codes.

R	9	R & D Study Title	NOTE
Card			
B		THE EFFECTS OF HIGHWAY NOISE ON RESIDENTIAL PROPERTY VALUES	Type no more than 72 characters (Elite) per line including all spaces and punctuation. Use ALL CAPS
C		IN LOUISIANA	
D			

NOTE - Type no more than 72 characters (Elite) per line, including all spaces and punctuation. Use all CAPS

8	9	80
Card	Study Objectives	
G	TO DETERMINE, BY MEANS OF A COMPREHENSIVE, ACCURATE, REAL	
H	ESTATE INVESTIGATION, THE EFFECTS, IF ANY, OF HIGHWAY NOISE ON	
I	ADJACENT RESIDENTIAL PROPERTY VALUES, AND TO PROVIDE A SET OF	
J	PROCEDURES FOR MEASUREMENT OF NOISE IMPACT.	

8	9	80
Card	Study Findings	
M	THE PREPONDERANCE OF DATA TENDS TO INDICATE THAT THE MARKET	
N	VALUE OF SINGLE FAMILY RESIDENCES, FREQUENCY OF TURNOVER, AND	
O	RESALE PERCENTAGE INCREASES WERE SUBSTANTIALLY THE SAME FOR	
P	SIMILAR HOMES CLOSE TO AND AWAY FROM HIGHWAY NOISE. THE	
Q	APARTMENT RENTAL RATES AND OCCUPANCY RATES WERE LIKEWISE UN-	
R	AFFECTED BY HIGHWAY NOISE AND THERE WERE NO MOVE-BACK REQUESTS.	

8	9	80
Card	Implementation - How Done	
V	THIS REPORT, OR PORTIONS THEREOF, WILL BE MADE AVAILABLE TO THE	
W	DEPARTMENT'S APPRAISAL AND OTHER STAFF FOR THEIR USE IN CON-	
X	JUNCTION WITH ENVIRONMENTAL IMPACT STATEMENTS AND IN	
Y	DETERMINING THE FAIR MARKET VALUE OF EXPROPRIATED PROPERTY.	
Z		
Ø		
1		
2		
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Indicate who to contact for any followup information.

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Name

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16. Abstract The purpose of this study was to ascertain if residential properties subjected to highway noise levels in excess of FHWA Guidelines experienced a diminution in-value. Both single family homes and apartments in close proximity to Interstate highways, and fronting on major arterial collector roads were compared to similar units in the same vicinity not exposed to the same high noise levels. Properties in cities with populations of approximately 30,000, 350,000 and 1,100,000 were studied. Apartments were compared as to rental rates, percentage of occupancy and move-back requests. Homes were compared as to prices obtained, percentage of value increases and frequency of sales. Results were developed, both unadjusted and adjusted. The results clearly indicate that apartment rentals are, except in one unusual instance, similar, and that the occupancy rates are as high for units with living rooms facing the Interstate highway, as those in the nonimpact zone of the complexes. Also, there is a total lack of requests to move away from the highway. Single family homes show a difference in market value between those abutting the highway and those remote of as much as plus or minus 9%, with the average prices of homes abutting the highway selling for about the same price as those in the more remote part of the same subdivision at the same time. The sales price variances, since they were both higher and lower for homes with high noise levels, are attributed to imperfections in the market.					
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THE EFFECTS OF HIGHWAY NOISE ON
RESIDENTIAL PROPERTY VALUES IN LOUISIANA

FINAL REPORT

BY

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RESEARCH PROJECT NO. 78-1G
LOUISIANA HPR-0010(001)

Conducted By
MAX J. DERBES, INC.
and
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT
In Cooperation With
U. S. Department of Transportation
FEDERAL HIGHWAY ADMINISTRATION

"The contents of this report reflect the views of the authors who are responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the Louisiana Department of Transportation and Development, Office of Highways, or the Federal Highway Administration. This report does not constitute a standard, specification, or regulation."

November, 1978

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CHAPTER 1
INTRODUCTION

I. History of Study

In recent years much attention has been focused upon environmental factors, particularly in residential areas. In the wake of air traffic noise litigation has followed increasing concern over automotive vehicle noise, especially along limited access highways. As a result, the Highway Act of 1973 and the Federal Aid Highway Program Manual call for noise abatement measures along certain federal highways where noise exceeds acceptable levels determined by the Federal Highway Administration.

The Department of Transportation and Development, Office of Highways of the State of Louisiana, felt there was a need for an investigative study to determine the effect, if any, of highway noise on adjacent residential property values. The Office of Highways also desired that a procedure be formulated which could be followed routinely to derive a fair measure of the effect, if any, of noise on property value. The following report is submitted in an endeavor to satisfy those requirements.

II. Previous Studies on Noise Impact

Part of the need for this comprehensive study was the questionable reliability of the methodology employed by others in previously published articles on noise impact on residential property values. Also, many of the studies were not limited solely to the impact of noise. Three of these papers are discussed below.

- A. Hays B. Gamble, Owen H. Sauerlender and C. John Langley.
Adverse and Beneficial Effects of Highways on Residential
Property Values. Transportation Research Record 508, 1974,
pp. 37-48

This is a report of a study whose objectives were "to determine the effect of various highway-generated pollutants on property values, and to estimate the beneficial influence of regional accessibility on property values." The paper states that, "It has long been suspected that the noise and air pollution lowers the values of certain kinds of properties. . . abutting or close to major highways, just as the benefits of regional accessibility or locational advantage increase the property values. . . ." The authors seem to adopt these as premises, the former adversely affecting market value, the latter enhancing market value. They proceed to use stepwise multiple regression analysis to determine the relationship between property values and a number of so-called "highway related" variables and other independent variables. The 95 variables tested are not listed.

In multiple regression there is a need for a logical reason for a relationship between the dependent and the independent variables. Of the fourteen variables listed in the "Results of regression analyses", or the variables with the most effect on property values, one can reasonably question the importance of the relationship between the "Age of head" and sales price, or between "Lived near highway" (not very definitive) and sales price.

In discussing the use of computer in stepwise multiple regression analysis, the author of the text Statistics for Modern Business Decisions⁽¹⁾ states: "Some analysts feel that the assumptions of regression analysis are so overpowering that its usefulness is severely limited in practical applications. As the number of variables considered grows, so does the propensity for these assumptions to be violated."

The text of this paper states that data were gathered for 324 bona fide real estate transactions in four study areas for the years 1969 to 1971, yet in the tabulation it appears that only 200 were used. With houses of different size, design, number of rooms, number of floors, kind of construction, size of lot, etc., using stepwise multiple regression analysis testing 95 variables, the sample seems small.

(1) Lawrence L. Lapin, California State University, San Jose. Harcourt Brace Jovanovich, Inc. 1973

B. C. John Langley, Jr. Time-Series Effects of a Limited-Access Highway on Residential Property Values. Department of Marketing and Transportation, University of Tennessee

The author states that, "The purpose of this paper is to illustrate use of a method for constructing property value price indexes to assess the effects over time of a limited-access highway on residential property values." One of the four communities in the previous Gamble et al study, North Springfield, Virginia, was used. Sales transactions of all properties which resold at least once in the period 1962 through 1972 were deflated to base-year 1962 prices. Three multiple regressions (1 each for abutting, impact and nonimpact zones) were performed using price relatives from resale data for each year. Two conclusions were drawn: 1) that residential properties located near the highway tended to increase in value at a rate significantly less than properties

more distant from the highway, and 2) that the most recent year for which this phenomenon may be statistically validated is 1970. (This latter is confusing since the author cites "significant" differences in indexes for 1971 and 1972.)

Of the 30 property value indexes predicted in this study, there were 17 instances where: 1. Index for the year for the abutting zone was less than the index for the impact or the control zone, or 2. Index for impact zone was less than for nonimpact zone. There were 13 instances where the opposite is true (although there must have been differences in the composite property values in the abutting, impact and nonimpact zones in 1962, the indexes are all given as 1.00). In plotting the indexes for the three zones they frequently cross each other.

The author concludes that "The comparisons for the year 1962 to 1969 did not indicate any significant differences among index numbers.". He then points out that there were significant differences in index numbers higher for impact or control zones in the years 1970 to 1972. One of these is in 1971 where the control zone index was 2.7% higher than the impact zone. However, for the same year, the index for the abutting zone was higher than the index for the impact zone. There is no year in which there is higher than a 4.8% difference in any of the indexes, the other three "significantly" different index numbers were 2.7%, 4% and 4% higher, the latter percentages resulting from index numbers for abutting and impact zone which were almost the same.

Additionally, there is no consideration given to the change in condition of the properties between sales--often there are additions or improvements made, as well as cases of complete lack of maintenance. Also, rate of turnover in the three different zones was not compared.

- C. Lewis S. Pipkin, Eddie D. Crook, and William F. Cantrell.
Relation of Highway Noise to Residential Property Values in
Urban Areas of Tennessee. Tennessee Department of Trans-
portation. February 1977.

Five residential neighborhoods in the metropolitan area of Nashville and Memphis were selected as study areas to investigate the relation of highway noise to residential property values. Average sales prices for all the properties in each of the subdivisions for each of approximately five years were calculated. The explanation of how these sales prices were adjusted to using 1975 as a base year is not clear. Apparently all 515 sales and resales in the areas were used for the averages.

In arriving at the mean sale price per square foot, many of the sales were not used because the houses in the impact and control zones were not similar to the houses sold in the abutter zones; so that the sample was significantly smaller than 515, although it is impossible from the report to discern exactly how much smaller.

In Lake Park, the houses ranged in size from 1,500 to 3,000 square feet but were grouped into two styles, not sizes. In Oak Park, the average size of the abutter sales was 1,535 and the control and impact area sales was 1,382, a difference of about 11%.

The author concludes that there was no significant difference indicated between abutter and control zones in two of the five areas. In the other three areas "the study indicates some loss of value in abutter properties. . . . This suggests that the mere presence of noise does not necessarily mean loss in market value and that loss in value when present may be limited to areas very near the highway facility."

It would seem that more meaningful results could be obtained by making individual comparisons of similar houses selling at the same time rather than using overall averages.

III. Overview of Study

A. Purpose and Procedure

1. General Aims - The purposes of this research as cited in the research plan were:

- a) to determine, by use of accurate, acceptable practices, the effect, if any, of highway noise on adjacent residential property values,
- b) to provide a set of procedures which can be followed in any situation to give an accurate, fair measure of the effect of noise on property value.

The results were to be provided in a format that might be implemented by the Department of Transportation and Development's engineers and appraisers in planning for future highways, and also in their evaluations of rights-of-way, as well as useful to the Department's expert witnesses in litigation proceedings.

2. Method of Procedure - The general method used to determine market effect of noise was as follows:

- a) Preliminary noise level (L_{10}) readings were taken in selected areas to determine if noise was above acceptable levels according to the Federal Aid Highway Program Manual.
- b) Sales and rental data were analyzed to determine if there was a sufficient volume of data available for comparison of properties close to the noise source and away from it, in order to determine market value effects.
- c) Each potential area was examined to determine whether or not it would meet certain selection criteria agreed upon by the Department of Transportation and the appraisers, which criteria are set out in full below.

d) After the compilation of initial data and inspection of an area or subdivision verified that it would meet all the criteria, a more in-depth noise study was made to determine the noise environment. The procedure for noise evaluation is set out in the Noise Measurements Methodology Section below.

e) Sales and rentals of similar properties close to and away from the noise source were compared. Where additional information was needed to assure valid comparisons, interviews were conducted with owners of houses close to the noise source to ascertain the condition of the home at the time of the sale or the particular circumstances of the sale. In many cases, the units were also measured to determine square foot living area.

3. Method of Comparison-Single Family Houses

The study makes the following comparisons between homes subject to above average noise levels and others not so affected:

- a) Individual comparison of sales prices of similar homes,
- b) Yearly resale percentage increases of similar houses,
- c) Frequency of resales.

The method used for comparison of each of these factors is discussed below.

a) Where a subdivision being studied contained virtually identical home models, the sales were separated by models for purposes of comparison. All sales of a matching model for a year before and after a subject sale near the noise source were used for comparison, adjustment for time being made by using the average monthly resale increase figure for that model. Also adjusted was the lot size differential.

Owners of all subject houses (with the exception of a few who could not be contacted) were interviewed to obtain basic information about the house, such as the

number of-rooms and special features. Homeowners were also questioned regarding the condition of the house at time of sale, renovations or additions, conditions of sale, and any other pertinent data. If, after time of sale and lot size adjustments, any comparison sale was more than a small percentage above or below the subject sale, a visual field inspection was made. When there was no apparent difference in the homes, the owner of the comparison home was also interviewed.

A different approach was taken in the subdivisions which were developed with homes having substantial variation in design, model, etc. Homes close to and away from the noise source which sold for similar prices at about the same time were contrasted. All homeowners were interviewed with this procedure. All homes were also measured in order to make comparisons on a square foot value basis. This method of comparison was used to avoid making many adjustments to price for individual differences which could affect the objectivity of the study.

b) Where there was more than one sale of a subject house over the time period studied, the resale increase of the subject was compared with those of matching or similar homes away from the noise source.

c) Frequency of resales close to the noise source and away from it were compared. The number of sales on a street was divided by the number of developed lots on that street to determine the rate of turnover in homes. The rates of turnover for the noise affected and non-affected areas were then compared. Any transfers from a succession (estate) were excluded since such a transfer is not a voluntary sale by an individual. Transfers to and from a corporate entity, such as a bank or transfer company were counted only as one transfer, since the corporation is merely a conduit to transfer the home to another purchaser.

4. Method of Comparison-Apartments

If there is any financial loss in apartments due to high noise level, it must be reflected in either the unit rentals or occupancy of the apartments near the noise source, as compared with similar units in the complex away from the noise source. Therefore, the study makes a comparison of the apartments close to the noise source with those in the same complex away from the noise in the following respects:

- a) Rent level of comparative units,
- b) Occupancy level comparisons,
- c) Request of tenants in noise oriented apartments to move back to units not having the noise.

Because of the scarcity of apartment units in New Orleans and Baton Rouge, many of the apartment complexes which front on either the Interstate Highway or on Frontage Roads adjacent thereto had such a high occupancy rate that they could only be surveyed from the standpoint of rent levels and move-back requests. Only one unit, Lake Kenilworth, had a sufficient vacancy rate to study in depth the occupancy rate of the units near the noise level as compared with other apartments in the same complex.

The evidence of the units with high occupancy levels is still considered valid from the standpoint of rent levels, and particularly move-back requests. If the apartment occupants were dissatisfied sufficiently, they would request of management that they be allowed to move to units away from the noise source as they became vacant.

Apartment units were sought which had a high noise level on a local arterial collector road in New Orleans and in Baton Rouge. None were found which fit the criteria. However, two units were found which backed into the Interstate Highway with frontage on Veterans Boulevard which had high noise levels from this local road.

B. Noise Measurements

1. Methodology

Noise Levels in each area studied were taken during morning peak traffic hours, evening peak, early night and late night hours. This generally corresponded to 0700 to 0910, 1600 to 1810, 2000 to 2010, and 2300 to 2310 hours using the twenty-four hour system of keeping time. All noise levels were measured using the L_{10} system developed by the FHWA which expresses noise as a function of time by recording the level of noise exceeded 10% of the time. This method accounts for the fluctuating noise levels generated by constantly moving traffic.

Three sites were monitored simultaneously for each area studied. Eleven separate L_{10} readings were recorded at each site. Site 1 always corresponded to the readings taken at the side of the row of buildings which faces the highway. These readings, then, represent the peak levels experienced by the residents of the area of study. The sound level meter used at Site 1 was a precision meter, with recorder, which was capable of recording noise levels which could later be analyzed for frequencies, and overall L_{10} level. For the purposes of this report, noise is expressed in A-weighted decibels. Decibels are the standard units of noise monitoring. The A-weighting system is a series of filters that take the overall sound level and filter it in the same manner as the human ear, which places less emphasis on the low and high frequencies and mainly concentrates on the middle frequency ranges. All the sites were measured for this A-weighted level. In addition, four of the eleven monitoring times at Site 1 were selected for further analysis and breakdown by frequency levels. Whenever possible, traffic was counted at Site 1 during the recording period.

Site 2 was located either at the back side (side away from the highway) of the first row of buildings, or at the front of the second row, depending upon the particular

geography of the area under study. This site was monitored by a Type II general purpose meter from which manual readings were taken in dBA's for each of the eleven monitoring times. Whenever possible neighborhood noises were eliminated from the readings making this site a measure of the influence of the highway in question upon the interior of the study area.

The readings at Site 3 represent almost exclusively neighborhood noises. In each area this site was selected to record background noises and subdivision traffic as well as general noises, including, to some extent, the background noise from the highway being studied. The equipment used at this site was a Type II Environmental Classifier which records noise as a function of time directly, so that the L_{10} reading is displayed on the instrument itself. Occasionally, as the geography of the area dictated, this equipment was interchanged with that at Site 2, because the Classifier is not portable, and must be connected to the 115 volt source in a specially equipped vehicle.

Traffic data were obtained for the time period corresponding to the period of sales being studied, generally 1973-1978. These historical data were used to calculate probable noise levels for past years for which actual noise readings were not available. By using the traffic figures actually counted during noise monitoring, the FHWA traffic noise prediction method was calibrated for each site to insure that the noise levels calculated were consistent with the noise levels actually measured. Because of this, there is a high degree of reliability for the noise levels that were calculated.

In most of the references cited in this report the study areas were divided into three categories: those residences immediately adjacent to the highway studied, a second group at some distance behind the first, and a third, unaffected group. This methodology

was not followed by the present researchers. Preliminary investigations indicated that only the row of residences or apartments immediately adjacent to the roadway received noise in excess of an L_{10} of 70 dBA. From the second row of houses, and further to the back, the interior subdivision noises played the predominant role in creating the noise environment. This preliminary data was totally supported by the subsequent in-depth analysis of six areas.

Traffic data collected during the noise measurement periods proved to be exceedingly useful in calibrating the existing noise prediction models. It was particularly important to have an accurate determination of the number of trucks using the facility being studied. Where traffic data was not counted during the noise measurement period, a knowledge of the general percentage of trucks proved to be invaluable.

When precision or legal work is desired, a statistically accurate sampling of traffic speed is necessary. For the purposes of this study, only a few speed determinations were made. This provided sufficient information to calculate noise levels, however, it may be necessary to have greater accuracy for some types of studies.

The use of three sound level meters taking simultaneous readings at the three sites provided optimum conditions for laboratory analysis. Without the third meter measuring only interior subdivision noise, a determination of the relative contributions of the noise from the highway and the subdivision would have been impossible. The usefulness of taking frequency readings was not determined by this study. The limited amount of frequency data had no bearing on the outcome of the study and consumed much valuable time. The findings of this analysis are discussed elsewhere in this report.

2. Frequency Analysis

Due to repeated equipment failures, a frequency analysis was made at only four of the six areas studied in detail for noise impact. These four analyses are for the Willowdale, Slidell Country Club, the Holiday Park Subdivisions and the Lake Kenilworth Apartments; they are shown as figures 1, 2, 3 and 4, respectively. Figures 1 and 4 represent heavily traveled Interstate highways in New Orleans. Figure 2 is from a lightly traveled Interstate highway and Figure 3 is a heavily traveled urban arterial.

The figures not only show the variations in decibels of the frequency bands between 125 and 8K Hertz for the four time periods analyzed, but also the A-weighted L_{10} and associated traffic, except for Holiday Drive where traffic data was not collected. The frequency curves generally occur in the descending order of the A-weighted L_{10} , except for Willowdale, Figure 1. They do not, however, fluctuate consistently with either automotive or truck traffic as was expected. For example, Figure 1 shows the frequency curve for 0815 hours below the curve for 1630 hours, yet the L_{10} is 72 dBA compared to 71 dBA, and the traffic is about one-third more than traffic at 1630. Similarly in Figure 2, the curve at 2000 hours is derived from one less vehicle than the curve for 2300 hours, yet it is higher.

The only variable that is consistent is time. In every frequency band, except 4K Hertz and 8K Hertz, where some variations occur, the curves always proceed from highest to lowest in the following order: 1630, 0800, 2000 and 2300 hours. With only four areas sampled, any conclusions concerning frequency must be considered preliminary, however, it is apparent from this data that time of day has a significant influence on the frequency curves. This influence is not noted on the A-weighted L_{10} data.

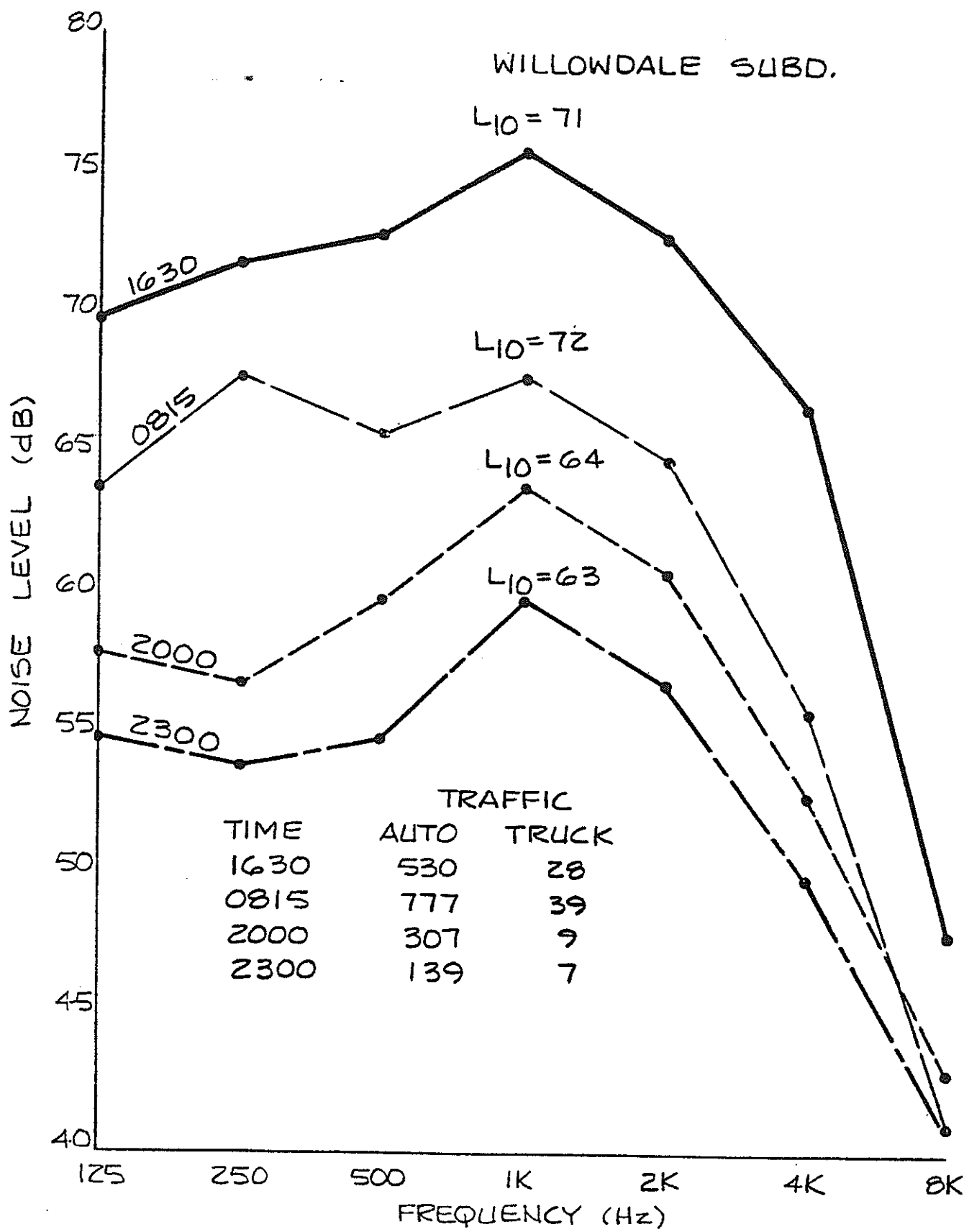


FIGURE 1

SLIDELL COUNTRY CLUB

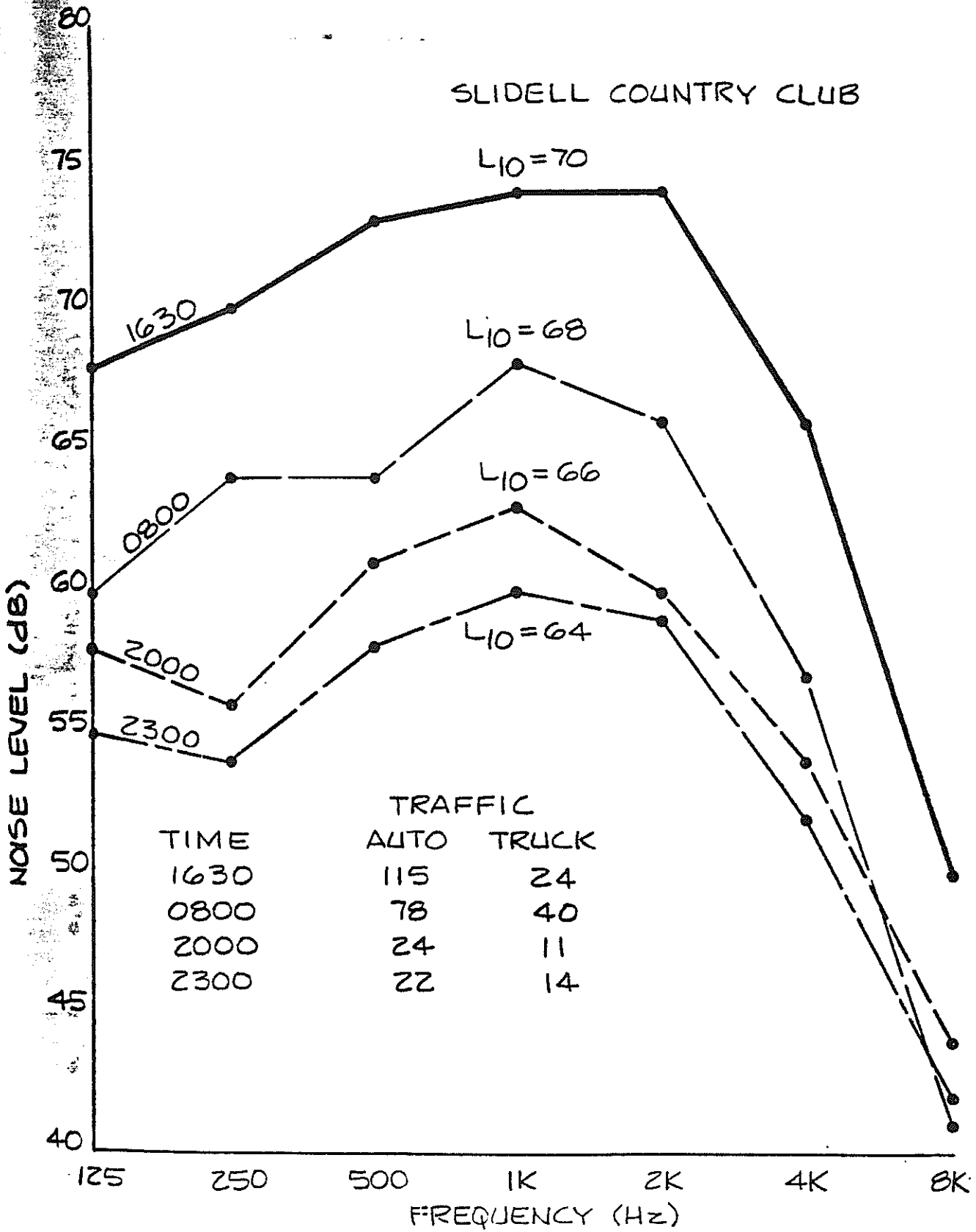


FIGURE 2

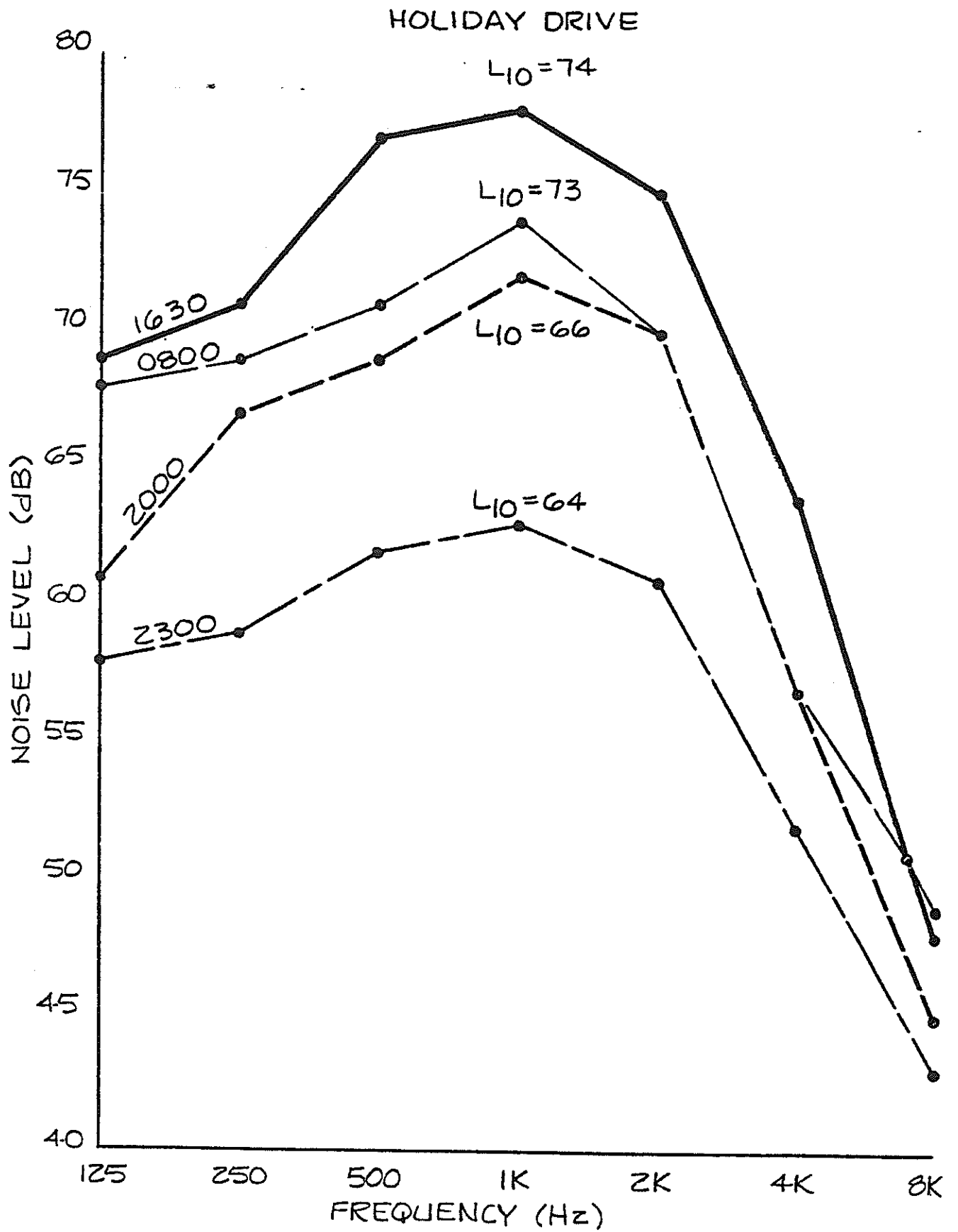


FIGURE 3

LAKE KENILWORTH APTS.

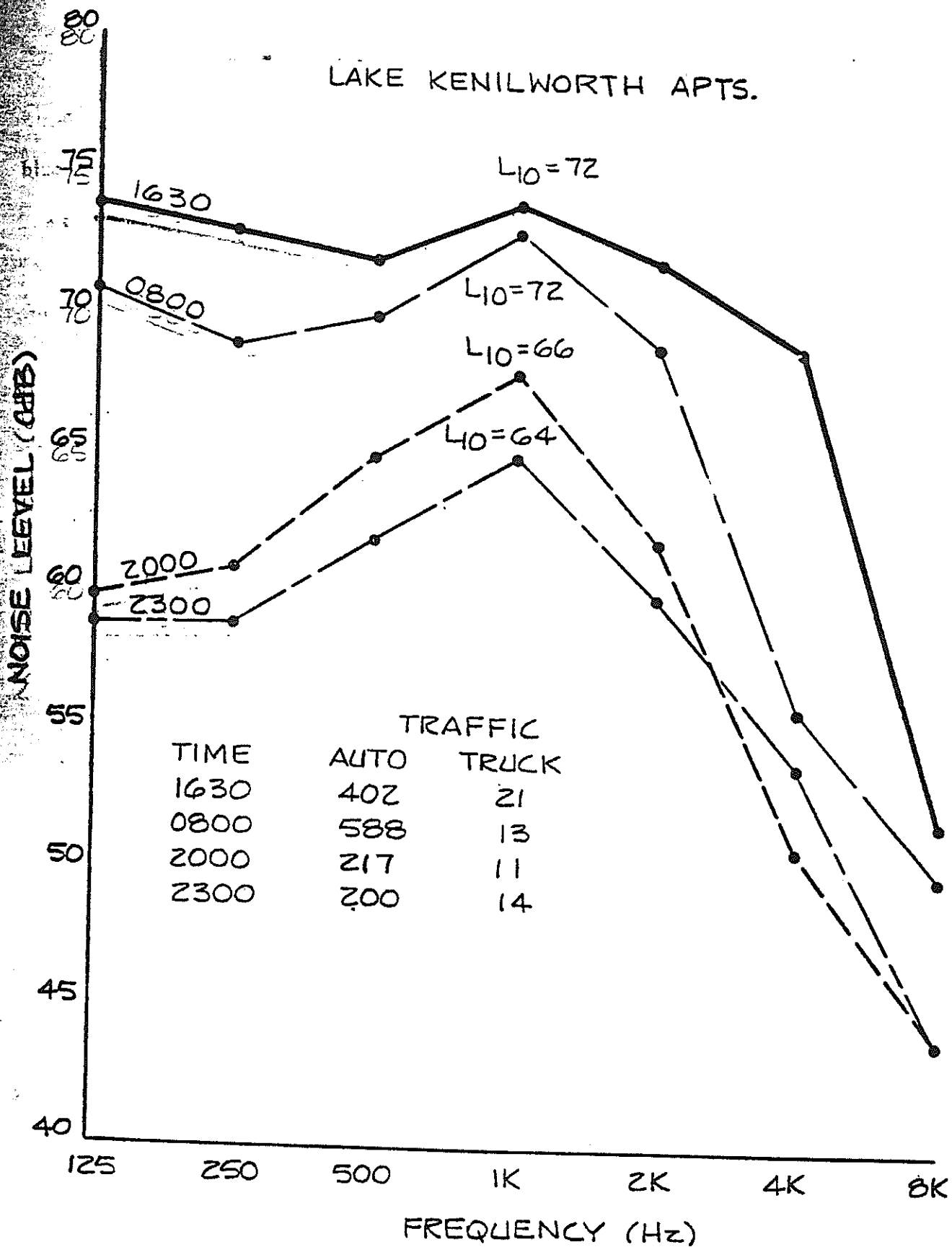


FIGURE 4

Considering all the contributing factors, traffic, directional distribution and truck percentage, none seem to adequately account for this consistency with time. The only other factor which could be influencing the noise levels of the frequency bands would be atmospheric effects. In this particular geographical area, atmospheric conditions are relatively constant for the time periods sampled. Apparently the atmospheric effects during the different times of the day are a more important factor in frequency analysis than in studies using only the A-weighted network.

C. Selection Criteria

In addition to the noise requirements discussed above, it was agreed upon by the appraiser-contractor and the Department of Transportation, that certain other selection criteria should be followed as outlined below:

- a) Elimination of areas where there were other sources of high-level noise such as large construction sites and airport noise,
- b) Requirement that area be susceptible to comparison, i.e., in the case of residences, there must be sufficient sales of similar properties over an area large enough to distinguish affected and non-affected properties; in the case of apartments, there must also be affected and non-affected units within the same complex,
- c) Elimination of areas under the influence of socio-economic change, especially inner city areas,
- d) Avoidance, if possible, of areas with any of the following: elevated highway, or entrance or exit ramp, because of visual effects; canals, because of overflow, rodent problems, etc.; individually built homes because of complexity of evaluating special features; acute subsidence problems; and mixed commercial and residential improvements and/or zoning.

D. Limitations of This Study

1. Inasmuch as this study dealt with properties solely in Louisiana, there is no assurance that the same results would be obtained in other localities or other states. However, the testing did involve various size communities: Metropolitan New Orleans with over 1,100,000 population; Baton Rouge with over 350,000; and Slidell with over 30,000. Furthermore, all of the study areas selected are in neighborhoods with competitive housing and apartments allowing for buyer and renter selectivity.

2. There is the potential that the extensive use of air conditioners in Louisiana would reduce the impact of noise since the compressors have a relatively high noise level. Highway noise would be more annoying during outdoor family activities in areas using less air conditioning. However, since in South Louisiana the temperature is comfortable for outdoor family activities 9 months out of the year and quite pleasant about 5 out of the 9 months, the temperature in Louisiana probably allows for as much outdoor family activity when the compressors are not running as in more northerly climates such as Minneapolis. Furthermore, in milder climates such as Baltimore or Nashville, air conditioners are more prevalent than in the extreme north, but there is less outdoor activity time.

3. The study was conducted largely in 1978, although the data covered a time span of about 7 years. There is no assurance that the results of the study will prevail in the future.

4. No subjective reactions to the noise were included in the study since the purpose was to ascertain the effect on market value (i.e. sales prices, rent levels, occupancy levels of apartments, etc.). People living near a noise source may be annoyed by the noise or even disturbed (as in the extreme case of drag racing in the middle of the

night); however, the objective of the study was to ascertain if this annoyance or disturbance was actually reflected in market values, turn-over rates, re-sale percentage increases, apartment occupancy rates and rental rates, etc.

5. The study dealt with level stretches of highways which generated high noise levels and does not reflect the impact of noise from differential grades, overpass structures, depressed sections, or curves. These are unique as they relate to specific adjoining properties, so that generalized conclusions would be difficult to formulate.

6. The study does not encompass either luxury residences or mansions, or very low income housing or apartments; rather, it deals with middle income properties.

7. The study does not deal with homes or apartments on lots or parcels of land, portions of which have been taken for a highway or highway widening. All of the properties in this study had lots or plots well suited for the purpose of a single family residence or for an apartment complex. Small or odd shaped lots might distort the study insofar as segregation of the impact or property value of the noise alone.

IV: Specific Study Areas Selected

A. Communities

The study sites represent three different size communities: New Orleans (Greater Metropolitan Area) with a population of over 1,100,000; Baton Rouge with over 200,000 people; and Slidell, a small but rapidly growing community of about 30,000. These cities are also representative of different types of areas. The Greater New Orleans Area has a more urban atmosphere than Baton Rouge or Slidell. Because of the high cost of land development and limited availability of useable land close to the city, property in the City of New Orleans and Jefferson Parish is generally densely developed, so that population density, even in the suburban areas, is greater than that of other Southern cities. This in turn causes heavy traffic and congestion in suburban areas. Baton Rouge is a rapidly growing city, but with more room to expand than New Orleans. Its suburban areas are generally not as densely developed as those in New Orleans. Slidell, on the other hand, is a super-suburban area, noted for its country-like atmosphere. The many types of residential properties represent a broad spectrum of the national real estate market.

1. Greater New Orleans Metropolitan Area

For the purposes of this study we define the Greater New Orleans Metropolitan Area as the "Standard Metropolitan Statistical Area", comprised of four parishes (counties): Orleans, Jefferson, St. Bernard and St. Tammany. The population of the area was computed at 1,109,694 in 1976. The City of New Orleans comprises the entire of Orleans Parish, and accounts for 562,011 of this population. It is one of the largest cities in the United States in total area, covering 366 square miles, of which 199 is land area. (The SMSA area is 3,183 square miles.)

The Greater New Orleans area combines the features of a seaport, an industrial and manufacturing center and a unique tourist attraction. It is the gateway for the "Mid-Continent" area, having a total of 514 miles of harbor frontage on the east and west banks of the Mississippi River. There are eleven miles on both banks of the Inner Harbor Navigation Canal, which connects the Mississippi River to the south with Lake Pontchartrain to the north at New Orleans, and additional frontage along a seventy-six mile ship channel to the gulf. The New Orleans area is also traversed by the Intracoastal Canal which connects the nation's two principal inland waterway systems, the Gulf Intracoastal Waterway and the Mississippi River and its tributaries.

New Orleans' principal industries include shipbuilding, petrochemicals, petroleum refining, food processing and primary metal production. The petroleum industry in the area is promoted by Louisiana's oil resources and the fact that its port provides a terminal for shipping. New Orleans is a manufacturing center for many types of goods with over a thousand manufacturing operations in the area.

The New Orleans area is served by three airports. The New Orleans International Airport, also known as Moisant, handles all regularly scheduled commercial flights. The Lakefront Airport handles other commercial air traffic and private planes. Alvin Callender Naval Air Station is used by the armed services for training purposes. In addition to the many airlines serving New Orleans, there are over 100 regularly scheduled steamship lines using the Port of New Orleans to bring cargo from and take cargo to various parts of the world.

a) City of New Orleans

As a tourist center New Orleans is unique. Its Spanish and French history is reflected in the section of the older part of the city called the Vieux Carre, meaning

Old Square. The Vieux Carre, an area of approximately eighty-five square blocks, is one of the nation's major tourist attractions. Its old world charm emanates from its old European style buildings with lacy iron trim, which house many fine restaurants, shops and apartments. Nearby is the Superdome, the largest enclosed stadium-arena in the world. Since its completion in 1975 the Superdome has hosted many major sports events, attracted a variety of entertainment programs, and its facilities are used by many large convention groups.

Both Orleans Parish and Jefferson Parish border both sides of the Mississippi River. The Greater New Orleans Bridge connects downtown New Orleans with the less populous West Bank of the River at Algiers, a part of the City of New Orleans.

b) Jefferson Parish

In 1976 the estimated population of Jefferson Parish was 407,106, with about two-thirds of the population living on the East Bank. It is one of the fastest growing and most commercially active parishes in Louisiana. The East Bank of Jefferson was largely developed after World War II. Before that, it was primarily a bedroom suburb of New Orleans with mostly single family dwellings. Soon after the war, a number of small apartment houses were built westward from New Orleans, before the advent of the new, popular, modern complexes.

The East Bank of Jefferson Parish is generally composed of three areas, Kenner, Harahan and Metairie. Kenner is an incorporated area in the western portion of Jefferson Parish. It reaches north to Lake Pontchartrain, south to the river and west to the Jefferson and St. Charles Parish Line. Harahan is another incorporated area bordering the Mississippi River. Metairie, where Willowdale Subdivision is located, is unincorporated,

but is generally considered to include the area from Airline Highway north to Lake Pontchartrain. It covers the greatest part of Jefferson Parish on the East Bank.

On the opposite side of the river, the Greater New Orleans Bridge meets the West Bank Expressway at Algiers, Orleans Parish, then leads across the Jefferson Parish Line to the communities of Gretna, Harvey, Marrero and Westwego. The expressway ultimately connects with the Huey P. Long Bridge which crosses the Mississippi River to Clearview Parkway, linking the west and east bank portions of Jefferson Parish.

c) Slidell

While the New Orleans SMSA includes St. Tammany Parish as one of its four parishes (counties), this parish is across Lake Pontchartrain from the metropolitan area, and has the least degree of similarity. Slidell, Louisiana, is a city at the eastern end of the parish, and is the largest city in the Parish with a population estimated at a little over 30,000 in 1978.

Slidell can best be classified as a super suburban area of New Orleans since it is about twenty-eight miles from the Central Business District along Interstate 10 East. The contiguous developed area of the city gives way to the semi-drained swamps of New Orleans East or Orlandia at Paris Road. From here it is about fifteen miles to the center of Slidell, five of these across water.

The city has a small boat shipyard, a garment factory, container factory and service and retail establishments. About 50% to 60% of the employed population work in the vicinity of Slidell, with the remainder commuting to New Orleans to work. There are many recreational homes and retired people in the area. Many persons are attracted to the area because of more reasonable land values than in the city, rural living and less congestion.

Testing of noise influence in this relatively quiet environment could produce results different from larger communities such as New Orleans and Baton Rouge. Therefore, the area was studied to find conditions with this potential influence. Only the single family residential houses along Interstate 12 near the Pinecrest Country Club met the criteria.

2. City of Baton Rouge

The City of Baton Rouge, the capital of Louisiana, lies on the east bank of the Mississippi River in East Baton Rouge Parish. It was founded by the French in 1719. Since that time seven governments have had control over Baton Rouge - France, England, Spain, Louisiana, the Florida Republic, the Confederacy and the United States. Serious industrial development of the town began at the turn of the century. Its development was enhanced by its strategic location on the first bluff along the Mississippi River north of the Gulf of Mexico.

Baton Rouge's port is seven miles long. It is the farthest inland deep water port on the Mississippi River to which ocean going ships can travel. Access is provided by a forty foot channel from the Gulf of Mexico, with connections to the Intracoastal canal. It is the fourth busiest port in the United States.

Baton Rouge is the hub of the chemical strip between St. Francisville and Gramercy, Louisiana, one of the greatest industrial concentrations in the nation. Along the Chemical Strip are plants belonging to the nation's blue chip chemical and petrochemical companies. It is the base for Exxon Company, U.S.A., the nation's largest refinery. The petrochemical industries in the Baton Rouge area are the largest employers. The City is also one of the South's important oil centers, being situated near many oil fields and interconnected with many pipelines, intrastate and interstate.

Air service is through Ryan Airport which is served by three airlines. U.S. Highway 61, 65 and 190 pass through the city. Baton Rouge is a junction for Interstates 10 and 12, which are more fully described below.

East Baton Rouge Parish is a rapidly growing and developing area. This is best illustrated by the comparison of population figures for 1970 and 1977 shown below.

	<u>1970</u>	<u>1977</u>
City	165,963	219,462
Parish	285,167	356,562

Figures on industrial investment and new jobs created in the last ten years also indicate substantial growth.

B. Categories of Residences

The basic categories of residential areas included in the study were:

1. New homes in a subdivision along an interstate highway.
2. Older homes along an interstate highway.
3. New homes on heavily traveled roads with full access.
4. Older homes along heavily traveled roads with full access.
5. Apartments along an interstate highway.

At least one subdivision or apartment complex was found to fit each of the categories above. No apartment complex on a major arterial collector road without very high occupancy was found; however, the effects should be the same as with the large complexes found on the interstate highway.

The quantity of areas studied is not as great as was anticipated at the beginning of the study because of problems (discussed later) which forced the elimination of many potential study areas. Instead, a more in-depth study was made of those found suitable.

The areas studied border Interstate Highways or heavily traveled boulevards. Among the subdivisions studied which border Interstate Highways, there are homes which back up to the highway, some are parallel to it, while others face the highway on a service road.

The study includes homes which have ranged in value from \$40,000 to \$90,000 during 1976 and 1977. This of course includes homes of a variety of styles and sizes in different types of neighborhoods. They include virtually identical tract homes in some areas, and custom built homes in others. Some of the homes studied were built in the last three to four years, while others are twelve to fourteen years old.

C. Specific Residential Areas Selected

1. Single Family Homes Along Limited Access Highways

a) Willowdale - This is a large subdivision with homes backing up to Interstate 10 in Metairie, (New Orleans SMSA). Most of the homes in the subdivision were built from 1961 to 1964.

b) Vineland Drive - This group of newer houses is adjacent to Willowdale and is included as a sub-section of that study. The homes face Interstate 10 across a frontage road. All of the homes in this group were built in 1975.

c) Slidell Country Club Estates - This subdivision includes homes which back up to Interstate 12 in Slidell, Louisiana. The homes vary in age, generally four to twelve years, and style. some of them having been individually built.

2. Single Family Homes Along Heavily Traveled Roads

a) Holiday Drive - Holiday Drive is a heavily traveled boulevard in Algiers, on New Orleans' West Bank. It is bordered by two subdivisions which were developed with the same type of houses. The majority of the houses were built from 1964 to 1967.

b) Terrytown - Terry Parkway, the main street of Terrytown Subdivision, is also a heavily traveled boulevard on the West Bank, but in Jefferson Parish. The subject houses on Terry Parkway are newer than those on Holiday Drive, having been built in 1976.

c) Sherwood Forest - Sherwood Forest Boulevard is a heavily traveled major road in Baton Rouge, Louisiana. It passes through the subdivisions of Sherwood Forest, North Sherwood Forest, and West Sherwood Forest Park. The homes on and off of the boulevard vary in age and price range.

3. Apartments

a) General Apartment Study - A general survey of apartment complexes bordering Interstate Highways or major roads was made in order to select subject complexes for an in-depth study. Most apartment complexes bordering Interstate Highways were found to have virtually 100% occupancy which did not give leeway for analysis of tenant preference. The surveys of apartments in different areas are included, however, because the information collected was thought to be pertinent.

b) Lake Kenilworth Apartments - An in-depth study was made of Lake Kenilworth Apartments in Lake Forest, a section of eastern New Orleans. The occupancy rate of apartment units adjacent to Interstate 10 was compared with the occupancy rate for the same type unit away from the highway over a two-year period.

V. History of Eliminated Areas

A. Insufficient Noise Levels

The first requirement for suitable study areas was a sufficient noise level. Many areas which are exposed to heavy traffic were found to have insufficient noise levels for study because of the type of traffic. Where there is no truck traffic, or speeds are slow, noise may not reach levels considered unacceptable. Areas eliminated because of insufficient noise level include, among others: in Baton Rouge, the portion of Broadmoor on Goodwood Boulevard and Florida Boulevard; in Algiers (New Orleans), Aurora Gardens on MacArthur Boulevard, Tall Timbers and Park Timbers on General deGaulle Drive.

Many subdivisions in both Baton Rouge and New Orleans are separated from an adjacent highway by a strip of land which has been reserved for commercial usage. The distance of separation in such cases was usually such that the noise at the exterior of the homes would be insufficient to consider them subject to noise impact. Distance of separation from the noise source led to exclusion of a number of subdivisions. Among them were Tanglewood, on Hooper Road, McGeehee Place, Sherwood Forest Place, North Sherwood Forest (later included in a study of Sherwood Forest Boulevard) and River Oaks, all in Baton Rouge.

In a few cases, even though a prospective study area was subject to sufficient automotive noise, it was necessary to eliminate it because of other sources of noise. This was true of areas in Kenner where the New Orleans International Airport is located.

B. Insufficient Number of Sales

Beyond the noise specifications, the most important requirement was that subject areas be of such a nature that comparability between impact and non-impact properties

might be developed. This meant that a substantial number of sales of similar properties close to the noise source and others some distance away from the affected properties must be available.

Even though parts of some subdivisions were close enough to the noise source to receive noise levels sufficient for study purposes, there were not enough properties close to the source which would generate a sufficient quantity of sales to make a valid comparison of affected and non-affected properties. For this reason a number of subdivisions were excluded. Among those in Baton Rouge were Essen Heights on Interstate 10, Cedarcrest and Bonaire near Interstate 12, Cedar Glen and Sharon Hills on Hooper Road, Forest Oaks, Oak Manor and Donwood on Florida Boulevard.

In other cases there was a difference in the homes in the noise affected area and those non-affected, so that comparison was impossible or would be too subjective. This situation occurred with David Drive in New Orleans. High noise levels along David Drive, along with the proximity of the houses to the street, created a potential terrific noise impact. Most of the subject homes on David Drive were asbestos siding, whereas the surrounding homes which might have been used for comparison were either brick veneer or in extremely poor condition compared to the subject houses.

Areas which were otherwise suitable, but simply did not have enough sales data for a meaningful comparison were Broadmoor Subdivision along Florida Boulevard, Westdale on College Drive and Southern Heights on Harding Boulevard, all in Baton Rouge.

C. Traffic Changes

In order to develop sufficient sales comparisons, it was necessary in most cases to study sales over the course of several years. Therefore, it is necessary that the area chosen has been subject to similar noise levels during the course of the period studied. Since noise

levels were not available for many areas in previous years, it was necessary to infer noise levels from traffic count records maintained by the Department of Transportation or the local Department of Streets. Consequently, the unavailability of traffic counts led to the exclusion of some areas.

Study of traffic counts for some arteries revealed that for the period under consideration they were in the process of being widened or improved. Traffic counts were not generally made during construction periods and frequently, after improvement, traffic increases, and with it, noise levels. During road construction, noise levels may be greater than normal, and there is the factor of general inconvenience. In order to avoid any effects of road construction, it was determined that these areas should be omitted.

Areas along Greenwell Springs Road were eliminated because of recent widening. It was also necessary to eliminate Southern Heights on Harding Road in Baton Rouge for the same reason. On Harding Boulevard, between Scenic Highway and Plank Road, traffic rose from 8,064 in 1973, the year it was widened, to 24,310 in 1977. However, it is important to note that Southern Heights, the subdivision fronting on Harding Boulevard could not be used as a subject area for another reason. Since 1974, there has been only one sale on Harding Boulevard in Southern Heights despite the terrific increase in traffic and the noise which accompanies it. Even though present noise levels are sufficient, Woodland West, off of Lapalco Boulevard in Jefferson Parish was also eliminated because the road has been extended and widened recently.

D. Miscellaneous Factors

Two subdivisions in New Orleans bordering Interstate 10 in Lake Forest, Spring Lake and Lake Willow, were rejected. Both of these subdivisions surrounded lakes so that the majority of the sales to be used as comparables have access to the lake, while those

bordering Interstate 10 do not. This arrangement would cause an effect in sale prices based on the location of the homes to the lake, not the highway.

Two subdivisions, Lake Forest Park in Baton Rouge and Lakewood East in New Orleans were eliminated when it was found, after some research, that the subdivisions or builders had suffered financial problems which influenced their sales prices. In the latter case, another reason was that the three speculative houses on the highway which sold were different from interior houses.

In the case of apartments, it was necessary to obtain management cooperation in order to have access to the rent rolls for study. Two apartment complexes, one in Baton Rouge and the other in Metairie, met the criteria for study, but access to records was refused. In both cases the management indicated no adverse effect on the apartments near the noise source. Both indicated the rent levels and occupancy to be the same. There was no record of move-back requests available, and short term local management indicated none in their memory.

CHAPTER 2

APARTMENT STUDY

I. Lake Forest Area of New Orleans

A. Introduction

To the northeast of downtown New Orleans and east of the Industrial Canal is a large tract of land in New Orleans proper known as Lake Forest. It is generally considered to include the area between Downman Road on the west, Paris Road on the east, Dwyer Road to the south and Hayne Boulevard (which skirts Lake Pontchartrain) to the north. The area, previously known as the LaKratt Tract, was acquired by Lake Forest Corporation, a subsidiary of North Eastern Investment Corporation (NEI), in 1965. There was some earlier development along Hayne Boulevard to the north, which was not part of the sale of the LaKratt tract. At that time there was little development south of Hayne Boulevard and virtually no development of the tract south of Morrison Road and east of Lamb Road until the early 1970's. After completion of Interstate 10 through the area, earnest development began in 1971 and 1972.

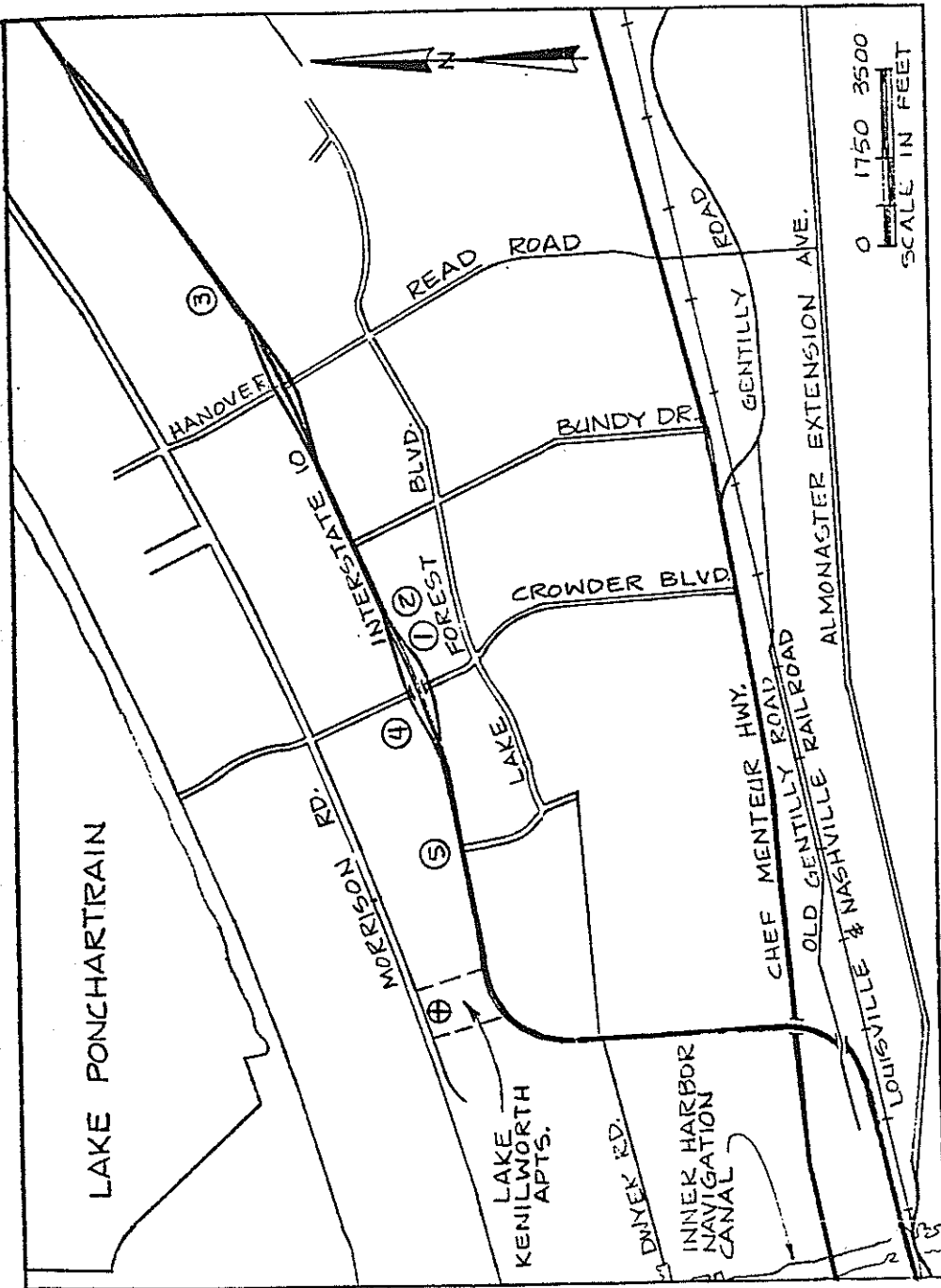
The Lake Forest area was subdivided for different purposes, including many single family subdivisions, apartment complexes, and shopping centers. Much of the land was developed by Lake Forest Corporation and then sold to investors. They also developed by far the largest and most modern regional shopping center in the entire New Orleans area, The Plaza in Lake Forest, which has greatly enhanced the area's growth.

East of Paris Road is another large tract of land owned by New Orleans East, Inc. (now renamed Orlandia, Inc.). Because of New Orleans East, Inc., the entire area east

of the Industrial Canal and north of Dwyer Road has come to be referred to by many as "New Orleans East", even though much of the area was owned and developed by Lake Forest Corporation, not New Orleans East, Inc.

An investigation was made of the numerous apartment complexes in Lake Forest which border the Interstate 10 Frontage Road. Basic information was sought, including the type of tenants (single adults or family), average occupancy rate, number of units, rent levels and recreational facilities. Where occupancy was less than 100%, managers were questioned as to the distribution of tenants throughout the complex. The most important question in our study concerned tenants' preferences regarding the location of their apartment within the complex. This question pertained to the tenants' initial preference to ascertain if there was a problem with renting apartments on the Interstate. In order to determine if there was any problem keeping apartments on the highway occupied, managers were questioned whether any tenants had ever requested to move away from an apartment on the highway to another apartment within the complex. It was felt that some tenants who might not originally object to an apartment on the highway, would be likely to make a request to move if they found the highway noise objectionable. In conjunction with tenant preferences regarding location, managers were also asked whether or not there were differences in the rent prices for different locations within the complex. The information collected for each complex is discussed below.

LAKE FOREST AREA EASTERN NEW ORLEANS (EAST BANK)



- ① OAKBROOK VILLAGE APTS.
- ② GASLIGHT APTS.
- ③ VALHALLA EAST APTS.
- ④ THE WILLOWS APTS.
- ⑤ WALNUT SQUARE APTS.

B. OAKBROOK VILLAGE

Oakbrook Village is located on the south side of Interstate 10, between Crowder Road and Read Road. Oakbrook was the largest complex visited in Lake Forest. It has 521 units on one, two and three bedrooms, and is divided into an adult section and a family section. It is approximately five years old. Like many modern complexes, it has a pool, tennis court and a clubhouse. Occupancy is generally 100%, so the distribution of tenants throughout the complex is, of course, even. When asked about tenants' preferences, the manager said that everyone looking for an apartment usually has an individual preference, either to be by the pool, or the tennis courts or perhaps the frontage road for access. She said that there were no more requests to be away from the highway than to be in any other location.

C. UNNAMED COMPLEX

This smaller complex of 270 units, very near Oakbrook Village, is also on the south side of Interstate 10 between Crowder Road and Read Road. The present manager, who has only been with the complex a short time, informed us that the occupancy rate was lower than it should be. The complex is owned and managed by an out-of-state company, and it seems that there have been some management problems. Outside sources informed us that the rooms in the apartments at this complex were small compared to those of other complexes in the area. In addition to these problems, it was noted that the compressors for the air conditioning systems were located at the back doors of these townhouse type apartments. It was felt that this arrangement would create an interior noise source which would interfere with the study of the highway noise effects. Therefore, there was no further investigation made of this complex. However, it should be mentioned that the manager stated that, in her two months experience as manager of that complex, tenants

did not seem to have a preference insofar as location is concerned. She also said that tenants were evenly distributed throughout the complex.

D. VALHALLA EAST

Located on the north side of Interstate 10 and on the east side of Read Road is Valhalla East. It is a large complex of 365 units including efficiencies, and one and two bedroom apartments. Its facilities include two pools, one tennis court, a lounge, a sauna and a health club. The complex, which is two and a half to four years old, depending upon the section, has been virtually 100% occupied since the completion of construction in stages. The occupants are primarily adults. Here again, since occupancy is 100%, the distribution of tenants throughout the complex is even. When asked about location preferences, the agent said that many persons have preferences -- some want to be near the swimming pool or tennis court, while some tenants like to be facing the parking lot where they can keep watch on their cars. Others, especially retired couples, like to be in front where they can watch cars go by, or for ease of access. Some tenants also prefer to overlook the grassy area in front of the complex, which also means they are facing the highway. To the question regarding requests by tenants to move away from the highway, the manager replied that the only request to move by tenants on the highway side was a desire to change to a different size apartment.

E. THE WILLOWS

The newest complex visited was The Willows, slightly over two years old. It is located on the north side of Interstate 10 and west of Crowder Road. It has a total of 263 units with one, two or three bedrooms. There are separate adult and family areas, which are usually close to 100% occupied.

At The Willows the only preference tenants seem to have is to be near, or more often away from, the complex playground. The playground is surrounded by four apartment buildings, so that one must cross it when entering and leaving. It seems that the only problem with occupancy in this area is the limited group of tenants to whom it appeals. People with infants under four or five years do not want them awakened by playground noises, whereas parents of children over ten years of age do not want to be near the playground because their children are beyond the age at which it appeals to them. It is interesting to note that apparently some apartment dwellers find the noises of children more disagreeable than highway noise.

F. WALNUT SQUARE

Walnut Square is a large and attractive complex, also on the north side of Interstate 10. However, it was excluded from our study when it was learned that its rents are subsidized.

II. Lake Kenilworth Apartments

A. Background Information

1. Location of Apartment Complex

a) Area Description

Lake Kenilworth Apartments is a large complex located in the Lake Forest area of New Orleans, which has been described in the previous section. While over two-thirds of the former LaKratt tract acquired by Lake Forest Corporation has been sold, ownership of some portions of it is still maintained by them and the NEI Corporation. The Lake Kenilworth Apartments and the adjacent Kenilworth Mall are among those developments still under ownership of Lake Forest.

The majority of the Lake Forest area is less than eight years old and still rapidly developing. It is the most feasible area for New Orleans' expansion and promises to show continuing growth for years to come.

b) Neighborhood Description

The Lake Kenilworth Apartments, on the north frontage road of Interstate 10, are located in an area which is primarily residential. The major exception is Kenilworth Mall immediately west of the complex and another commercial development in the next block. To the east are two single family developments. Spring Lake Subdivision is separated from Lake Kenilworth by a canal which borders the apartment complex on the east; further east is another single family subdivision, Lake Willow, followed by other apartment complexes. North of the Lake Kenilworth Apartments, across Morrison Road, are more single family developments and, as mentioned, Interstate 10 lies to the south.

c) Apartment Boundaries

The Lake Kenilworth Apartments are bounded by Morrison Road on the north, and the frontage road on the south. Martin Drive separates the apartment complex from the

Kenilworth Shopping Mall and the other commercial development to the west. The complex is bounded by the canal to the east which separates it from the Spring Lake Subdivision.

2. Description of Apartment Complex

a) Buildings and Grounds

Lake Kenilworth is a large garden apartment complex covering almost 31 acres. It is about five years old. The complex is composed of two and three story brick buildings built around a small man-made lake. There are also two swimming pools on the grounds. Other facilities include an apartment used as a party room and a laundry room.

b) Apartment Units

The 461 units in the Lake Kenilworth complex include 84 one-bedrooms (729 or 756 square feet), 90 two-bedroom flats (999 or 1,026 square feet), 256 two-bedroom townhouses (1,076 square feet) and 31 three-bedroom apartments (1,296 or 1,350 square feet).

Some of the units have balconies or small patios; others do not. There is also variation in the balconies in that some have an overhang so that they are partially covered. None of the apartments on the Interstate 10 side of the complex has the covered type of balcony. This difference between covered and uncovered balconies is not reflected in the rent charged; however, under the old rates, similar units not facing Interstate 10 were charged \$17.00 per month more with balconies.

TABLE 1

LAKE KENILWORTH APARTMENTS

RENT SCHEDULE

APRIL 1, 1978

One Bedroom, 729 Square Feet - 40 Units

Previous Rent	No. Units	Current Rent
\$190	3	\$205
195	19	205
200	6	205
205	12	205

One Bedroom, 756 Square Feet - 44 Units

Previous Rent	No. Units	Current Rent
\$190	8	\$210
195	4	210
200	19	210
205	2	210
210	11	210

Two-Bedroom Flat, 999 Square Feet - 68 Units

Previous Rent	No. Units	Current Rent
\$231	8	\$250
237	4	250
242	40	250
261	16	265 (on lake)

Two-Bedroom Flat, 1,026 Square Feet - 22 Units

Previous Rent	No. Units	Current Rent
\$231	2	\$255
242	8	255
248	6	255 (on lake)
259	6	270 (on lake)

TABLE 1 - (Cont'd.)

LAKE KENILWORTH APARTMENTS

RENT SCHEDULE

APRIL 1, 1978

Two-Bedroom Townhouse, 1,076 Square Feet - 256 Units

Previous Rent	No. Units	Current Rent
\$215	68	\$240 (no balcony)
231	42	260 (with balcony)
248	114	260 (no balcony on lake)
259	4	260 (no balcony on lake)
277	28	300 (with balcony on lake)

Three-Bedroom Flat, 1,296 Square Feet - 11 Units

Previous Rent	No. Units	Current Rent
\$281	4	\$310
286	3	310
292	1	310
297	1	310
298	2	310

Three-Bedroom Flat, 1,351 Square Feet - 20 Units

Previous Rent	No. Units	Current Rent
\$311	14	\$320
322	6	350 (on lake)

c) Tenants

The inhabitants of the complex are primarily young couples. For tenants with children there are certain buildings designated as family sections, which all happen to be on the Interstate 10 side of the complex. They are buildings L, M, N, Q and R.

Leases are for one year, but, according to the management, leases and security deposits seem to have little effect upon the duration of occupancy. Tenants seem to move out at will, regardless of the lease term. A scan of the rent rolls confirms this statement.

d) Rent Levels

There were three factors involved in the previous rent schedule. The price was fixed according to the square foot area of the apartment, the direction the living room faces, and whether or not the apartment had a balcony or patio area. Utilities were not included in the rental price except that the water was paid by the complex.

The new rent schedule has been simplified somewhat, so that the variation in price dependent upon the direction the apartment faces is limited to apartments which face the lake. Previously there were five different price levels depending upon which one of eight directions the apartment faced. Also, the only case in which balconies are a factor are the two-bedroom townhouses on the lake. Square foot area is now the primary factor in setting the rent schedules.

3. Reasons for Selection of Lake Kenilworth for Study

Lake Kenilworth was selected for study primarily because it was one of only two apartment complexes bordering the Interstate highway in Lake Forest that had an occupancy rate of less than 100%. This would permit prospective tenants to have some choice in apartments and also made it possible to determine a vacancy rate for the different types of apartments. It was the only apartment complex in the New Orleans area which previously

gave a discount rate for apartments on the highway. Although all the upstairs apartments on the highway have balconies, their rental price is the same as the price of similar apartments elsewhere in the complex without balconies. Therefore, while other apartments had a \$17.00 per month added charge for the balcony, this charge was eliminated for units fronting Interstate 10.

Lake Kenilworth is unique in that it has apartments facing an Interstate highway, a major arterial collector road (Morrison Road), a shopping center (Kenilworth Mall), a drainage canal, and of course, an interior lake. There are also apartments which face enclosed courts, open grassy courts and parking areas. The variety of areas which the different apartments face provide a good opportunity for comparison of units with different noise levels.

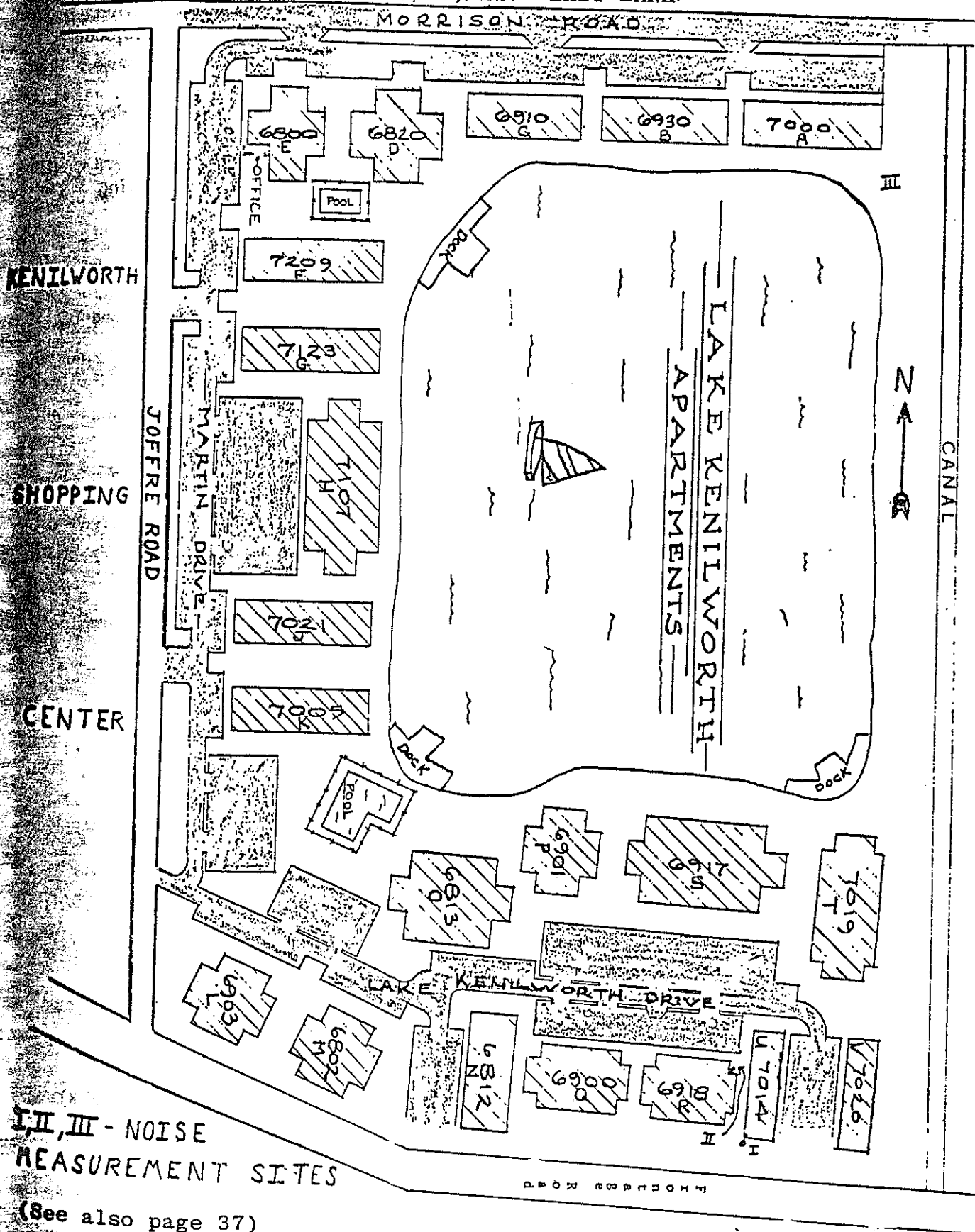
The composition of the tenants in Lake Kenilworth was ideal in that they were of similar socio-economic level throughout the complex according to the resident manager.

4. Orientation of Apartment Complex to Interstate Highway

The apartments which are the subject of the study face Interstate 10. That is, their balcony or patio area, which opens off of the living room faces Interstate 10. Where there was no balcony or patio, the direction the living room windows face was considered equivalent. In all of the apartments, except the smallest one bedroom apartment, at least one of the bedroom windows faces the same direction.

The principal group of apartments used as our basis for comparison were the apartments facing Interstate 10 in buildings L, M, Q and R. (See complex map.) However, in buildings N, U and V which do not face the highway, there are apartments located in the south ends of these buildings which are adjacent to Interstate 10. They should receive approximately the same noise levels as the apartments facing Interstate 10. This group

MAP 2
 LAKE KENILWORTH APARTMENTS
 NEW ORLEANS, LA. EAST BANK.



I, II, III - NOISE
 MEASUREMENT SITES
 (See also page 37)

of nine apartments, three in each building, will be referred to henceforth as the "adjacent I-10" group, as opposed to the "facing I-10" group.

5. Comparison Areas Studied

All apartments in the complex were separated according to the direction the living room faces. The eight areas of direction are:

<u>Direction</u>	<u>No.*</u>
Lake	90
Open Court	99
Interior	67
Parking	106
Morrison	22
Interstate	31
Shopping Center	19
Canal	<u>21</u>
	455

*Includes leasable apartments only.

A vacancy loss rate was determined for each area and comparisons were made as discussed below.

6. Noise Levels

The Lake Kenilworth Apartments are of brick veneer construction, with central air conditioning. The number of windows in each apartment overlooking the Interstate varies depending upon the orientation of that particular building. The buildings (L, M, Q and R) with their long axis facing the Interstate have balconies with sliding glass doors for access. Noise measurement sites selected were Site 1, situated at the front of the first row of

buildings, and Site 2, located at the back. The measurements were set up in this manner because a parking lot separated the first row of buildings from the second, and the Interstate noise had little effect on the second row of buildings. Site 3 was situated at the back of the apartment complex where noise from Morrison Road was the dominant source.

The results of the analysis are shown in Table 2. Since the apartments are closest to the inbound traffic lane, the noise levels in the morning are higher, as was expected. The peak noise level was achieved at 0730 due to the large number of trucks, in addition to the peak automotive traffic. The measurements at Site 2 show a mean reduction of 9 dBA, with a maximum of 11, and a minimum of 7 dBA below the readings at Site 1. This demonstrates a great deal of consistency between the two measurements when the randomized nature of the manual readings is taken into consideration.

The measurements made at Site 3 fluctuate independently of the readings at Sites 1 and 2. The highest noise level, 67 dBA, was recorded at 1730, during the evening peak traffic hour. The data taken at Site 3 substantiates the conclusion that Morrison Road is the dominant source for the north, or back, side of the apartment complex.

Traffic data, shown in Table 3, indicate an average of a 10% increase per year over the time period studied. A reduction in the traffic level during 1975 seems to reflect the national gasoline shortage.

TABLE 2
NOISE MEASUREMENTS
LAKE KENILWORTH APARTMENTS

Time	L ₁₀ - Site (dBA)		
	I	II	III
1600	70	62	62
1630	72	62	57
1700	72	62	65
1730	70	63	67
1800	69	61	58
2000	66	55	57
2300	64	55	52
0700	72	61	58
0730	74	64	57
0800	72	63	60
0830	72	63	62
0900	71	62	56

TABLE 3
INTERSTATE 10 NOISE LEVELS
LAKE KENILWORTH APARTMENTS

PEAK HOUR TRAFFIC*			
Year	Automobiles	Trucks	Calculated Noise Level at Site 1** L ₁₀ (dBA)
1972	2137	89	72
1973	2612	104	72
1974	2856	119	73
1975	2683	112	73
1976	3042	127	73
1977	3370	140	73
1978	3843	159	74

* Office of Highways, Dept. of Transportation and Development, State of Louisiana

** Using prediction method in NCHRP 174

TABLE 4

ANNUAL VACANCY RATE

LAKE KENILWORTH APARTMENT COMPLEX

1976 - 1977

Liv. Rm. Faces	Interstate 10	Morrison Road	Shopping Center	Lake	Interior Court	Open Court	Parking	Canal
Type	1 2F 2T 3	2F 2T 3	1 2F 2T	1 2F 2T 3	2T	1 2F 2T 3	1 2F 2T 3	1 2F 2T 3
No. of Units	11 10 8 2	2 18 2	2 9 8	28 22 30 10	67	24 11 54 10	18 28 56 4	5 4 10 2
% Vacancy	.031 .135 .068 .115	.202 .135 .124	.033 .044 .043	.015 .085 .1 .083	.060	.045 .058 .081 .082	.05 .168 .118 .189	.195 .641 .084 .156
Weighted % Vacancy	7.93	13.10	4.24	6.24	6.08	6.95	12.18	9.88

1 - One-Bedroom Flat
 2F - Two-Bedroom Flat
 2T - Two-Bedroom Townhouse

The data in Table 3 are related to morning peak traffic hours, and correlated well with data assembled during the study. The noise levels are high, generally due to the large numbers of heavy duty trucks. They have exceeded the federal guidelines since the beginning of the time period covered by the research effort.

B. Study Objectives

1. Comparison of Rent Levels

As with the other apartment complexes, inquiry was made of the management to determine if there was any difference in rents charged by location within the complex. If so, were the variations in rents related to view, noise, convenience of access to the apartment, or some other factor?

2. Comparison of Vacancy Losses

a) Total Sample Studied

The rent rolls for Lake Kenilworth Apartments were obtained through the cooperation of NEI Corporation. The rent rolls from 1976 and 1977 were combined to determine vacancy rates over the two year period.

The complex consists of 461 units. Four apartments were omitted from study because they are currently being used by the complex as an office, maintenance center, apartment model and recreation room. Two apartments which were rain damaged and have not been in condition to lease were also omitted. Therefore, the vacancies of 455 apartment units were studied over a 24 month period (1976 and 1977). A total of 10,920 monthly rental entries were reviewed to determine the vacancy losses for each area of the complex.

b) Method of Study

The rent rolls for 1976 and 1977 were used to compare the rental payment made for each apartment, in each month, to the appropriate rental price, in order to determine

where vacancies existed. Delinquent payments, bad checks and free rent were not included in the determination of the vacancy loss, even though they would probably be included for accounting purposes. For each month where there was not full payment, a percentage of loss for that month was determined. Then a total percentage of rent loss for the two year period was calculated for each apartment.

After the determination of the vacancy loss for each apartment was made, the figures were categorized according to the direction the apartment faces. Then the apartments were further broken down according to type, that is, one bedroom, two-bedroom flat, two-bedroom townhouse and three-bedroom apartments. A separate figure for the vacancy loss on each type of apartment was determined within the different location categories. An average loss on all four types of apartments was determined for each location category. In addition, an overall percentage loss, without regard to the type of apartment, was determined for each location category. The results of both comparisons were ranked from the greatest loss to the smallest.

C. Results of Study

1. Variation in Rent by Location

As mentioned above, location of an apartment had formerly been one of the factors in determination of rent levels in the Lake Kenilworth complex. Apartments on the lake were and still are the highest priced, open courts or apartments that face other buildings were next, followed by those facing the parking area, shopping center, Morrison Road and canal, which were all the same price. Next were the apartments on Interstate 10, followed by the least expensive apartments, those on the interior or enclosed court. Since the apartments on the lake were and still are the most expensive, and those on the interior court the least expensive, it is apparent that the rent levels were and still are related to view, not noise.

This is reinforced by the fact that the apartments with balconies and patio areas, both with sliding glass doors, are more expensive than apartments without them. An example of the complexity of the previous rent schedule is shown in the prices for two bedroom townhouses as follows:

<u>Location</u>	<u>Old Rate</u>		<u>Effective April 1, 1978</u>	
	<u>Balcony</u>	<u>No Balcony</u>	<u>Balcony</u>	<u>No Balcony</u>
Lake	\$277	\$248	\$300	\$260
Open Court	\$259	\$231	\$260	\$240
Parking Area (includes shopping Center)	\$248	\$231	\$260	\$240
Canal	\$248	\$231	\$260	\$240
Morrison	\$248	\$231	\$260	\$240
Interstate 10	\$231	--	\$260	--
Interior Court	--	\$215	--	\$240

The original idea behind the rent schedule was that the view of some areas should be worth more than others. It has been found to be confusing to prospective tenants and complicated for bookkeeping purposes. Consequently, as of April 1, 1978, all apartments of the same size are the same price except that apartments facing the lake are still more expensive. A difference in price is also made between apartments on the lake that have a balcony or patio, and those which have only a picture window.

In the sample schedule above, note the difference in the old price for a two-bedroom apartment with a balcony facing Interstate 10 compared to the identical apartment facing a parking area, the canal or Morrison Road. The difference in price was that there is no

\$17.00 charge*for the balcony on the "facing I-10" group. However, for the "adjacent I-10" group, in the ends of buildings N, U and V, which should receive noise levels similar to the apartments facing Interstate 10, there was no such reduction. The lower charge for the Lake Kenilworth units facing Interstate 10 is the only case found in the New Orleans area of a reduction in the rental price of an apartment by reason of proximity to a highway.

2. Vacancy Losses Compared by Location

As noted above, there are eight different areas which the apartments in the complex face. The apartments on the Interstate had a vacancy rate which generally fell in the middle of the group. The apartments which overlooked Morrison Road, parking areas and the drainage canal had greater vacancies than the apartments on the Interstate highway and elsewhere in the complex. It should be noted that the apartments that face Morrison also overlook the parking area in front of the apartment buildings and an open canal which runs down the middle of Morrison Road. It combines the most unattractive views of any area in the complex. Consequently, it is most likely that the greater vacancy rate is attributable to the view, rather than noise from the local traffic. The results of the vacancy loss study are shown below, ranked in order from the greatest vacancy rate to the lowest:

Overall Rate by Location (including all types of apartments)

<u>Apartments Facing</u>	<u>Overall Vacancy Rate</u>
Morrison	.131
Parking	.122
Canal	.099
Interstate	.079 (.091)*
Open Court	.069
Lake	.062
Interior Court	.061
Shopping Center	.042

*Includes apartments facing I-10 and "adjacent I-10" group.

Weighted Vacancy Rate (from all types of apartments in each location)

<u>Apartments Facing</u>	<u>Average Vacancy Rate</u>
Parking	.131
Morrison	.120
Canal	.096
Interstate	.087 (.092)*
Open Court	.067
Interior Court	.061
Lake	.058
Shopping Center	.040

*Includes apartments facing I-10 and "adjacent I-10" group.

Note that the "adjacent I-10" group, those apartments adjacent to the highway, but not facing it, when added to the "facing I-10" group, do not change the order of the results. It is also important to point out that the vacancy rate of the "adjacent I-10" group is substantially increased by a ten month's vacancy over two different periods of apartment 217 in Building N. This vacancy occurred before the employment of the present manager of the apartments, so it is impossible to know whether or not there was a reason for this unusually high vacancy rate, or if it was merely coincidence.

3. Interview with Manager

Upon inquiry with the resident manager of about two years, she could recall no incident in which a tenant occupying one of the units facing Interstate 10 had requested to move. The main difficulty she encountered was in the rental of apartments which faced interior courts. This probably would be the most quiet of the units; however, the occupants had the inconvenience of carrying packages, groceries, etc., a longer distance from the auto to the apartment; and they likewise apparently felt less secure in the relatively isolated interior locations. Therefore, security of the occupant (particularly older people) seemed to be an

issue with the interior units. Yet, the occupancy rate of the interior court apartments is higher than that of the units on Morrison Road and those facing the parking areas.

As mentioned before, prior to April 1, 1978, the management did not charge the \$17.00 additional per month for units with balconies if they faced Interstate 10. This would be about 6.85% less than for similar units to the interior with balconies; yet, the same physical unit without a balcony in other areas except facing the lake was at the \$231.00 per month rental. Midway in our studies, the management changed and this rental advantage was removed. At the time of the interview a few months later, no increase in vacancies in the apartments facing the Interstate had been experienced. As of the middle of August, 1978, the management could notice no change in rental or occupancy pattern as a result of the price changes.

4. Conclusion

Considering all the factors and findings, there is no evidence that Lake Kenilworth suffers greater vacancy losses from apartments that are exposed to noise from Interstate 10 than any other apartments in the complex. There were no requests to move away from the highway in the experience of current management.

There apparently are many factors which the prospective tenant takes into account in renting particular units. The extensive study of this apartment complex's vacancy rate would tend to indicate that the occupants consider, in the order of their priorities, the following:

1. View - Those facing the lake paid more rental and yet these apartments had the second lowest weighted vacancy rate. The amenities of the lake view were obviously a high priority to many prospective tenants. The importance of view is confirmed by the fact that the apartments with the highest vacancy

rates were those facing the parking lots and Morrison Road, in spite of the relative convenience of those areas.

2. Convenience - Since the apartments facing the shopping center had the lowest vacancy rate, it can be concluded that in this complex convenience of location was a very high priority, which apparently was stronger than the objection of this view.
3. Courtyard - The apartments facing open and interior courts had lower vacancy rates than those facing I-10, so that the amenities of these orientations must be ranked as third priority. These amenities might include quietness, view, security, increased opportunity for neighborliness, etc.
4. Interstate Highway - The units facing I-10 rank almost in the middle of the vacancy rate scale. Upon investigation, it was found that some persons, particularly older persons, preferred the security that overlooking the frontal road next to the Interstate gave them.
5. Canal - The view of the canal is not very attractive and other adverse considerations are the potential hazard for children and lesser security because of the remoteness of the area and the lack of traffic.

The apartments on the Interstate highway had a 3.1% higher vacancy rate than the average of the units facing open courts, interior courts, the interior lake and the shopping center; however, the units facing the Interstate had a 2.9% lower vacancy rate than the units facing the parking area, Morrison Road and the canal. Considering the fact that the vacancy rate for a two year period of the Interstate highway units was about equal to the average vacancy rate, it is reasonable to conclude that the noise of the Interstate highway did not have as adverse an effect as local roads, the canal or even open parking areas in the interior.

III. Apartment Study Metairie

A. Introduction

Metairie is the name given to a large unincorporated area of Jefferson Parish, Louisiana. It is on the east bank of the Mississippi River and is immediately adjacent to the western boundary of New Orleans. Metairie runs from the Airline Highway on the south to Lake Pontchartrain on the north, with New Orleans on the east and Kenner, Louisiana, on the west.

A survey was made of apartment complexes along Interstate 10 and on Veterans Boulevard in the Metairie area because the noise levels were high enough to warrant investigation. Interstate 10 runs east-west through Metairie from the New Orleans Central Business District to New Orleans International Airport, and further to Baton Rouge. Veterans Boulevard is the major commercial street of this large bedroom suburb of New Orleans. It also runs east-west, and is north of Interstate 10 for most of its distance, then crosses Interstate 10 and runs parallel to and south of it.

Six apartment complexes that front on Interstate 10 Frontage Road, and two that front Veterans Boulevard and back up to Interstate 10 were researched. Apartment groups with less than fifty units were excluded.

B. Unnamed Apartment

There is a very prominent apartment complex, with about 400 units, which has been in existence a few years. The rental range of these units is from \$200 to \$325, with utilities paid.

The complex has considerable recreational facilities and the occupants are mostly adults. The assistant manager indicated that tenant preference is to be near the various recreational

facilities. This person did indicate that less than 10% of the tenants preferred not to be on the highway side of the complex. Even so, there had really been no problem with renting apartments adjacent to the highway.

Interestingly, the problems with the units in the back buildings were that they were away from the complex recreational facilities and access to the apartments required driving the full length of the parking areas. Yet, those units would be the quietest in the entire complex. Apparently, in at least this complex, proximity to the social activity is more important to tenants than highway noise.

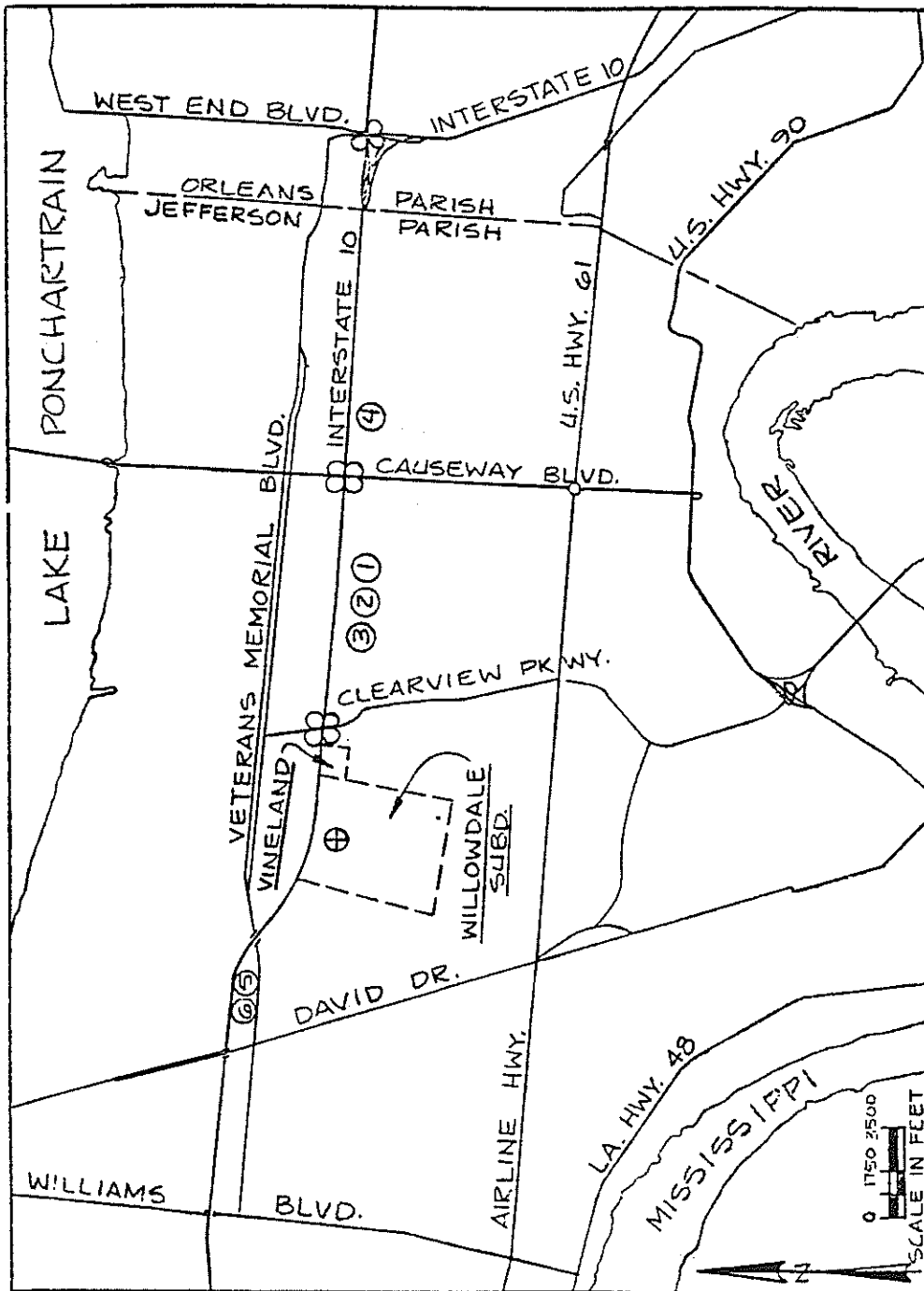
The assistant manager indicated that the frontage on Interstate 10 gave great prominence to the entire complex. This helped not only in establishing identification, but helped considerably in renting the units. This same attribute is shared by the other complexes on Interstate 10 in Metairie, and in the eastern part of New Orleans in Lake Forest. This assistant manager indicated that many of their tenants are persons who noticed the complex in passing on Interstate 10. This person indicated no requests for moving to a unit away from the highway noise in a short period of management.

Even if there had been some vacancies in this unnamed apartment complex, it could not have been used in this study because the owners did not wish to cooperate with the research effort.

C. Casa Del Sol I Apartments

Several complexes border the south side of Interstate 10 between Causeway Boulevard and Clearview Parkway. Casa Del Sol I consists of 120 units which are about six years old. The units are one and two bedrooms, with rents ranging in price from \$230 to \$290 per month with utilities paid. Facilities include two pools, two recreation rooms and two party rooms.

METAIRIE AREA - JEFFERSON PARISH METRO NEW ORLEANS



- ① CASA DEL SOL I APTS.
- ② FOX RUN APTS.
- ③ CHATEAUX CLEARY APTS.
- ④ GATEHOUSE APTS.
- ⑤ ELMWOOD PLANTATION APTS.
- ⑥ VILLA ROMA APTS.

Occupancy has been about 99%, all adults. Tenant preference is to be around the swimming pool. There have been no problems with the rental of units on the Interstate 10 Service Road; in fact, the manager feels that some of the tenants are attracted because of its exposure on the highway. There have been no requests for move-backs to interior units.

D. Fox Run Apartments

This apartment complex fronts on the Interstate 10 Frontage Road on the south side between Causeway Boulevard and Clearview Parkway. It is about six years old, and contains 141 one and two bedroom units. There are two pools, one tennis court and club rooms.

The occupancy rate of this unit approaches 100%, all adults. The resident manager indicated that tenants have little preference in the location of their apartments within the complex. The manager had been there but a short time.

E. Chateau Cleary Apartments

This unit is located similarly to Fox Run. It operates under an income level restriction which keeps the rates lower than competitive units; consequently, occupancy is always 100% with a waiting list. The demand for an apartment in this group is so great, that tenants are not generally concerned with the location of the apartment when it becomes available.

F. Gatehouse Apartments

This complex of about 502 units is located on the south side of Interstate 10 between Bonabel Boulevard and Causeway Boulevard. It has one, two and three bedroom units which range from \$240 to \$385 per month with utilities included. The complex is about fourteen to fifteen years old. The only recreational facilities consist of five swimming pools.

With occupancy near 100%, there is no opportunity to study tenant preferences. They report no problems renting units on the highway. They do get requests for move-outs to go from a second floor unit to a ground floor apartment. There is a six foot brick fence along

the frontage road with a high level of security protection provided by limited admission through the gate.

G. Elmwood Plantation Apartments

This complex is located on the north side of Veterans Boulevard, with its rear overlooking Interstate 10 (where Interstate 10 is north of Veterans Boulevard). Therefore, it has noise sources both from Interstate 10 and Veterans Boulevard.

Elmwood Plantation is twelve to thirteen years old, but is well maintained. It consists of 360 units of one, two and three bedroom apartments, which range in rentals from \$205 to \$360 per month with utilities. There are two swimming pools and a club with a lounge. Except for about twenty units damaged by fire, and one other damaged unit, the occupancy is close to 100%.

The resident manager indicated that tenant preferences relate to upper or lower units, and most tenants do not seem to have a preference about the location of the apartment within the complex. Elderly tenants have requested units on Veterans Boulevard so that they do not have to haul groceries any further than necessary. Many of the tenants in the front units on Veterans Boulevard have been long term occupants. There was one complaint from a tenant about the noise in front; however, this same tenant complained about the noise of the air conditioning compressors.

This is an unusual apartment complex, in that most of the occupants are long term tenants, adults with no children, single persons or middle aged and elderly, and emphasis is not placed on recreational facilities. It would appear that noise would be a more important factor in this type of complex because the occupants probably spend more time at home than do younger people. Yet, the management indicates no difficulties in renting units adjacent to either Veterans Boulevard or Interstate 10. The noise levels from Interstate 10 in this

area are less than the levels at other apartment complexes studied, because this unit is further west where there is less traffic and there is more distance between the highway and the buildings. However, the noise level on Veterans Boulevard is also above 70 dBA.

H: Villa Roma Apartments

To the west of Elmwood Plantation Apartments is Villa Roma, also fronting on Veterans Boulevard and backing up to I-10. It has 94 apartments with one, two and three bedrooms and rents ranging from \$200 to \$285 per month, with only water furnished. There are two swimming pools and two recreation rooms in this complex which is approximately 15 years old.

Occupancy approximates 100% with a waiting list. Tenants are all adults, mostly married, and some elderly.

The local manager indicates a strong tenant preference for the downstairs units. There have been no problems with apartments on either I-10 or Veterans Boulevard. The exposure of the complex on both roads and its proximity to the interchange has been a major factor in keeping the apartments rented at such a high occupancy rate.

I. Conclusion

All of the above units were not studied in detail because of the very high occupancy rates. Evidence tends to indicate that there is no difficulty renting the units near the noise source because the convenience and security factor, particularly for the elderly, far outweigh any noise disturbances. Some of the tenants prefer looking at the traffic and activity of the roads to interior views. The absence of move-back requests (even in units with 100% occupancy) is the most conclusive proof of no diminution in value. The absence of any rental rate differential also tends to prove no market value diminution because of the road noise.

All of the noise levels would approximate those taken at Willowdale (single family home subdivision) which is between the Veterans Boulevard crossing of I-10 and Clearview Parkway.

The noise levels on Veterans Boulevard, a major arterial collector street, are likewise high.

IV. Apartment Study Baton Rouge

A. Introduction

A diligent search was made to find apartment complexes in Baton Rouge which would qualify as having sufficient noise levels, apartments near and away from the noise source in the same complex, and owners who would cooperate on rent and occupancy information. Particular efforts were made to find such a complex on a heavily traveled major arterial road.

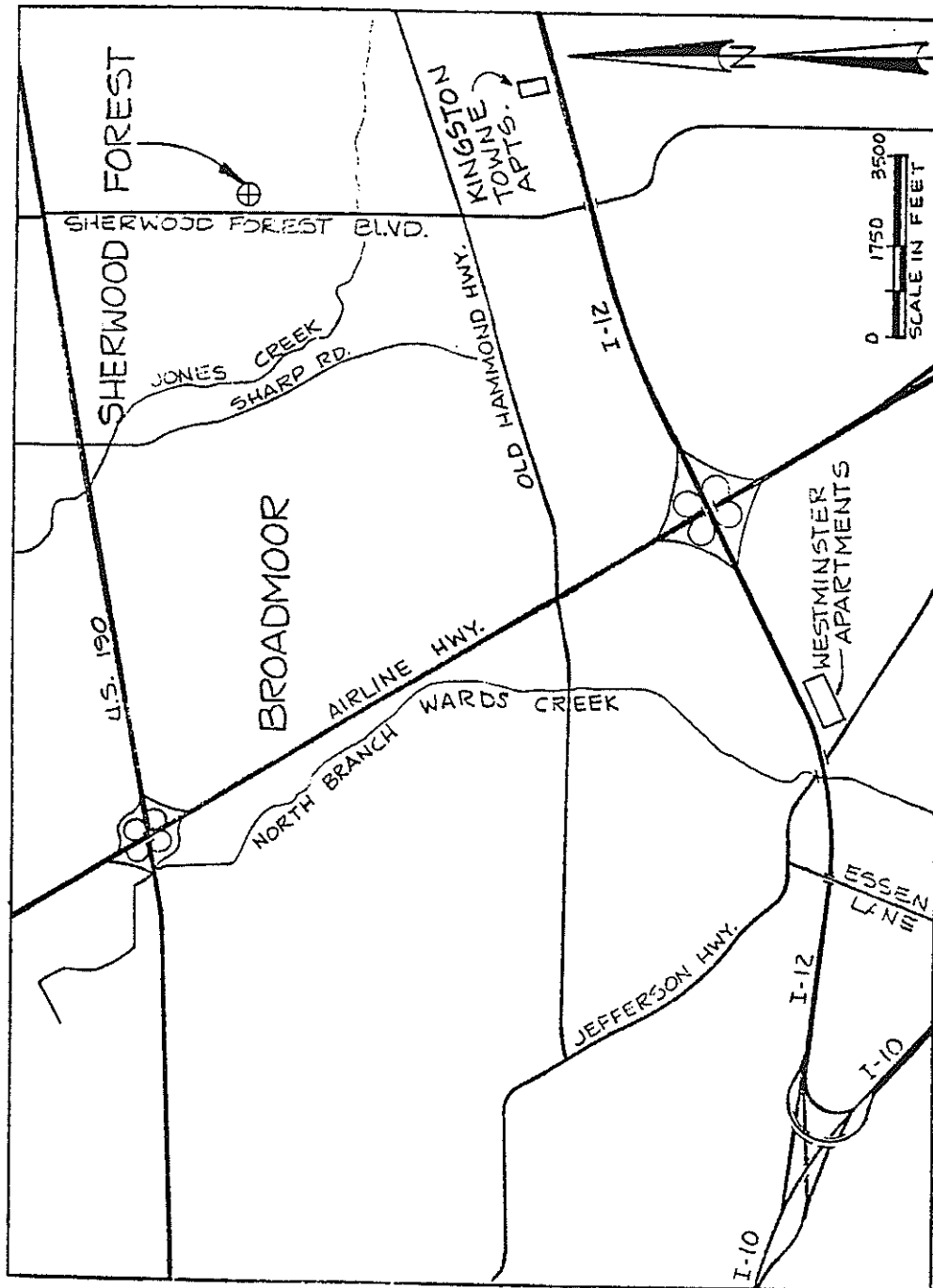
While one was found on Harding Boulevard which upon sample noise testing revealed sufficient levels in front of the complex, it was eliminated because this road had recently been widened. It was felt that the noise levels were not in existence long enough to constitute a usable test.

Two complexes were found along the right of way of I-12 (the Interstate Highway which goes from Baton Rouge to Slidell), one with frontage also on a major arterial collector road.

B. Westminister Club Apartments

Westminister Club Apartment Complex is located on the south side of Interstate 12 and runs to Jefferson Highway. It is composed of two groups of apartment buildings, both with the rear units adjacent to I-12. There are a total of 301 units in the numerous two-story buildings constructed about 9 years ago. Apartments include efficiencies, one, two, and three bedroom units renting from \$175 to \$310 with utilities paid by the owners. Recreational facilities include two pools and two tennis courts. Occupancy is all adult. The noise level at the building closest to I-12 was 76 dBA during peak traffic periods in the afternoon. Because the Westminister Club Apartments have had an occupancy rate close to 100% for a number of years, no attempt was made to study differentials in occupancy. The rental rates are the same for all units of the same kind throughout (regardless of frontage on I-12 or on Jefferson Highway, both noise generating highways). The resident manager who has

EAST CENTRAL BATON ROUGE



been on the premises and managed the property almost since it was finished related that I-12 has never been a problem to the complex and she does not recall any complaints from tenants about the highway noise. Request for transfers generally are related to the swimming pool. With regard to initial request, the manager stated that this usually involves a preference for either an upper or lower unit. The manager also said that while they have lost some tenants at times for various reasons, to her knowledge, the noise from the highways has never been one of the causes.

C. Kingston Towne Apartments

Kingston Towne is located on the north side of Interstate 12 at the end of Boulevard de Province (near the Sherwood Forest Boulevard interchange). This complex has 155 units of one, two and three bedroom apartments ranging in price from \$205 to \$320 per month, water only paid by the owners. This relatively new complex is almost 100% occupied and therefore, vacancy losses were inconsequential. There are units for adults and others for families. The main preference expressed by adults is that they want to be away from the sections with children. The disturbance of the children is apparently of more concern than highway noise. There are no differentials in rent for similar units facing the I-12 frontal road. There have been no known move-back requests because of the highway. The noise level in the morning peak hours at the front of the complex was 72 dBA.

D. Conclusion - Baton Rouge Apartment Study

Considerable effort was expended in order to find apartment complexes in Baton Rouge which would qualify for study. Considering the fact that the Westminister Club Apartments are on both a major arterial road and an Interstate, it was originally considered ideal; however, the very high occupancy rate disallowed any tenant selection preference which could be revealed in a vacancy study. The Kingston Towne Apartments are on a frontal road

east of the Sherwood Forest Boulevard - I-12 Interchange; therefore, the amounts of noise at the front apartments were not much above the recommended level of 70 dBA. Also, since this complex is relatively new, the scope of the research would have been very limited.

What evidence there is tends to indicate no rent loss as a result of noise from highways; however, the evidence in Baton Rouge is considered limited. Yet, based on the above data, there is no reason to believe that there would be any difference in the Baton Rouge and the New Orleans areas.

V. Apartment Study Conclusions

Most of the study relating to apartments in close proximity to a noise source was along Interstate Highways in New Orleans and Baton Rouge. No apartment complexes on major arterial collector roads that met the study criteria were found (except those which, in addition to being on Interstate 10, also had frontage on Veterans Boulevard). Many could not be qualified for the study because of lack of owner cooperation. However, there is every reason to believe that the results would be the same as with the units surveyed.

All of the units in Metairie (New Orleans area) and Baton Rouge and all but one of the units in Lake Forest (New Orleans) reported such a high occupancy rate, that testing for apartment preferences, and locating the higher vacancy losses was not possible. Nonetheless, we have reported what was learned from the managers and owners of fourteen such large complexes. Essentially, the findings are: not a single current instance of rental rate differential; no reported difficulty in renting apartments near the noise source (as a matter of fact, some preference for the front units due to security and convenience); no requests for move-backs; no complaints (except one who also complained of the noise of the air conditioning compressor); and no other noise related difficulties. As a matter of fact, the prominence of the exposure to the tremendous traffic on these roads assisted in renting the apartments and in giving identification to the complex.

One complex in Lake Forest in eastern New Orleans (Lake Kenilworth Apartments) was investigated in depth because of the existence of some vacancies and a former rental rate differential which recently was changed. The results of this occupancy study were that those units fronting on Interstate 10 fell midway in the occupancy level ahead of such factors as the view of a canal, parking areas, and even a major arterial collector road to the rear. Understandably, the occupancy rate on Interstate 10 was less than for units facing an interior

lake and interior courts, which afford a more aesthetic view, but also less than the neighborhood shopping center to the west.

The rental rate differential, which was a subjective decision of former management, was changed midway in this study. The experience for the first few months at a similar rate to other units in the complex produced no adverse reaction (although admittedly this is a short time period for testing). Actually, the rate concession prior to April 1, 1978, was based on not charging \$17 per month for a balcony on the units fronting Interstate 10.

Yet a number of identical units (except without balconies) paid the same rent as the units fronting Interstate 10. The 6.85% reduction in rent was not related to occupancy or anything other than the judgement of prior management that this was the economic rent.

The occupancy rates did not bear this out. Incidentally, some units with their sides adjacent to the noise had no such rate reduction, and approximately the same occupancy rate.

The occupancy study involved the total rent rolls for a two year period, 1976-77, and covered every unit in Lake Kenilworth. The occupancy rates for various types of units and with various views were compiled. As a result, it appears that the view of a parking area in the interior is more objectionable than the noise and view of the Interstate Highway across the frontal road. Also, the open drainage canal on the east side of the complex is more objectionable than Interstate 10, although it probably is as quiet as any of the interior areas.

Except for the balcony differential which previously existed, and an additional charge for the apartments with a view of the interior lake, all the rental rates were the same for similar size units.

The conclusion of this in depth study of Lake Kenilworth and the canvass of most of the complexes along Interstate 10 and 12 in New Orleans and Baton Rouge, tend to indicate that, in practice, there is no rental rate differential justified, and the occupancy levels are as

high for those units near the noise source as for the other units in the complexes. Significantly, there have been no move-back requests, no complaints and even some preference for the security and convenience afforded by the units fronting the highways. Certainly, the exposure of the complex assists in the rental program and in establishing identity.

Therefore, the empirical data of this comprehensive study in these two localities indicate no rent loss which can be attributed to reasonably high noise levels of the Interstate Highway and, in three cases, frontage on a major arterial collector road as well.

CHAPTER 3

SINGLE FAMILY RESIDENCE STUDY

3.1 Willowdale Subdivision

I. Background Information

A. Location of Subdivision

Willowdale Subdivision is located in Metairie, Louisiana, a suburb immediately adjacent to the western boundary of the City of New Orleans, on the eastern (or north) bank of the Mississippi River. Metairie is unincorporated, and is the major portion of Jefferson Parish on that side of the river.

Interstate Highway 10 runs east-west through Metairie, and intersects two major arteries, Causeway Boulevard and Clearview Parkway, which run north-south, and connect the local highways which serve Jefferson Parish. The east-west main arteries, besides the Interstate, are Veterans Memorial Boulevard, Airline Highway and Jefferson Highway. Two important but less trafficked arteries running east-west are West Esplanade and West Napoleon Avenues.

Construction of Veterans Memorial Boulevard, a six-lane thoroughfare with a wide median, was begun in the mid 1950's, the right-of-way acquisition being completed in 1952. Veterans Boulevard opened the area, not only to extensive commercial development along its entire route, but to huge residential areas on either side behind the commercial. By 1971, the area was primarily developed to the regional shopping center at Clearview Parkway. The highway is now largely developed along its entire length, almost to the Jefferson Parish western boundary. It is the largest retail street in the metropolitan area, having two major shopping centers. The residential areas to the north and south are primarily middle class single family residences.

Veterans Boulevard bends slightly near the northwest corner of Willowdale Subdivision, and intersects Interstate Highway 10 as it dips south. The subdivision is bisected by Interstate 10. For reasons discussed later, only the southern portion of the subdivision was the subject of study, Interstate 10 being its northern border. To the east is Clearview Parkway and to the west is Kenner. West Napoleon Avenue is the southern boundary of the subdivision.

Other actual boundaries of the subdivision include Judith Street on the west side of the subdivision. Beyond Judith Street are small duplexes and some apartments which line the entrance to the subdivision from the northwest. Directly to the west is Lafreniere Park, which is presently being landscaped and developed as a recreational area. The easternmost street in the subdivision is Elizabeth Street, beyond which lie other single family residences.

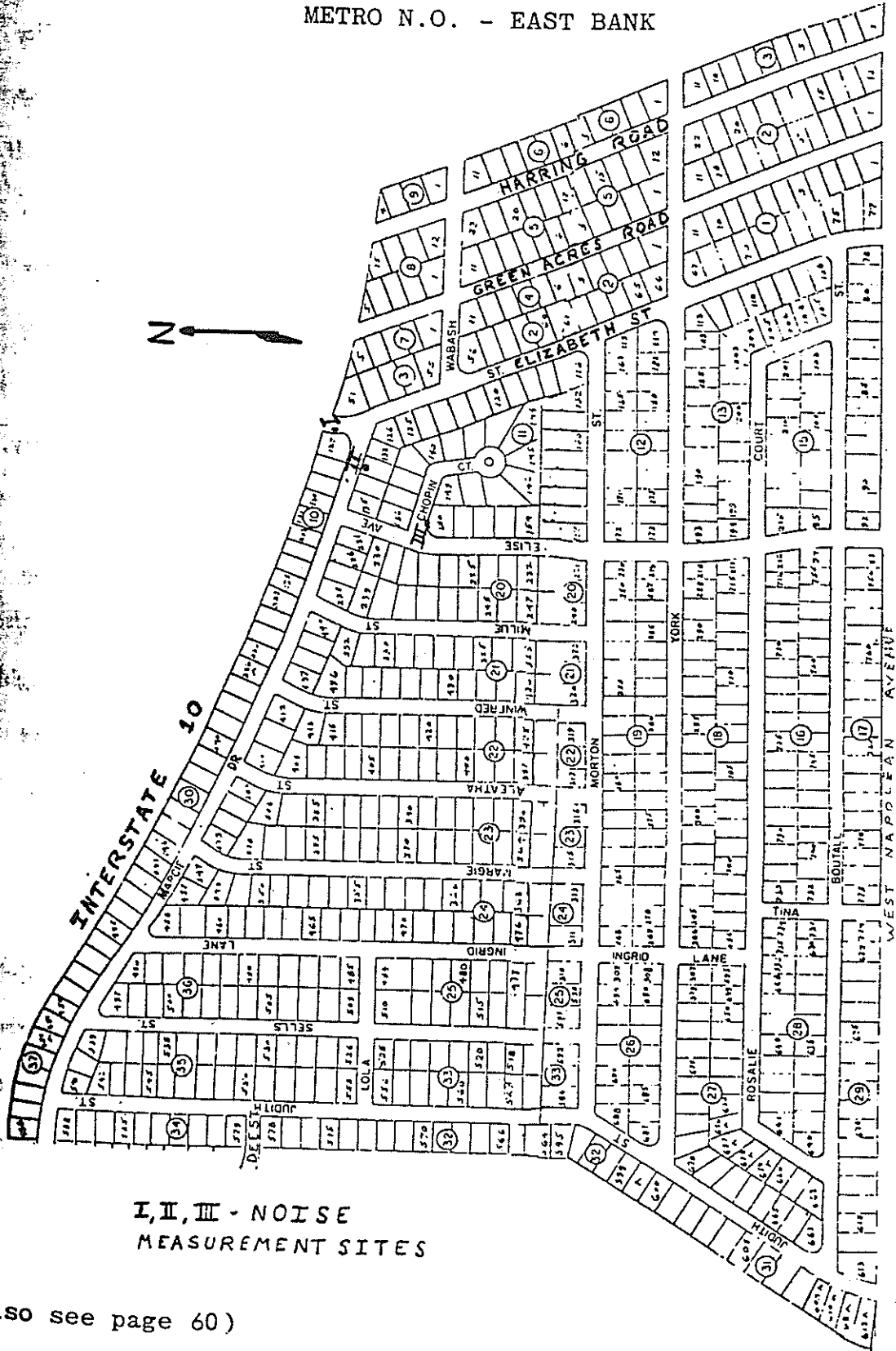
B. Description of Subdivision

Willowdale is a large subdivision of middle class housing. The part of the subdivision studied, the southern portion, was built from about 1961 to 1964. Right-of-way work was begun on Interstate 10 in 1958 and completed in 1962. The subdivision was developing at that time.

The southern part of the subdivision is composed of almost 800 lots which are typically 60' x 105'. There are few lots of irregular shape, several of the lots abutting the Interstate are on a curve, and do differ slightly from the typical measurement. The lots are several feet below the grade of the highway.

Willowdale is paved with concrete streets and there are sidewalks on all streets. The houses are single family homes with brick veneer fronts and asbestos siding. Some lots have suffered noticeable subsidence while others do not appear to have been so affected or fill has been added. Most homes in the area are well kept and appear to be in good condition, while a minority appear to have been neglected.

WILLOWDALE SUBDIVISION
METAIRIE
METRO N.O. - EAST BANK



I, II, III - NOISE
MEASUREMENT SITES

(Also see page 60)

The subdivision is composed of a limited number of home models. The elevations have been altered and floor plans reversed for variation, but most of the houses contain similar features and are generally of the same quality construction. The homes include numerous one story models which range between 1,600 and 1,800 square feet, some one-and-a-half stories, with slightly over 2,000 square feet, and some two stories with approximately 2,000 square feet. During 1976 and 1977, houses in the subdivision sold for prices from \$30,000 up to \$60,000. The occupants are generally the owners.

C. Orientation of Study Houses to Interstate Highway

Willowdale Subdivision is bisected by Interstate Highway 10 as mentioned previously. The southern portion of the subdivision was chosen for study because there are more lots abutting the Interstate than the portion north of the highway, forty-one to be exact. Consequently, there were more sales along the highway in the south side. There were also more lots altogether in this portion of the subdivision which would provide more comparables in the same neighborhood. The northern section also appeared to have more of a ground subsidence problem. The subject homes studied front on the north side of Marcie Street and abut the south side of the Interstate 10 right-of-way.

D. Comparison Houses Studied

The houses on the opposite side of Marcie Street, facing the direction of the Interstate were included in the quiet zone as discussed below, and used as comparables for those abutting the Interstate. On all other streets in the southern part of the subdivision, houses of the same models as those on Marcie Street were used as comparables. Streets with houses of an earlier period and different style were excluded.

E. Noise Analysis

In Willowdale Subdivision the row of houses adjacent to Interstate 10 fronts on Marcie Drive, backing up to the Interstate. Thus the sleeping area of the house is closest to the highway, unlike those areas facing a frontage road or the highway itself. Site 1 was therefore located at the back of the row of houses, Site 2 at the front of the second row of houses directly across Marcie Drive from the first and Site 3 was located a block away on the corner of Elise and Chopin (see subdivision map).

The results of the noise readings are summarized in Table 5. They closely follow the results which would intuitively be expected at this site. That is, the morning peak hour traffic, because the inbound (or Eastbound) lane is closest to the subdivision, and is louder than the evening peak hour traffic, the outbound lane being separated from the subdivision by a median. The peak reading of 79 dBA at 1800 hours was attributed from observation to louder than average individual vehicles which raised the entire noise profile for that time period.

Measurements at Site 2 show a mean reduction of 8 dBA due to the increased distance and barrier effect of the first row of houses. The lowest reduction from Site 1 recorded was 4 dBA, the highest 16 dBA. This fluctuation is due primarily to variations inherent in the manual recording process. A mean reduction of 8 dBA is higher than generally found in the literature in such a situation, but can adequately be accounted for by the proximity of the houses to one another, forming an almost continuous barrier to the sound. It is also important to note that the interior subdivision noise is consistently (with the exception of the late night reading when there was no activity) 1-5 dBA higher than the noise levels recorded at Site 2.

Historic traffic data shows a basic increase over the time period studied of about 20% per year. The associated noise levels have increased accordingly. Table 6 shows the increase over a seven-year period. It should be noted that the noise level calculated for 1978, using traffic data counted during the noise monitoring period, correlates very well with the readings taken during the corresponding time period.

TABLE 5
NOISE READINGS
WILLOWDALE SUBDIVISION

TIME	L ₁₀ - SITE (dBA)			TRAFFIC **	
	1	2	3	T	A
1630 * (1)	71	64	65	28	530
1700 (2)	68	62	65	32	410
1730 (3)	67	63	65	29	401
1800 (4)	79	63	65	23	432
2000 * (5)	64	59	64	9	307
2300 * (6)	63	58	58	7	139
0715 (7)	69	64	65	23	720
0745 (8)	71	61	64	28	704
0815 * (9)	72	61	64	39	777
0845 (10)	71	61	62	28	585
0915 (11)	72	63	64	31	352

Site 1 - Only Interstate 10 Noise

Site 2 - Only Interstate 10 Noise - Subdivision Noise Eliminated

Site 3 - Both Interstate 10 Noise (Minor-Negligible) and Subdivision Noise

* Frequency Analyzed (Site 1)

** Interstate 10 East Bound - 10 min.

TABLE 5
NOISE READINGS
WILLOWDALE SUBDIVISION
(Cont'd.)

Hz - Frequency (L10)

TIME	125	250	500	1K	2K	4K	8K
1630	70	72	73	76	73	67	48
2000	58	57	60	64	61	53	43
2300	55	54	55	60	57	50	41
0815	64	68	66	68	65	56	41

TABLE 6
INTERSTATE 10 NOISE LEVELS
WILLOWDALE SUBDIVISION

YEAR	TOTAL AVERAGE PEAK HOUR TRAFFIC*		Calculated Noise Level at Site 1** L ₁₀ (dBA)
	AUTOS	TRUCKS	
1972	2567	121	68
1973	3690	174	70
1974	3580	169	69
1975	4305	203	71
1976	5190	244	71
1977	5602	264	72
1978	6347	287	72

These figures relate to morning peak hours when the traffic is nearest to the Willowdale Subdivision. Noise levels at the back of the first row of houses has increased, in general, at a rate of 1 dBA every two years. Since 1975 the noise level has been above the recommended guidelines of the FHWA.

* Office of Highways, Dept. of Transportation & Development, State of Louisiana

** Calculated using prediction method in NCHRP 174.

II. Study Objectives

A. On and Off Highway Sales Price Comparisons

1. Total Sample Used

On the Interstate there were thirteen houses of nine different models sold between 1973 and the end of 1977, five of which sold twice. Each model was given a letter designation "A" through "I". All other sales recorded in the subdivision were then categorized and separated by model type. There were ninety-one sales of houses away from the Interstate which were sold within a year of a matching house on the highway, and thus were used for comparison.

2. Method of Time Adjustment

The resale histories which had been recorded separately were categorized and segregated by model designation. The mean monthly percentage increases on each model was then determined, any extraordinarily high or low increase being excluded from the figures averaged. This mean monthly increase figure was then used to make a time adjustment of all sales of a particular model within one year before or after the sale of its matching model on the Interstate.

3. Analysis of Sales

The variance of the "off" Interstate sales from the "on" Interstate sale was determined before and after time adjustment. If, after time adjustment, a sale of a home off the highway was exceptionally above or below the sale price of its matching model on the Interstate, that home was viewed on field study to determine if there was an obvious difference in the house which would be reflected in the sale price. Where no significant difference was evident, the owner was contacted in order to determine any factors which

could account for the big difference in sale price. Similarly, owners of all the homes backing up to Interstate 10 were interviewed to discover any factors which might have influenced their sale prices.

B. Frequency of Resales Comparison

The number of lots fronting on each street included in the study was determined. The total number of transfers on each street since 1967 was figured from the sales histories already recorded. Sales from a succession were excluded and transfers to and from a corporate entity were counted as only one transfer. The number of transfers was then divided by the number of lots in order to determine a rate of turnover for the street. Marcie Street was separated into houses and lots bordering the highway and those away from the highway so that turnover on each side of the street was figured separately for "on" and "off" highway comparison.

C. Resale Percentage Increases

The sales service for Jefferson Parish, "Deedfax", was used to obtain the facts relating to sales on Marcie Street and all other streets in the subdivision with similar housing. Using the sales service, the lot size, name of vendor and vendee, sale price and date, public record number and type of financing (where given) were obtained for all sales in the last ten years.

A resale study was made of all houses which were sold more than once in the last ten years. Sales on and off of the Interstate were compared on the basis of monthly average increase from the time of the first sale to the time of the second sale, and so on, in succession, some houses having sold as many as four times in the ten-year period. Resale of models on the north side of Marcie which did not have matching houses in the interior were not included in the resale percentage increase study.

III. Results of Study

A. Total Sales Reported

The total number of sales reported in Willowdale Subdivision was 465. From 1967 through 1977, there were thirty-five sales of homes on the north side of Marcie Street abutting the highway. There were twenty-eight sales on the south side of Marcie Street, and 402 sales in the remainder of the study area.

B. Individual Sales Price Comparisons by Models

The subject houses on the Interstate and their matching comparables are shown in the tables which follow. The address, date of sale, and sale price are shown for all sales. The last column shows the time adjusted variance of the off-highway sale from the on-highway sale. Where there was an unusually high variance, investigation was made. The results of those investigations are given below each group of comparables.

1. a)

INDIVIDUAL SALES PRICE COMPARISON BY HOUSES

MODEL A - 6301 MARCIE DRIVE

SALE, JANUARY, 1978 - \$60,000.00 - LOT 60' x 105'

TIME ADJUSTMENT - .56% PER MONTH PRICE INCREASE FACTOR, OR 6.72% ANNUALLY

DATE OF SALE	ADDRESS	LOT SIZE	SALE PRICE	ABSOLUTE VARIANCE %	% TIME ADJUST.	ADJUST. PRICE	TIME ADJ. VARIANCE %
1-78	6301 Marcie	60 x 105	\$60,000				
2-77	2709 Winifred	70 x 105	\$45,500	-24.17	+ 6.16	\$48,303	-19.50
3-77	6004 Marcie	60 x 105	\$47,143	-21.43	+ 5.60	\$49,783	-17.03
6-77	2505 Ingrid	60 x 105	\$46,500	- 5.83	+ 2.80	\$48,082	- 3.20
1-77	2505 Aleatha	60 x 105	\$50,900	-15.17	+ 2.24	\$52,040	-13.27
AVERAGE			\$50,011	-16.65		\$52,052	-13.25

Sales research was terminated at the end of 1977. However, since there was not a sale of a house on the highway in 1977, this early January, 1978, sale was included. It was in excellent condition, but had no exceptional features from the matching houses elsewhere in the subdivision. According to our research at the time of this sale, it was the highest priced sale of any house in the subdivision.

1. b)

INDIVIDUAL SALES PRICE COMPARISON BY HOUSES

MODEL A - 6301 MARCIE DRIVE

SALE, JANUARY, 1973 - \$38,500.00 - LOT 60' x 105'

TIME ADJUSTMENT - .56% PER MONTH PRICE INCREASE FACTOR, OR 6.72% ANNUALLY

DATE OF SALE	ADDRESS	LOT SIZE	SALE PRICE	ABSOLUTE VARIANCE %	% TIME ADJUST.	ADJUST. PRICE	TIME A VARIAN
<u>1-73</u>	<u>6301 Marcie</u>	<u>60 x 105</u>	<u>\$38,500</u>				
11-72	2509 Aleatha	60 x 105	\$36,250	- 5.84	+ 1.12	\$36,656	- 4.7
12-72	6437 Rosalie	40/104 x 123/105	\$34,000	-11.69	+ .56	\$34,190	-11.1
3-73	2712 Ingrid	60 x 105	\$37,807	- 1.80	- 1.12	\$37,384	- 2.9
8-73	2505 Aleatha	60 x 105	\$37,000	- 3.90	- 3.92	\$35,550	- 7.6
11-73	2301 Judith	60 x 105	\$36,207	- 5.96	- 5.60	\$34,179	-11.2
AVERAGE			\$36,253	- 5.84		\$35,592	- 7.5

This is the same subject house as listed in the previous table, however, a sale five years earlier. It was said by the 1973 purchaser to be in good condition, but was repainted in and out and recarpeted. The purchaser put a cover on the patio. Despite its condition problems, this house sold for more than any of its comparables.

The purchaser of 6437 Rosalie, which sold for 11.69% less than the subject house on the highway, described the condition of the property at the time of sale as "deplorable".

The owners claim to have spent over \$15,000 for improvements, some of which was to finish a garage and add a storage area. The house required a new central air unit, plumbing and roof work; complete repainting and recarpeting were also necessary. The lot had suffered substantial subsidence and required a sizeable amount of fill. Settling in the house caused many cracks which the owners have attempted to cover with wall-paper. The low sale price of this house is obviously a reflection of its condition.

There were enough sales of this model to conclude that the sales of 6012 Rosalie, 6208 Rosalie and 6408 Rosalie should not be included because of obviously depressed prices.

1. c) ~

INDIVIDUAL SALES PRICE COMPARISON BY HOUSES

MODEL A - 5913 MARCIE DRIVE

SALE, OCTOBER, 1974 - \$38,000.00 - LOT 61' x 105'

TIME ADJUSTMENT - .56% PER MONTH PRICE INCREASE FACTOR, OR 6.72% ANNUALLY

DATE OF SALE	ADDRESS	LOT SIZE	SALE PRICE	ABSOLUTE VARIANCE %	% TIME ADJUST.	ADJUST. PRICE	TIME ADJ. VARIANCE
<u>10-74</u>	<u>5913 Marcie</u>	<u>61 x 105</u>	<u>\$38,000</u>				
11-73	2301 Judith	60 x 105	\$36,207	- 4.72	+ 6.16	\$38,437	+ 1.15
2-74	2508 Ingrid	60 x 105	\$37,203	- 2.10	+ 4.48	\$38,870	+ 2.30
7-74	6101 Rosalie	60 x 105	\$38,000	0.00	+ 1.68	\$38,638	+ 1.68
3-75	2600 Aleatha	60 x 105	\$39,975	+ 5.20	- 2.80	\$38,856	+ 2.25
6-75	6408 Rosalie	65 x 105	\$41,300	+ 8.68	- 4.48	\$39,450	+ 3.82
8-75	2508 Ingrid	60 x 105	\$46,000	+21.05	- 5.60	\$43,424	+ 14.27
AVERAGE			\$39,781	+ 4.69		\$39,612	+ 4.24

No information was available on the condition of the subject house at the time of sale; however, at the time of the survey the roof had several noticeable patches and the yard was not landscaped. The purchasers, in August of 1975, of 2508 Ingrid were uninformed buyers who admitted they had overlooked many defects, and consequently paid too much for the house. The previous owner had installed a fireplace which may have increased its value to some extent. Note that this sale is not only significantly higher than the subject sale, but also varies over 10% from all of the other sales in the group.

1. d)

INDIVIDUAL SALES PRICE COMPARISON BY HOUSES

MODEL A - 5805 MARCIE DRIVE

SALE, AUGUST, 1975 - \$42,000.00 - LOT 61' x 103'

TIME ADJUSTMENT - .56% PER MONTH PRICE INCREASE FACTOR, OR 6.72% ANNUALLY

ADDRESS	LOT SIZE	SALE PRICE	ABSOLUTE VARIANCE %	% TIME ADJUST.	ADJUST. PRICE	TIME ADJ. VARIANCE %
5805 Marcie	61 x 103	\$42,000				
2600 Aleatha	60 x 105	\$39,975	- 4.82	+ 2.80	\$41,094	- 2.16
6408 Rosalie	65 x 105	\$41,300	- 1.67	+ 1.12	\$41,763	- .57
2508 Ingrid	60 x 105	\$46,000	+ 9.52	0.00	\$46,000	+ 9.52
6004 Marcie	60 x 105	\$44,000	+ 4.76	- 5.60	\$41,536	- 1.10
6101 Rosalie	60 x 105	\$43,700	+ 4.05	- 6.72	\$40,763	- 2.94
AVERAGE		\$42,995	+ 2.37		\$42,231	+ .55

The only sale which is significantly out of line with the rest of the group is 2508 Ingrid which was the sale to the uninformed buyers discussed previously.

2. a)-

INDIVIDUAL SALES PRICE COMPARISON BY HOUSES

MODEL B - 6101 MARCIE DRIVE

SALE, DECEMBER, 1976 - \$43,900.00 - LOT 61' x 105'

TIME ADJUSTMENT - .67% PER MONTH PRICE INCREASE FACTOR, OR 8.01% ANNUALLY

DATE OF SALE	ADDRESS	LOT SIZE	SALE PRICE	ABSOLUTE VARIANCE %	% TIME ADJUST.	ADJUST. PRICE	TIME ADJUST. VARIANCE
<u>12-76</u>	<u>6101 Marcie</u>	<u>61 x 105</u>	<u>\$43,900</u>				
12-75	2516 Aleatha	60 x 105	\$43,500	- .91	+ 8.01	\$46,984	+ 7.03
3-76	2516 Aleatha	60 x 105	\$44,500	+ 1.37	+ 6.00	\$47,170	+ 7.45
9-76	2613 Margie	60 x 105	\$45,400	+ 3.42	+ 2.00	\$46,308	+ 5.49
6-77	2720 Aleatha	69/95 x 131/109	\$47,712	+ 8.68	- 4.00	\$45,804	+ 4.34
AVERAGE			\$45,278	+ 3.14		\$46,567	+ 6.08

See discussion of this house following next table.

2. b)

INDIVIDUAL SALES PRICE COMPARISON BY HOUSES

MODEL B - 6101 MARCIE DRIVE

SALE, JUNE, 1976 - \$38,000.00 - LOT 61' x 105'

TIME ADJUSTMENT - .67% PER MONTH PRICE INCREASE FACTOR, OR 8.01% ANNUALLY

ADDRESS	LOT SIZE	SALE PRICE	ABSOLUTE VARIANCE %	% TIME ADJUST.	ADJUST. PRICE	TIME ADJ. VARIANCE %
6101 Marcie	61 x 105	\$38,000				
6100 Rosalie	60 x 105	\$42,500	+11.84	+ 6.00	\$45,050	+18.55
2516 Aleatha	60 x 105	\$43,500	+14.47	+ 4.00	\$45,240	+19.05
2516 Aleatha	60 x 105	\$44,500	+17.11	+ 2.00	\$45,390	+19.45
2613 Margie	60 x 105	\$45,400	+19.47	- 2.00	\$44,492	+17.08
2720 Aleatha	69/95 x 131/109	\$47,712	+25.56	- 8.01	\$43,890	+15.50
AVERAGE		\$44,722	+17.69		\$44,812	+17.93

The two sales of 6101 Marcie Drive require an explanation. Note that the house sold for \$38,000 in June of 1976, 15% to 20% below other similar houses in the time period. Yet the same house resold six months later in December of 1976 for \$43,900, an increase of \$5,900 or 15.5%. The listing agents for each sale were contacted to determine the reason for the large difference in sale prices. The listing agent for the first sale stated that the house was in a neglected condition, requiring complete repainting in and out, complete recarpeting, all new appliances and new central air. The agent also mentioned that the

driveway was cracked and needed to be replaced. According to the agent, there was another factor in this sale which may have reduced the price. The sellers had a better, new house waiting for them to move in and therefore, they took a lower price to hasten the sale.

The agent for the second and much higher sale reported that the owner had spent over \$2,000 and much of his own labor to improve the house. Since the second sale was still a little below sales of matching houses, it is probable that over the six-month period, the house was not fully upgraded to the condition of the similar houses.

Considering all the work that was needed, and the owner's circumstances, it is not unreasonable to assume that, in June of 1976, the owners took \$5,000 to \$8,000 less for the house on this account. The fact that the house after some improvements resold for 15% more six months later, and within 4% to 7.5% of matching houses, substantiates the conclusion that the low sale price was attributable to the poor condition. All five comparables sold 15% to 20% above the subject house; on investigation it was obvious that they were all maintained in better condition. The slightly low price for the second sale was still probably a result of condition. The current owners said that it was necessary to repaint the entire interior. Finally, ground subsidence in the front yard was very noticeable, indicating a need for fill, which may also have had an effect on the price.

3. a)

INDIVIDUAL SALES PRICE COMPARISON BY HOUSES

MODEL C - 6005 MARCIE DRIVE

SALE, SEPTEMBER, 1973 - \$32,000.00 - LOT 61' x 105'

TIME ADJUSTMENT - .47% PER MONTH PRICE INCREASE FACTOR, OR 5.64% ANNUALLY

DATE OF SALE	ADDRESS	LOT SIZE	SALE PRICE	ABSOLUTE VARIANCE %	% TIME ADJUST.	ADJUST. PRICE	TIME ADJ. VARIANCE %
<u>9-73</u>	<u>6005 Marcie</u>	<u>61 x 105</u>	<u>\$32,000</u>				
7-73	6109 Rosalie	60 x 105	\$29,997	- 6.26	+ .94	\$30,279	- 5.38

There were comparatively few sales of this model house; only one sale, within a year, and it was at a lower price than the house on the highway.

4. a)

INDIVIDUAL SALES PRICE COMPARISON BY HOUSES

MODEL D - 6413 MARCIE DRIVE

SALE, JULY, 1973 - \$31,000.00 - LOT 58'/72' x 105'

TIME ADJUSTMENT - .53% PER MONTH PRICE INCREASE FACTOR, OR 6.41% ANNUALLY

DATE OF SALE	ADDRESS	LOT SIZE	SALE PRICE	ABSOLUTE VARIANCE %	% TIME ADJUST.	ADJUST. PRICE	TIME ADJUST. VARIANCE
7-73 (1)	6413 Marcie	58/72 x 105	\$31,000				
9-72 (1)	2600 Ingrid	60 x 105	\$30,177	- 2.85	+ 5.34	\$31,788	+ 2.54
5-73 (2)	2408 Judith	60 x 105	\$32,500	+ 4.84	+ 1.07	\$32,848	+ 5.96
6-73 (2)	6204 Marcie	115/58 x 105	\$36,107	+16.47	+ .53	\$36,298	+17.09
6-73 (2)	2700 Judith	60 x 105	\$33,199	+ 7.09	+ .53	\$33,375	+ 7.66
6-73 (2)	2709 Ingrid	60 x 105	\$32,190	+ 3.84	+ .53	\$32,360	+ 4.39
8-73 (1)	2816 Ingrid	58 x 106	\$34,961	+12.78	- .53	\$34,776	+12.17
10-73 (1)	2800 Ingrid	60 x 105	\$33,500	+ 8.06	- 1.60	\$32,964	+ 6.34
4-74 (2)	2716 Judith	65 x 105	\$35,500	+14.52	- 4.80	\$33,796	+ 9.02
7-74 (1)	2228 Judith	60 x 105	\$34,500	+11.29	- 5.34	\$32,658	+ 5.35
AVERAGE			\$33,626	+ 8.47		\$33,429	+ 7.84

(1) Finished Garage

(2) Unfinished Garage

4. b)

INDIVIDUAL SALES PRICE COMPARISON BY HOUSES

MODEL D - 5709 MARCIE DRIVE

SALE, DECEMBER, 1974 - \$39,912.00 - LOT 60' x 105'

TIME ADJUSTMENT - .53% PER MONTH PRICE INCREASE FACTOR, OR 6.41% ANNUALLY

DATE OF SALE	ADDRESS	LOT SIZE	SALE PRICE	ABSOLUTE VARIANCE %	% TIME ADJUST.	ADJUST. PRICE	TIME ADJ. VARIANCE %
12-74(1)	5709 Marcie	60 x 105	\$39,912				
1-74 (2)	2716 Judith	65 x 105	\$34,500	-13.56	+ 4.27	\$35,973	- 9.87
1-74 (2)	2228 Judith	60 x 105	\$34,500	-13.56	+ 2.67	\$35,421	-11.25
1-74 (2)	2512 Sells	60 x 105	\$38,000	- 4.79	+ 2.14	\$38,813	- 2.75
1-74 (2)	2229 Judith	60 x 105	\$34,400	-13.81	+ 2.14	\$35,136	-11.97
1-75 (2)	2800 Ingrid	60 x 105	\$37,500	- 6.04	- 1.60	\$36,900	- 7.55
1-75 (2)	2228 Judith	60 x 105	\$36,765	- 7.88	- 4.27	\$35,195	-11.82
10-75(2)	2709 Judith	60 x 105	\$37,500	- 6.04	- 5.34	\$35,497	-11.06
11-75(2)	2801 Judith	60 x 105	\$37,108	- 7.03	- 5.87	\$34,390	-12.48
AVERAGE			\$36,284	- 9.09		\$35,983	- 9.84

(1) Finished Garage

(2) Unfinished Garage

4. "c)"

INDIVIDUAL SALES PRICE COMPARISON BY HOUSES

MODEL D - 5709 MARCIE DRIVE

SALE, MARCH, 1973 - \$35,000.00 - LOT 60' x 105'

TIME ADJUSTMENT - .53% PER MONTH PRICE INCREASE FACTOR, OR 6.41% ANNUALLY

DATE OF SALE	ADDRESS	LOT SIZE	SALE PRICE	ABSOLUTE VARIANCE %	% TIME ADJUST.	ADJUST. PRICE	TIME ADJ. VARIANCE
3-73 (1)	5709 Marcie	60 x 105	\$35,500				
5-72 (2)	2601 Judith	60 x 105	\$30,117	-15.16	+ 5.34	\$31,725	-10.63
5-72 (2)	2229 Judith	60 x 105	\$30,500	-14.08	+ 5.34	\$32,129	- 9.50
6-72 (1)	2901 Sells	60 x 105	\$32,500	- 8.45	+ 4.80	\$34,060	- 4.06
9-72 (2)	2600 Ingrid	60 x 105	\$30,177	-14.99	+ 3.30	\$31,173	-12.19
5-73 (2)	2408 Judith	60 x 105	\$32,500	- 8.45	- 1.07	\$32,152	- 9.43
6-73 (2)	6204 Marcie	115/58 x 105	\$36,107	+ 1.71	- 1.60	\$35,529	+ .08
6-73 (2)	2700 Judith	60 x 105	\$33,199	- 6.48	- 1.60	\$32,668	- 7.98
6-73 (2)	2709 Ingrid	60 x 105	\$32,190	- 9.32	- 1.60	\$31,675	-10.77
8-73 (1)	2816 Ingrid	58 x 106	\$34,961	- 1.52	- 2.67	\$34,028	- 4.15
10-73 (2)	2800 Ingrid	60 x 105	\$33,500	- 5.63	- 3.174	\$32,247	- 9.16
AVERAGE			\$32,575	- 8.24		\$32,739	- 7.78

(1) Finished Garage

(2) Unfinished Garage

These sales illustrate how difference in price may be attributable to added improvements. Many homes had what were originally designed as garage areas, which have been finished and converted to additional living space, either at the time the house was built, or by a previous owner. The finished garage tended to enhance the sales price of this model. However, if the house was in poor, neglected condition, this was also reflected in the sales price.

This outcome is illustrated in the sale of the two matching Model "D" houses bordering the highway. Both houses have finished garages. The home at 6413 Marcie Drive, in July of 1973, sold for less than nine matching houses elsewhere in the subdivision, even though it had a finished garage and five of the comparables did not. The owner stated that the house was only in fair condition at the time of purchase and required repainting inside and out. However, its matching model at 5709 Marcie Street, with finished garage, sold for almost 10% more than eight matching houses without finished garages in December of 1974. At the time of that sale, the purchaser of the house said it was in excellent condition, and required no work. Note that then the same house sold earlier, in March of 1973, two matching houses with finished garages still sold for less than the house on the Interstate. The present owner reported that the house was double insulated, which feature may have increased its value also.

Again, there were enough sales of this model to conclude that the sales of 6301, 6308 and 6113 York Street should be excluded because of obviously depressed prices.

5. a)

INDIVIDUAL SALES PRICE COMPARISON BY HOUSES

MODEL E - 6409 MARCIE DRIVE

SALE, AUGUST, 1975 - \$42,000.00 - LOT 60' x 105'

TIME ADJUSTMENT - .54% PER MONTH PRICE INCREASE FACTOR, OR 6.48% ANNUALLY

DATE OF SALE	ADDRESS	LOT SIZE	SALE PRICE	ABSOLUTE VARIANCE %	% TIME ADJUST.	ADJUST. PRICE	TIME ADJ. VARIANCE %
8-75	6409 Marcie	60 x 105	\$42,000				
8-74	2721 Sells	60 x 105	\$42,600	+ 1.43	+ 6.48	\$45,360	+ 8.00
6-75	5704 Marcie	60 x 105	\$39,900	- 5.00	+ 1.08	\$40,330	- 3.97
7-75	6212 York	65 x 105	\$41,500	- 1.19	+ .54	\$41,724	- .66
AVERAGE			\$41,333	- 1.59		\$42,471	+ 1.12

The owner of 6409 Marcie said that the house was in good condition when purchased, requiring only a little repainting, and some fill in the yard. The purchaser of 2721 Sells said that their home, when purchased, was freshly painted with new carpeting throughout. The grounds were exceptionally well landscaped, with a gas light and gas grill in the back yard. The condition and minor improvements apparently account for the small differences in sales prices here.

5. b)

INDIVIDUAL SALES PRICE COMPARISON BY HOUSES

MODEL E - 6425 MARCIE DRIVE

SALE, JUNE, 1975 - \$38,000.00 - LOT 65'/79' x 105'

TIME ADJUSTMENT - .54% PER MONTH PRICE INCREASE FACTOR, OR 6.48% ANNUALLY

DATE OF SALE	ADDRESS	LOT SIZE	SALE PRICE	ABSOLUTE VARIANCE %	% TIME ADJUST.	ADJUST. PRICE	TIME ADJ. VARIANCE %
<u>6-75</u>	<u>6425 Marcie</u>	<u>65/79 x 105</u>	<u>\$38,000</u>				
8-74	2721 Sells	60 x 105	\$42,600	+12.11	+ 5.40	\$44,900	+18.16
6-75	5704 Marcie	60 x 105	\$39,900	+ 5.00	0.00	\$39,900	+ 5.00
7-75	6212 York	65 x 105	\$41,500	+ 9.21	- .54	\$41,276	+ 8.62
AVERAGE			\$41,333	+ 8.77		\$42,025	+10.59

Note that within two months the house at 5425 Marcie Drive sold for \$4,000 less than the matching house at 6409 Marcie. When questioned, the purchaser of 6425 described the condition of the house at the time as "poor" and "neglected". Repainting was required inside and out. The house had been empty for nine months before the new owners moved in. The owners stated that they thought they would have to replace some floors in the house at the time they bought it, but managed to salvage them through diligent cleaning. The current owners said that they are considering moving, and a number of people have already expressed an interest in purchasing it. The owners intend to list the house for at least \$54,000 after taking into consideration the sales of similar houses in the subdivision. They

do not feel that the Interstate should influence their asking price. To the contrary, one of the owners stated that they liked the location of the house because it was on the edge of the subdivision, and therefore, they had quicker and easier access to the outside.

Once again, the condition factor was of major importance. This is illustrated by the sale of the matching house down the street and the information given by the owners.

6. a)

INDIVIDUAL SALES PRICE COMPARISON BY HOUSES

MODEL F - 5713 MARCIE DRIVE

SALE, MAY, 1975 - \$37,500.00 - LOT 60' x 105'

TIME ADJUSTMENT - .52% PER MONTH PRICE INCREASE FACTOR, OR 6.24% ANNUALLY

DATE OF SALE	ADDRESS	LOT SIZE	SALE PRICE	ABSOLUTE VARIANCE %	% TIME ADJUST.	ADJUST. PRICE	TIME ADJ. VARIANCE %
<u>5-75</u>	<u>5713 Marcie</u>	<u>60 x 105</u>	<u>\$37,500</u>				
5-74	2708 Sells	60 x 105	\$39,000	+ 4.00	+ 6.24	\$41,434	+10.49
2-75	2601 Sells	60 x 105	\$37,500	0.00	+ 1.56	\$38,085	+ 1.56
6-75	2613 Judith	65 x 105	\$39,017	+ 4.05	- .52	\$38,814	+ 3.50
7-75	2316 Judith	60 x 105	\$42,500	+13.33	- 1.04	\$42,098	+12.15
AVERAGE			\$39,504	+ 5.34		\$40,098	+ 6.93

There is a limited amount of sales data with regard to Model "F". When 2613 Judith is adjusted for its larger lot, the differential would be less than 2%. Therefore, that sale and the one of 2601 Sells are within 2% of the price of the subject house, the former one month later and the latter three months prior. The sale of 2708 Sells Street one year earlier, when adjusted for time, shows a 10.5% variance, and the 2316 Judith sale two months later shows a time adjusted variance of over 12%. Taking into consideration the larger lot of 2613 Judith, the time adjusted average of these four sales off the highway would be about 6.5% more than the sale price of the subject house on the highway.

7. a)

INDIVIDUAL SALES PRICE COMPARISON BY HOUSES

MODEL G - 6313 MARCIE DRIVE

SALE, JANUARY, 1973 - \$37,900.00 - LOT 60' x 105'

TIME ADJUSTMENT - .59% PER MONTH PRICE INCREASE FACTOR, OR 7.04% ANNUALLY

DATE OF SALE	ADDRESS	LOT SIZE	SALE PRICE	ABSOLUTE VARIANCE %	% TIME ADJUST.	ADJUST. PRICE	TIME ADJ VARIANCE
<u>1-73</u>	<u>6313 Marcie</u>	<u>60 x 105</u>	<u>\$37,900</u>				
1-72	2700 Sells	65 x 105	\$38,000	+ .26	+ 7.04	\$40,675	+ 7.32
5-72	2601 Ingrid	60 x 105	\$37,500	- 1.06	+ 4.70	\$39,263	+ 3.60
5-72	2901 Judith	60 x 105	\$39,275	+ 3.63	+ 4.70	\$41,121	+ 8.50
3-73	2612 Sells	65 x 105	\$39,925	+ 5.34	- 1.17	\$39,458	+ 4.11
5-73	2900 Sells	60 x 105	\$39,375	+ 3.89	- 2.35	\$38,450	+ 1.45
7-73	6408 Marcie		\$41,543	+ 9.61	- 3.52	\$40,081	+ 5.75
9-73	2720 Ingrid	60 x 105	\$39,000	+ 2.90	- 4.70	\$37,167	- 1.93
10-73	2808 Judith	60 x 105	\$37,948	+ .13	- 5.28	\$35,944	- 5.16
AVERAGE			\$39,071	+ 3.09		\$39,020	+ 2.96

The owner of 6313 Marcie said that the house was only in fair condition at the time of purchase. The house required repainting, new central air and some floors had to be refinished. There was noticeable subsidence in the front yard. This house however, did have half of the garage finished for an office.

The house at 6408 Marcie Drive is on the corner on a much larger, but very irregularly shaped lot, so that no succinct dimensions are available. Likewise, the houses at 2700 and 2612 Sells are on larger lots.

The owner of 2901 Judith said that at the time the house was purchased, it was in excellent condition. No repainting or major repairs were necessary. The difference in condition here apparently accounts for the higher price.

8. a)

INDIVIDUAL SALES PRICE COMPARISON BY HOUSES

MODEL H - 5901 MARCIE DRIVE

SALE, AUGUST, 1975 - \$44,000.00 - LOT 61' x 105'

TIME ADJUSTMENT - .58% PER MONTH PRICE INCREASE FACTOR, OR 6.96% ANNUALLY

DATE OF SALE	ADDRESS	LOT SIZE	SALE PRICE	ABSOLUTE VARIANCE %	% TIME ADJUST.	ADJUST. PRICE	TIME ADJ. VARIANCE
<u>8-75</u>	<u>5901 Marcie</u>	<u>61 x 105</u>	<u>\$44,000</u>				
8-74	6112 Rosalie	60 x 105	\$35,700	-18.86	+ 6.96	\$38,185	-13.22
12-74	2612 Winifred	60 x 105	\$42,075	- 4.38	+ 4.64	\$44,027	+ .06
1-75	2816 Judith	60 x 105	\$45,000	+ 2.27	+ 4.06	\$46,827	+ 6.43
1-75	2513 Winifred	60 x 105	\$40,000	- 9.09	+ 4.06	\$41,624	- 5.40
4-75	2504 Aleatha	60 x 105	\$42,700	- 2.95	+ 2.32	\$43,690	- .70
9-75	2512 Ingrid	60 x 105	\$43,647	- .80	- .58	\$43,394	- 1.38
9-75	2612 Winifred	60 x 105	\$43,500	- 1.14	- .58	\$43,248	- 1.71
12-75	2800 Sells	60 x 105	\$46,500	+ 5.68	- 2.32	\$45,421	+ 3.23
2-76	2705 Judith	60 x 105	\$47,500	+ 7.95	- 3.48	\$45,847	+ 4.20
3-76	2705 Aleatha	60 x 105	\$43,500	- 1.14	- 4.06	\$41,734	- 5.15
4-76	2309 Judith	70/50 x 115	\$48,898	+11.13	- 4.64	\$46,629	+ 5.98
8-76	6401 Rosalie	60 x 105	\$49,900	+13.41	- 6.96	\$46,427	+ 5.52
AVERAGE			\$44,077	+ .17		\$43,921	- .18

The owner of the subject house said the house was in good condition at the time of purchase, and required very little work. Note that the house on the highway falls approximately in the middle of sales of similar houses. The house which was significantly lower, 6112 Rosalie, had a single garage, whereas our subject house had a double garage.

8. b)

INDIVIDUAL SALES PRICE COMPARISON BY HOUSES

MODEL H - 5901 MARCIE DRIVE

SALE, AUGUST, 1973 - \$39,500.00 - LOT 61' x 105'

TIME ADJUSTMENT - .58% PER MONTH PRICE INCREASE FACTOR, OR 6.96% ANNUALLY

DATE OF SALE	ADDRESS	LOT SIZE	SALE PRICE	ABSOLUTE VARIANCE %	% TIME ADJUST.	ADJUST. PRICE	TIME ADJ. VARIANCE
<u>8-73</u>	<u>5901 Marcie</u>	<u>61 x 105</u>	<u>\$39,500</u>				
8-72	2800 Sells	60 x 105	\$37,500	- 5.06	+ 6.96	\$40,110	+ 1.54
8-72	6200 Marcie	66 x vd	\$39,000	- 1.27	+ 6.96	\$41,714	+ 5.60
10-72	6400 Marcie	70/109 x 85	\$39,000	- 1.27	+ 5.80	\$41,262	+ 4.46
12-72	5813 Rosalie	60 x 105	\$39,000	- 1.27	+ 4.64	\$40,810	+ 3.32
5-73	2708 Ingrid	60 x 105	\$42,500	+ 7.59	+ 1.74	\$43,240	+ 9.47
6-73	2217 Judith	60 x 105	\$40,000	+ 1.27	+ 1.16	\$40,464	+ 2.44
6-73	2500 Judith	72/55 x 106	\$38,000	- 3.80	+ 1.16	\$38,441	- 2.68
8-73	6200 Marcie	66 x vd	\$42,421	+ 7.39	0.00	\$42,421	+ 7.39
8-73	6400 Marcie	70/109 x 85	\$42,000	+ 6.33	0.00	\$42,000	+ 6.33
8-73	6008 Marcie	70 x 105	\$39,000	- 1.27	0.00	\$39,000	- 1.27
11-73	2605 Aleatha	60 x 105	\$39,996	+ 1.26	- 1.74	\$39,300	- .51
11-73	2609 Winifred	60 x 105	\$35,252	-10.75	- 1.74	\$34,639	-12.31
12-73	6409 Rosalie	70 x 105	\$38,900	- 1.52	- 2.32	\$37,997	- 3.80
12-73	5913 Rosalie	60 x 105	\$41,500	+ 5.06	- 2.32	\$40,537	+ 2.63

- continued -

8. b) (continued)

DATE OF SALE	ADDRESS	LOT SIZE	SALE PRICE	ABSOLUTE VARIANCE %	% TIME ADJUST.	ADJUST. PRICE	TIME ADJ. VARIANCE %
2-74	2309 Judith	70/50 x 115	\$40,000	+ 1.27	- 3.48	\$38,608	- 2.26
5-74	2809 Sells	60 x 105	\$37,484	- 5.10	- 5.22	\$35,527	-10.06
5-74	2800 Sells	60 x 105	\$41,010	+ 3.82	- 5.22	\$38,869	- 1.60
6-74	5900 Marcie	69 x 105	\$47,100	+19.24	- 5.80	\$44,368	+12.32
6-74	6008 Rosalie	60 x 105	\$41,000	+ 3.80	- 5.80	\$38,622	- 2.22
7-74	5804 York	65 x 105	\$41,612	+ 5.35	- 6.38	\$38,957	- 1.37
8-74	6112 Rosalie	60 x 105	\$35,700	- 9.62	- 6.96	\$33,215	-15.91
AVERAGE			\$39,904	+ 1.02		\$39,529	+ .07

The subject sale here is an earlier sale of the same house compared in the sale of August, 1975. No information was available regarding the condition of the house at the time of this sale, but again the sale price falls approximately in the middle of the comparable sales after adjustment.

The house at 2708 Ingrid, which sold somewhat higher, had a finished garage with a front entrance, and appeared exceptionally well kept. The home at 2809 Sells had only half a brick front, whereas our subject house was a full brick front with columns, which gave it a more pleasing appearance. The sale showing the greatest discrepancy, 5900 Marcie Drive, which faces our subject house, is a corner lot with a drive on the side into the back. What is a double garage on our subject house, is finished living space in this house. The corner lot on which the house sits is also larger, 69' x 105', whereas most of the other lots measure 60' x 105'.

It is significant to note that the large number of comparables averaged out a most insignificant absolute variance and/or time adjusted variance.

9. a)

INDIVIDUAL SALES PRICE COMPARISON BY HOUSES

MODEL I - 5905 MARCIE DRIVE

SALE, FEBRUARY, 1974 - \$36,105.00 - LOT 61' x 80'

TIME ADJUSTMENT - .38% PER MONTH PRICE INCREASE FACTOR, OR 4.56% ANNUALLY

DATE OF SALE	ADDRESS	LOT SIZE	SALE PRICE	ABSOLUTE VARIANCE %	% TIME ADJUST.	ADJUST. PRICE	TIME ADJ. VARIANCE %
<u>2-74</u>	<u>5905 Marcie</u>	<u>61 x 80</u>	<u>\$36,105</u>				
2-73	2716 Aleatha	57/85 x 109/105	\$36,500	+ 1.09	+ 4.56	\$38,164	+ 5.70
5-74	2508 Margie	60 x 105	\$35,500	- 1.68	- 1.14	\$35,095	- 2.80
AVERAGE			\$36,000	- .30		\$36,630	+ 1.45

9. b)

MODEL I - 5905 MARCIE DRIVE

SALE, MARCH, 1972 - \$34,547.00 - LOT 61' x 80'

TIME ADJUSTMENT - .38% PER MONTH PRICE INCREASE FACTOR, OR 4.56% ANNUALLY

DATE OF SALE	ADDRESS	LOT SIZE	SALE PRICE	ABSOLUTE VARIANCE %	% TIME ADJUST.	ADJUST. PRICE	TIME ADJ. VARIANCE %
<u>3-72</u>	<u>5905 Marcie</u>	<u>61 x 80</u>	<u>\$34,547</u>				
6-71	2701 Margie	60 x 105	\$32,000	- 7.37	+ 3.42	\$33,094	- 4.21
2-72	2508 Margie	60 x 105	\$32,792	- 5.08	+ .38	\$32,916	- 4.72
AVERAGE			\$32,396	- 6.23		\$33,005	- 4.46

The March, 1972, sale price of this house was higher than the only two comparables sales within the two-year period. Even so, the purchaser said that they repainted the house in and out, and had a new roof put on. The later price falls about in the middle of the sales of the two matching houses.

The sales price comparison conclusion is as follows:

MODEL	ADDRESS	<u>OFF SALES HIGHER</u>	
		DATE OF SALE	TIME ADJUSTED VARIANCE
A	5913 Marcie	October, 1974	+ 4.24
	5805 Marcie	August, 1975	+ 0.55
B	6101 Marcie	December, 1976	+ 6.08
	6101 Marcie	June, 1976	+17.93
D	6413 Marcie	July, 1973	+ 7.84
E	6409 Marcie	August, 1975	+ 1.12
	6425 Marcie	June, 1975	+10.59
F	5713 Marcie	May, 1975	+ 6.93
G	6313 Marcie	January, 1973	+ 2.96
H	5901 Marcie	August, 1973	+ 0.07
I	5905 Marcie	February, 1974	<u>+ 1.45</u>
AVERAGE			+ 5.43

<u>OFF SALES LOWER</u>			
A	6301 Marcie	January, 1978	-13.25
	6301 Marcie	January, 1973	- 7.55
C	6005 Marcie	September, 1973	- 5.38
D	5709 Marcie	December, 1974	- 9.84
	5709 Marcie	March, 1973	- 7.78
H	5901 Marcie	August, 1975	- 0.18
I	5905 Marcie	March, 1972	<u>- 4.46</u>
AVERAGE			- 6.92

In the foregoing, there are eleven sales of houses adjacent to the highway which appear to be an average of 5.43% lower than comparative models in the interior of the subdivision. Only two of these sales are at prices which reflect that the house on the highway sold for more than 8% less (Model B, 6101 Marcie, June, 1976 and Model E, 6425 Marcie, June, 1975) and both of these had low prices because of condition deficiency. Excluding these two sales, the other nine sales tend to indicate an average lower price for the houses on the highway at 3.47%.

There are also seven sales studied which tend to indicate that the houses backing onto Interstate 10 actually sold for an average of 6.92% above the interior houses. Only two of these are above 8%, one in January of 1978 where the subject house was in excellent condition and the other in December of 1974 where the subject house had a finished garage which none of the comparables had. The other five sales tend to indicate an average of 5.07% higher for the houses backing onto the highway. While there is no logical reason to believe that the houses backing onto the highway would sell for more than the interior houses, nonetheless, the data does tend to show that, because of different conditions, imperfections in the market, etc., there is no demonstrative evidence that over a long period of time the houses which back onto the highway do, in fact, sell for any less than interior houses.

The overall mean average of the study of eighteen sales is that the houses in the interior sell for 0.38% (less than 1%) more than do the houses on the highway. When it is considered that all of the matching houses throughout the subdivision which sold within a year of each of the highway sales studied (except for six interior houses which obviously were sales at depressed prices) were included, this is significant evidence that the noise of the highway has not adversely affected the prices obtained.

What is particularly significant about this empirical data is that, upon investigation, it was found that there were obvious reasons for the differential prices as explained with the sales comparisons. This is true both for the prices on and off the highway which were low and high. The principal reasons for the price differential were the varying conditions of the houses; added improvements, such as finished garages; different lot sizes, etc. This, of course, explains why some of the houses on the highway did sell for more than matching houses in the interior.

C. Frequency of Resales On and Off

When the rate of turnover on the north side of Marcie Drive was compared with that of the other streets studied including the opposite side of Marcie, it was found to be low. Of the nine comparison groups, only three showed less turnover than the north side of Marcie.

The rate of turnover of houses bordering Interstate 10 was only 14.2% per year average; whereas, for all of the other streets (including the south side of Marcie), the turnover was 16.1%. See table below:

STREET	NO. OF LOTS	NO. OF TRANSFERS	ANNUAL TURNOVER RATE
Marcie (North side abutting I-10)	41	35	14.2%
Off Highway:			
Marcie (South side)	25	28	18.7%
Judith	73	86	19.7%
Aleatha	27	31	19.2%
Rosalie	90	96	17.8%
Sells	42	43	17.0%
Ingrid	39	39	16.7%
Margie	31	26	14.0%
York (From 5600 up)	82	65	13.2%
Winifred	23	12	8.7%
AVERAGE OFF HIGHWAY			16.1%

D. Results of Statistical Resale Percentage Comparison

The comparison of monthly percentage increases in resale prices of houses on and off of the highway revealed no discernible pattern. At that point it was determined that the houses would have to be categorized by model; this required inspection of some homes.

With regard to houses on the north side of Marcie, as well as the houses in the interior, all sales which showed an average annual increase in excess of 12.5% were eliminated. Such percentages usually were the result of changed physical condition of the house or a short-term turnover. For instance, on the north side of Marcie, one house (6101) had an average annual increase of 31.1% for a six-month period, while another (6413), over a twenty-month period had an average annual increase of 13.4%. There were eight such resales in the interior also eliminated.

Excluded also were resales which had an average annual increase of less than 2.4% annually (.2% monthly). There were no such matching models on the north side of Marcie; however, there were twelve such sales of identifiable models in the interior. The rationale of this elimination is that such a small increase indicates that the seller had let the house run down, or was in a hurry to sell, as ordinary inflation would amount to considerably more than 2.4% annually.

Excluded were those houses which were not identifiable as models "A" through "I". It is not known how many of these were in the interior since only identifiable models were included in the study to begin with; however, it is known that three houses on the highway which resold from 1969 to 1972 were excluded as non-matching.

PERCENTAGE OF RESALE INCREASE

MODEL A

ADDRESS	DATE - PURCHASE PRICE	DATE - SALE PRICE	AVERAGE MONTHLY INCREASE PERCENTAGE
2712 Ingrid	11-71 \$35,500	3-73 \$37,807	.41
	9-71 \$33,950	11-71 \$35,500	2.29 *
	10-68 \$31,030	9-71 \$33,950	.27
6012 Rosalie	12-70 \$31,250	6-72 \$33,500	.40
	6-67 \$26,830	12-70 \$31,250	.39
6437 Rosalie	2-69 \$27,432	12-72 \$34,000	.52
	3-68 \$27,500	2-69 \$27,432	-.02 *
6408 Rosalie	12-72 \$34,400	6-75 \$41,300	.67
2505 Aleatha	8-73 \$37,000	9-77 \$50,900	.77
2608 Winifred	8-68 \$30,199	6-69 \$33,321	1.03
6208 Rosalie	9-67 \$27,500	12-72 \$28,930	.08 *
6101 Rosalie	7-74 \$38,000	8-76 \$43,700	.60
	8-71 \$32,500	7-74 \$38,000	.48
6004 Marcie	6-76 \$44,000	3-77 \$47,143	.79
2301 Judith	11-73 \$34,500	8-72 \$36,207	.33
AVERAGE INCREASE (Equivalent 6.72% Per Annum)			.56

* Increases over 1.04% monthly (12.5% annually) and under .20% monthly (2.4% annually) have been eliminated from the averages as being unreasonable.

PERCENTAGE OF RESALE INCREASE

MODEL B

ADDRESS	DATE - PURCHASE PRICE	DATE - SALE PRICE	AVERAGE MONTHLY INCREASE PERCENTAGE
2516 Aleatha	12-75 \$43,500	3-76 \$44,500	.77
	9-68 \$28,200	12-75 \$43,500	.62
2720 Aleatha	5-75 \$40,983	6-77 \$47,712	.66
	10-71 \$34,500	5-75 \$40,983	.44
	2-70 \$29,855	10-71 \$34,500	.78
2613 Margie	8-74 \$38,439	9-76 \$45,400	.85
6100 Rosalie	12-74 \$40,500	9-75 \$42,500	.55
AVERAGE INCREASE (Equivalent 8.01% Per Annum)			.67

PERCENTAGE OF RESALE INCREASE

MODEL C

ADDRESS	DATE - PURCHASE PRICE	DATE - SALE PRICE	AVERAGE MONTHLY INCREASE PERCENTAGE
Kosolie	8-70 \$28,065	7-73 \$29,997	.52
	2-69 \$27,500	8-70 \$28,065	.11 *
Kosolie	4-72 \$29,500	6-76 \$37,750	.56
	6-69 \$26,625	4-72 \$29,500	.32
	9-68 \$26,629	6-69 \$26,625	.00 *
AVERAGE INCREASE (Equivalent 5.64% Per Annum)			.47

* Increases over 1.04% monthly (12.5% annually) and under .20% monthly (2.4% annually) have been eliminated from the averages as being unreasonable.

PERCENTAGE OF RESALE INCREASE

MODEL D

ADDRESS	DATE - PURCHASE PRICE	DATE - SALE PRICE	AVERAGE MONTHLY INCREASE PERCENTAGE
2600 Ingrid	6-67 \$36,800	9-72 \$30,177	- .23 *
2800 Ingrid	3-75 \$37,500	5-76 \$41,521	.77
	10-73 \$33,500	3-75 \$37,500	.70
2808 Ingrid	6-68 \$26,933	6-69 \$29,394	.76
2816 Ingrid	8-70 \$28,358	8-73 \$34,961	.65
	8-68 \$26,706	8-70 \$28,358	.26
2608 Sells	8-68 \$29,668	3-70 \$31,000	.24
2804 Sells	2-71 \$28,800	6-76 \$39,638	.59
2801 Sells	12-68 \$27,987	11-70 \$30,629	.41
6301 York	7-67 \$25,550	7-70 \$27,207	.18 *
6113 Rosalie	4-69 \$26,032	7-71 \$27,868	.26
2229 Judith	8-74 \$34,400	10-77 \$47,999	1.04
	5-72 \$30,500	8-74 \$34,400	.47
2228 Judith	7-74 \$34,500	8-75 \$36,765	.51
2700 Judith	6-73 \$33,199	3-77 \$41,900	.58
2601 Judith	2-69 \$26,537	5-72 \$30,117	.35
2904 Judith	2-69 \$27,397	8-69 \$28,172	.47
2801 Judith	11-75 \$37,108	1-77 \$46,900	1.88 *
	6-68 \$25,982	11-75 \$37,108	.48
AVERAGE INCREASE (Equivalent 6.41% Per Annum)			.53

* Increases over 1.04% monthly (12.5% annually) and under .20% monthly (2.4% annually) have been eliminated from the averages as being unreasonable.

PERCENTAGE OF RESALE INCREASE

MODEL E

ADDRESS	DATE - PURCHASE PRICE	DATE - SALE PRICE	AVERAGE MONTHLY INCREASE PERCENTAGE
412 York	7-75 \$41,500	9-77 \$53,000	1.07 *
221 Sells	2-73 \$37,000	8-74 \$42,600	.84
205 Sells	9-70 \$30,000	3-73 \$34,500	.50
	4-70 \$30,314	9-70 \$30,000	- .21 *
704 Judith	3-68 \$29,429	12-72 \$34,127	.28
AVERAGE INCREASE (Equivalent 6.48% Per Annum)			.54

* Increases over 1.04% monthly (12.5% annually) and under .20% monthly (2.4% annually) have been eliminated from the averages as being unreasonable.

PERCENTAGE OF RESALE INCREASE

MODEL F

ADDRESS	DATE - PURCHASE PRICE	DATE - SALE PRICE	AVERAGE MONTHLY INCREASE PERCENTAGE
2601 Sells	6-72 \$32,500	2-75 \$37,500	.48
2708 Sells	5-74 \$39,000	5-76 \$44,297	.57
5808 York	9-68 \$25,834	10-76 \$38,907	.52
	5-67 \$25,000	9-68 \$25,834	.21
5908 York	12-72 \$33,900	10-76 \$42,000	.52
	9-68 \$27,224	12-72 \$33,900	.48
6200 York	12-73 \$34,972	5-77 \$41,000	.42
	2-69 \$27,127	12-73 \$34,972	.50
2316 Judith	7-75 \$42,500	8-77 \$48,000	.52
2512 Judith	10-67 \$27,852	9-71 \$36,500	.66
2613 Judith	1-73 \$32,686	6-75 \$39,017	.67
	1-72 \$31,000	1-73 \$32,686	.45
	5-70 \$30,318	1-72 \$31,000	.11 *
2713 Judith	1-77 \$44,202	5-77 \$46,400	1.24 *
	11-75 \$41,517	1-77 \$44,202	.46
	3-73 \$32,500	11-75 \$41,517	.87
AVERAGE INCREASE (Equivalent 6.24% Per Annum)			.52

* Increases over 1.04% monthly (12.5% annually) and under .20% monthly (2.4% annually) have been eliminated from the averages as being unreasonable.

PERCENTAGE OF RESALE INCREASE

MODEL G

ADDRESS	DATE - PURCHASE PRICE	DATE - SALE PRICE	AVERAGE MONTHLY INCREASE PERCENTAGE
204 Rosalie	12-71 \$35,000	12-74 \$36,500	.12 *
205 Ingrid	4-71 \$33,500	8-77 \$56,500	.90
	7-69 \$24,773	4-71 \$33,500	.68
201 Ingrid	2-71 \$28,975	5-72 \$37,500	.96
200 Sells	1-69 \$32,445	5-73 \$39,375	.41
200 Sells	1-72 \$38,000	11-76 \$59,000	.95
202 Sells	12-69 \$35,400	3-73 \$39,925	.33
	4-68 \$35,400	12-69 \$35,400	.00 *
203 Sells	10-70 \$34,123	3-77 \$50,500	.62
203 Rosalie	9-71 \$27,931	9-75 \$42,000	1.05 *
	3-70 \$27,546	9-71 \$27,931	.08 *
	4-68 \$26,794	3-70 \$27,546	.12 *
205 Judith	6-67 \$33,832	8-71 \$35,209	.08 *
208 Judith	3-68 \$32,000	10-73 \$37,948	.28
201 Judith	2-69 \$33,500	5-72 \$39,275	.44
	5-67 \$31,510	2-69 \$33,500	.30
AVERAGE INCREASE (Equivalent 7.04% Per Annum)			.59

* Increases over 1.04% monthly (12.5% annually) and under .20% monthly (2.4% annually) have been eliminated from the averages as being unreasonable.

PERCENTAGE OF RESALE INCREASE

MODEL H

ADDRESS	DATE - PURCHASE PRICE	DATE - SALE PRICE	AVERAGE MONTHLY INCREASE PERCENTAGE
2800 Sells	5-74 \$41,010	12-75 \$46,500	.70
	8-72 \$37,500	5-74 \$41,010	.45
2809 Sells	5-71 \$39,000	5-74 \$37,484	- .11 *
	9-67 \$29,991	5-71 \$39,000	.68
5804 York	8-68 \$26,900	7-74 \$41,612	.77
6112 Rosalie	7-67 \$24,523	8-74 \$35,700	.54
6008	1-72 \$33,370	6-74 \$41,000	.79
2605 Aleatha	11-73 \$39,996	6-77 \$53,000	.76
2705 Aleatha	8-69 \$30,643	3-76 \$43,500	.53
2504 Aleatha	9-68 \$29,355	4-75 \$42,700	.58
2612 Winifred	12-74 \$42,075	9-75 \$43,500	.38
	10-67 \$30,200	12-74 \$42,075	.46
6412 York	8-69 \$32,236	11-76 \$46,500	.51
6013 Rosalie	2-68 \$32,940	9-70 \$35,592	.26
5913 Rosalie	1-70 \$31,000	12-73 \$41,500	.72
5900 Marcie	6-74 \$47,100	2-77 \$53,900	.45
6008 Marcie	8-71 \$35,000	8-73 \$39,000	.48
	11-70 \$34,000	8-71 \$35,000	.33
6200 Marcie	8-73 \$42,421	8-77 \$57,400	.74
	8-72 \$39,000	8-73 \$42,421	.73
	4-71 \$36,064	8-72 \$39,000	.51

PERCENTAGE OF RESALE INCREASE

MODEL H - (Cont'd.)

ADDRESS	DATE	- PURCHASE PRICE	DATE	- SALE PRICE	AVERAGE MONTHLY INCREASE PERCENTAGE
1400 Marcie	10-72	\$39,000	8-73	\$42,000	.77
2217 Judith	3-69	\$23,254	6-73	\$40,000	1.41 *
2500 Judith	10-70	\$32,500	6-73	\$38,000	.53
	3-70	\$31,250	10-70	\$32,500	.57
2816 Judith	5-71	\$35,100	1-75	\$45,000	.64
2705 Judith	2-76	\$47,500	9-77	\$55,500	.89
5808 Rosalie	8-67	\$29,822	2-69	\$31,186	.25
AVERAGE INCREASE (Equivalent 6.96% Per Annum)					.58

* Increases over 1.04% monthly (12.5% annually) and under .20% monthly (2.4% annually) have been eliminated from the averages as being unreasonable.

PERCENTAGE OF RESALE INCREASE

MODEL I

ADDRESS	DATE - PURCHASE PRICE	DATE - SALE PRICE	AVERAGE MONTHLY INCREASE PERCENTAGE
2701 Margie	10-69 \$31,750	6-71 \$32,000	.04 *
2716 Margie	10-70 \$33,593	11-75 \$45,450	.58
2508 Margie	2-72 \$32,792	5-74 \$35,500	.31
	6-70 \$31,279	2-72 \$32,792	.24
AVERAGE INCREASE (Equivalent 4.56% Per Annum)			.38

* Increases over 1.04% monthly (12.5% annually) and under .20% monthly (2.4% annually) have been eliminated from the averages as being unreasonable.

PERCENTAGE OF RESALE INCREASE TABLE - NORTH SIDE OF MARCIE

MODEL	ADDRESS	DATE - PURCHASE PRICE	DATE - SALE PRICE	AVERAGE MONTHLY INCREASE PERCENTAGE
D	5709 Marcie	3-73 \$35,500	12-74 \$39,912	.59
H	5901 Marcie	8-73 \$39,500	8-75 \$44,000	.47
J	5905 Marcie	3-72 \$34,547	2-74 \$36,105	.20
		7-68 \$31,000	3-72 \$34,547	.26
A	5913 Marcie	9-68 \$27,975	10-74 \$38,000	.49
B	6101 Marcie	6-76 \$38,000	12-76 \$43,900	2.59 *
A	6301 Marcie	7-71 \$37,000	1-73 \$38,500	.23
G	6313 Marcie	5-69 \$33,500	1-73 \$37,900	.30
E	6409 Marcie	4-68 \$29,634	8-75 \$42,000	.47
D	613 Marcie	10-71 \$25,338	6-73 \$31,000	1.12 *
AVERAGE MONTHLY INCREASE FOR ALL				
RESALES ON NORTH SIDE OF MARCIE (Equivalent 4.56% Per Annum)				.38

* Increases over 1.04% monthly (12.5% annually) and under .20% monthly (2.4% annually) have been eliminated from the averages as being unreasonable.

COMPARISON OF RESALE PERCENTAGE INCREASE

ON AND OFF HIGHWAY BY MODELS

MODEL NO.	OFF - HIGHWAY MONTHLY INCREASE %	ON - HIGHWAY MONTHLY INCREASE %
A	.56	.36
B	.67	--
C	.47	--
D	.53	.59
E	.54	.47
F	.52	--
G	.59	.30
H	.58	.47
I	.38	.23
AVERAGE ALL MODELS -	.54	.40
EQUIVALENT ANNUAL -	6.45	4.84

As can be noted from the Percentage of Resale Increase Table -- North Side of Marcie, there were only two Model "A" houses, one Model "B" that was eliminated as unreasonably high, no resales of a Model "C" or "F", two Model "D" houses (one high eliminated) and one resale each of Models "E", "G", "H" and "I". The sample is obviously not large enough for any meaningful comparison. It is significant to note that two matching model houses were eliminated because the resales were considered on the unreasonably high side at an average monthly increase of 2.59% and 1.12%.

3.11 Vineland Drive

I. Background Information

A. Location of Study Area

1. Area Description

The study area is part of Pontchartrain Gardens Subdivision which is immediately east of the Willowdale Subdivision in Metairie. The general area was described in the Willowdale Subdivision Study.

2. Neighborhood Description

The neighborhood surrounding the study area is entirely single family residential.

3. Study Area Description

The study area consists of only one long block of homes which is bounded by Vineland Drive on the north, Wabash Street on the south, Haring Road to the west and Kent Avenue to the east.

B. Description of Study Area

Pontchartrain Gardens Subdivision is a completely single family residential area. It has been developed over a period of years so that there are homes of different ages within the subdivision. The area researched is part of the newer development in the subdivision.

The study area was limited to the one block area adjacent to the highway because the builders did not construct any other homes in the subdivision during the same time period as those on Vineland.

C. Orientation of Study Houses to Interstate Highway

The homes which are the subject of study directly face Interstate Highway 10 across a frontage road named Vineland Drive.

D. Comparison Houses Studied

The comparison houses are on lots abutting those on which the study houses are built. Even though all of the houses in the study area are very similar in style and size, there are six different models found on both sides of the block, on and off of the highway. The comparison houses are exact duplicates of those models built facing the highway. Several of the houses facing the highway are on narrower lots than those on the opposite side of the block. There are eleven houses fronting on Vineland; whereas, there are ten fronting on Wabash, away from the highway. Apparently on Vineland Street several lots were made narrower than average in order to squeeze an extra lot on the tract. As comparisons below show, lot size and shape seemed to be the most important factors in the home prices.

E. Noise Analysis

The Vineland Subdivision is immediately adjacent to Willowdale. The only significant difference between the two is that a frontage road has been placed between Interstate 10 and the first row of houses in the Vineland Subdivision. Therefore, the houses are slightly more removed from the interstate noise source, and have increased visual effects from the frontage road and the unscreened expressway.

The single noise reading taken for the Vineland Subdivision corresponded to the readings taken for Willowdale. Thus, with no significant degree of error, the same noise environment exists in both subdivisions. The following table shows noise levels at the first row of houses calculated from historic peak traffic hour data. The same traffic data applies to the Willowdale Subdivision.

TABLE 7
INTERSTATE 10 NOISE LEVELS
VINELAND SUBDIVISION

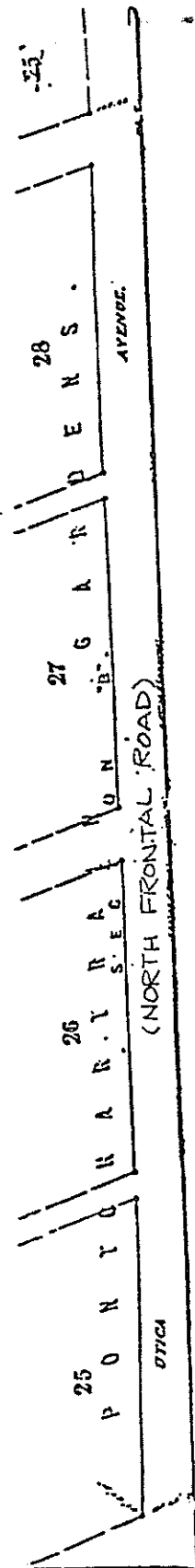
YEAR	TOTAL AVERAGE PEAK HOUR TRAFFIC *		Calculated Noise Level at Site 1 ** L ₁₀ (dBA)
	AUTOS	TRUCKS	
1972	2567	121	68
1973	3690	174	70
1974	3580	169	69
1975	4305	203	71
1976	5190	244	71
1977	5602	264	72
1978	6347	287	72

As can be seen from the table, noise levels have generally increased by 1 dBA every two years. The noise level from the Interstate at this subdivision has exceeded federal guidelines since 1975.

* Office of Highways, Dept. of Transportation & Development, State of Louisiana.

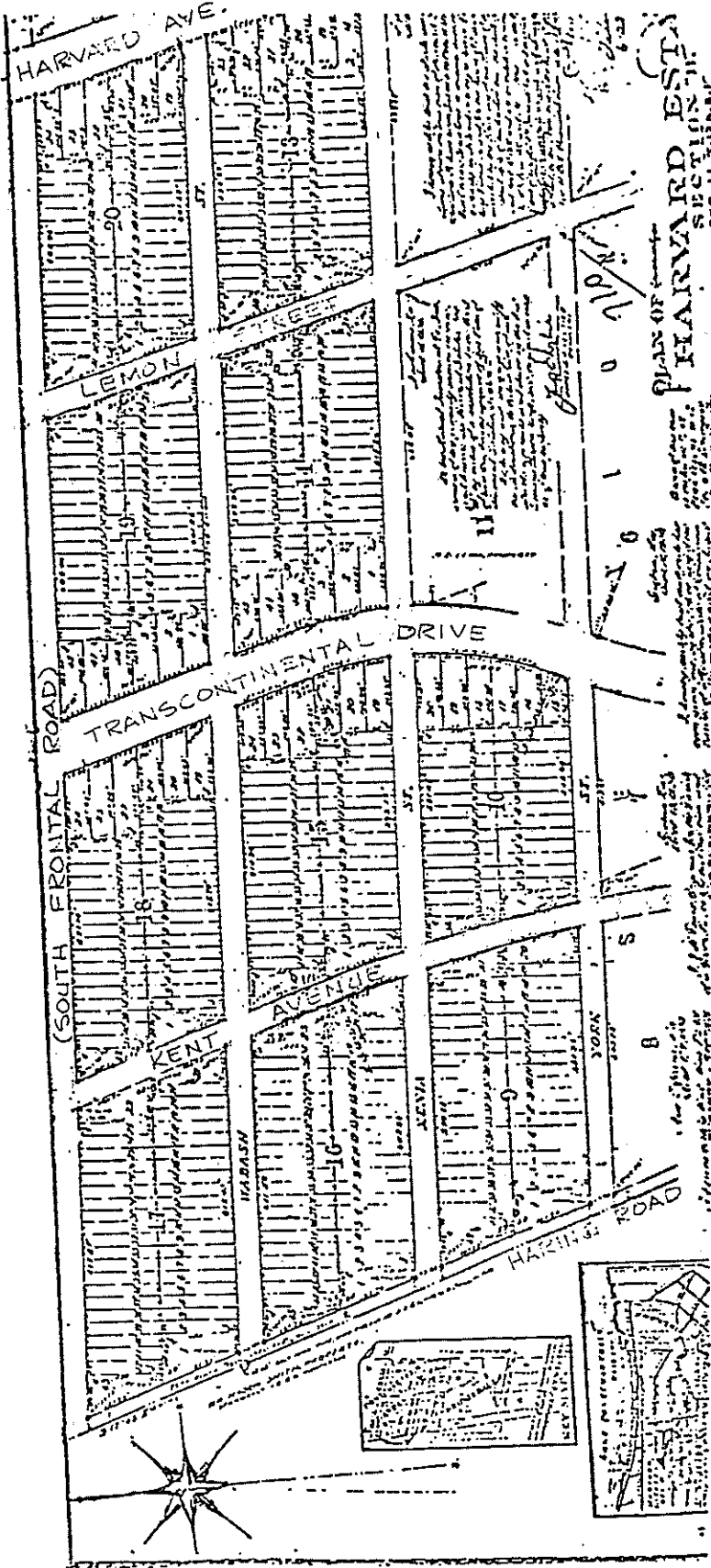
** Calculated using prediction method in NCHRP 174.

MAP OF VINELAND DRIVE



10

INTERSTATE



PLAT OF HARVARD ESTATE
SECTION II
REG. 11, 1914

METAIRIE
METRO N.O. AREA - EAST BANK

II. Study Objectives

A. On and Off Sales Price Comparisons

1. Total Sample Studied

There were eleven subject houses facing the Interstate and ten comparison houses used on the opposite side of the block.

2. Method of Time Adjustment

Time adjustment was made by adding and subtracting, as appropriate, the average monthly increase as determined from the resales. In the other subdivisions, a different time adjustment figure was determined for each model, but because of the similarity among this group of houses, an overall average was figured from all resales away from the highway and used as the adjustment figure.

B. Frequency of Resale Comparison

Since there is such a small sample in this study area, no meaningful comparison of frequency of resale is possible. Of the eleven houses on Vineland in this block, five were resold in the four-year period from beginning 1974 to early 1978. Of the ten houses on Wabash in that block, four were resold in the same time period.

C. Differences in Resale Percentage Increases

The average yearly increase on the resales of homes on Vineland and Wabash was determined and compared. Due to the similarity of the homes, an overall figure was determined rather than deriving an average resale increase for each model.

III. Results of Study

A. Total Sales Reported

There were thirty sales reported on Vineland and Wabash in the square block under study. Nine of these were resales.

B. Individual Sales Price Comparison By Houses

The sales price comparisons on and off the highway after adjustment revealed little variation in the sale prices of these relatively new houses with a few exceptions. After comparison on a model by model basis, all the houses facing the highway which had slightly low sale prices were found to be on narrower lots, or in one case, on an irregular lot. The fact that lot sizes affected sales prices is evident when matching houses on Vineland are compared, one on a narrow lot, the other on an average size lot. For example, see 5236 Vineland (50.24'/50' x 111.14'/116.08') compared to 5216 Vineland (59.58'/59.5' x 91.59'/94.71').

Little variations in the home prices could be found except that which could be attributed to narrow and irregular shaped lots. Consequently, lot dimensions have been included. The builder was contacted to inquire how sale prices were determined. The builder informed us that the homes were sold strictly on a cost plus land value basis. with no consideration given to proximity of the highway.

The comparisons and variances of matching homes are shown in the following tables. Where there is less than 4% variance in the sales on and off the highway, no explanation was deemed needed. The time adjustment figure for all sales is 1.055% per month.

INDIVIDUAL SALES PRICE COMPARISON BY HOUSES

MODEL A - 5200 VINELAND DRIVE

SALE, MAY, 1973 - \$28,525.00

LOT (46.94' / 79.82' x 91.30' / 85.7')

TIME ADJUSTMENT - 1.055% PER MONTH PRICE INCREASE FACTOR, OR 12.66% ANNUALLY

DATE SALE	ADDRESS	LOT SIZE	SALE PRICE	ABSOLUTE VARIANCE %	% TIME ADJUST.	ADJUST. PRICE	TIME ADJ. VARIANCE %
5/73	<u>5200 Vineland</u>	<u>49/79x91</u>	<u>\$28,525</u>				
5/73	5201 Wabash	78/43 x 96/90	\$28,450	- 0.26	+ 2.11	\$29,050	+ 1.84

MODEL A - 5420 VINELAND DRIVE

SALE, MAY, 1973 - \$26,800.00

LOT (72.28' / 21.75' x 133.69' / 116.08')

TIME ADJUSTMENT - 1.055% PER MONTH PRICE INCREASE FACTOR, OR 12.66% ANNUALLY

DATE SALE	ADDRESS	LOT SIZE	SALE PRICE	ABSOLUTE VARIANCE %	% TIME ADJUST.	ADJUST. PRICE	TIME ADJ. VARIANCE %
5/73	<u>5240 Vineland</u>	<u>72/21 x 133/116</u>	<u>\$26,800</u>				
5/73	5201 Wabash	78/43 x 96/90	\$28,450	+ 6.16	+ 2.11	\$29,050	+ 8.40

The sale of 5200 Vineland is within 2% of the sale of 5201 Wabash after time adjustment.

These homes are both corner lots, and share a common rear property line. However, the angle of the adjacent side street is such that the home on Vineland has a 49 foot front, and the lot widens toward the rear. However, 5201 Wabash has the same shape in reverse, with a 78.61

foot front, which should tend to make the latter higher in price. Similarly, 5240 Vineland has a wide front, 72.28 feet, but narrows to only 21.75 feet at the rear of the lot. On the west side of the lot is an open drainage canal that is extremely close to the back corner of the house which is recessed about ten feet. As a matter of fact, if the dimensions of the house were square, it would not fit on the lot. The irregular shaped lot bordering the open drainage canal accounts for the low sale price of 5240 Vineland.

INDIVIDUAL SALES PRICE COMPARISON BY HOUSES

MODEL B - 5216 VINELAND DRIVE

SALE, MAY, 1973 - \$28,425.00

LOT (59.58'/59.5' x 91.59'/94.71')

TIME ADJUSTMENT - 1.055% PER MONTH PRICE INCREASE FACTOR, OR 12.66% ANNUALLY

DATE OF SALE	ADDRESS	LOT SIZE	SALE PRICE	ABSOLUTE VARIANCE %	% TIME ADJUST.	ADJUST. PRICE	TIME ADJ. VARIANCE %
5-73	<u>5216 Vineland</u>	<u>59 x 91</u>	<u>\$28,425</u>				
5-73	5209 Wabash	61 x 90	\$28,675	+ 0.88	+ 2.11	\$29,280	+ 3.01
5-73	5229 Wabash	61 x 90	\$28,650	+ 0.79	+ 1.05	\$28,951	+ 1.85
	AVERAGE		\$28,583	+ 0.84	+ 1.58	\$29,115	+ 2.43

MODEL B - 5236 VINELAND DRIVE

SALE, MAY, 1973 - \$27,425.00

TIME ADJUSTMENT - 1.055% PER MONTH PRICE INCREASE FACTOR, OR 12.66% ANNUALLY

DATE OF SALE	ADDRESS	LOT SIZE	SALE PRICE	ABSOLUTE VARIANCE %	% TIME ADJUST.	ADJUST. PRICE	TIME ADJ. VARIANCE %
5-73	<u>5236 Vineland</u>	<u>50 x 111</u>	<u>\$27,425</u>				
5-73	5209 Wabash	61 x 90	\$28,675	+ 4.56	+ 2.11	\$29,280	+ 6.76
5-73	5229 Wabash	61 x 90	\$28,650	+ 4.47	+ 1.05	\$28,951	+ 5.56
	AVERAGE		\$28,331	+ 4.52	+ 1.58	\$29,115	+ 6.16

In each of the above instances, the short period between the sales of the comparables and the sale of the subject presents time adjustments which may not be too reliable. And in each case this compounds the absolute variance. Although the lot of the subject house at 5236

Vineland is 21' deeper than the two comparables, the width of the latter lots was 11' wider. This is the one instance in this subdivision in which it appears there is no explanation for the subject house selling below the comparables except that the subject faced the interstate highway.

INDIVIDUAL SALES PRICE COMPARISON BY HOUSES

MODEL B - 5216 VINELAND DRIVE

SALE, MARCH, 1974 - \$32,500.00

TIME ADJUSTMENT - 1.055% PER MONTH PRICE INCREASE FACTOR, OR 12.66% ANNUALLY

ADDRESS	LOT SIZE	SALE PRICE	ABSOLUTE VARIANCE %	% TIME ADJUST.	ADJUST. PRICE	TIME ADJ. VARIANCE %
5216 Vineland	59 x 91	\$32,500				
5213 Wabash	61 x 90	\$32,221	- .86	- 2.11	\$31,541	- 2.95
5229 Wabash	61 x 90	\$28,650	-11.86	+11.61	\$31,976	- 1.61
5209 Wabash	61 x 90	\$28,675	-11.77	+12.66	\$32,305	- .60
AVERAGE		\$30,512	- 8.16	+ 7.39	\$31,941	- 1.72

Since there were no resales of a Model "B" house on Wabash during the year before and the year after this sale, the resale of a Model "C" was used because there is only a difference in square feet of living area. The Model "B" house has 1,382 square feet, while the Model "C" has 1,371, a negligible difference. The Model "C" house at 5213 Wabash sold for slightly less than the home on Vineland.

Two original sales of matching houses on Wabash were also used as comparables. Although the sales on Wabash were new home sales, compared to the resale on Vineland, the absolute variance in both cases was almost 12% less.

INDIVIDUAL SALES PRICE COMPARISON BY HOUSES

MODEL C - 5232 VINELAND DRIVE

SALE, JUNE, 1973 - \$27,500.00

LOT (50.71'/50.50' x 106.58'/111.14')

TIME ADJUSTMENT - 1.055% PER MONTH PRICE INCREASE FACTOR, OR 12.66% ANNUALLY

DATE OF SALE	ADDRESS	LOT SIZE	SALE PRICE	ABSOLUTE VARIANCE %	% TIME ADJUST.	ADJUST. PRICE	TIME ADJ. VARIANCE %
<u>6-73</u>	<u>5232 Vineland</u>	<u>50 x 106/11</u>	<u>\$27,500</u>				
3-73	5213 Wabash	61 x 90	\$28,750	+ 4.55	+ 3.17	\$29,661	+ 7.86
5-74	5213 Wabash	61 x 90	\$32,221	+17.16	-11.61	\$28,480	+ 3.56
AVERAGE			\$29,490	+10.86	- 4.22	\$29,071	+ 5.71

Again, the low sale price of the subject home may be attributed to a lot which is 11 feet narrower than the comparables.

INDIVIDUAL SALES PRICE COMPARISON BY HOUSES

MODEL D - 5208 VINELAND DRIVE

SALE, MAY, 1973 - \$29,450.00

TIME ADJUSTMENT - 1.055% PER MONTH PRICE INCREASE FACTOR, OR 12.66% ANNUALLY

DATE	ADDRESS	LOT SIZE	SALE PRICE	ABSOLUTE VARIANCE %	% TIME ADJUST.	ADJUST. PRICE	TIME ADJ. VARIANCE %
	<u>5208 Vineland</u>	<u>62 x 87/98</u>	<u>\$29,450</u>				
	5205 Wabash	61 x 90	\$29,600	+ 0.51	+ 2.11	\$30,224	+ 2.63
	5221 Wabash	61 x 90	\$29,600	+ 0.51	+ 2.11	\$30,224	+ 2.63
	5237 Wabash	43/80 x 97/90	\$29,700	+ .85	+ 1.05	\$30,012	+ 1.91
	AVERAGE		\$29,588	+ 0.62	+ 1.76	\$30,153	+ 2.39

MODEL D - 5228 VINELAND DRIVE

SALE, MAY, 1973 - \$28,350.00

TIME ADJUSTMENT - 1.055% PER MONTH PRICE INCREASE FACTOR, OR 12.66% ANNUALLY

DATE	ADDRESS	LOT SIZE	SALE PRICE	ABSOLUTE VARIANCE %	% TIME ADJUST.	ADJUST. PRICE	TIME ADJ. VARIANCE %
	<u>5228 Vineland</u>	<u>53 x 102/106</u>	<u>\$28,350</u>				
	5205 Wabash	61 x 90	\$29,600	+ 4.41	+ 2.11	\$30,224	+ 6.61
	5221 Wabash	61 x 90	\$29,600	+ 4.41	+ 2.11	\$30,224	+ 6.61
	5237 Wabash	43/80 x 97/90	\$29,700	+ 4.76	+ 1.05	\$30,012	+ 5.86
	AVERAGE		\$29,313	+ 4.53	+ 1.76	\$30,153	+ 6.36

The lot at 5228 Vineland is another narrow lot in comparison to all the comparables. 5237 Wabash has a narrow front, but becomes wider toward the back, so that this house has a larger back and side yard than any other on the block.

INDIVIDUAL SALE PRICE COMPARISON BY HOUSES

MODEL D - 5228 VINELAND DRIVE

SALE, OCTOBER, 1975 - \$42,000.00

TIME ADJUSTMENT - 1.055% PER MONTH PRICE INCREASE FACTOR, OR 12.66% ANNUALLY

DATE OF SALE	ADDRESS	LOT SIZE	SALE PRICE	ABSOLUTE VARIANCE %	% TIME ADJUST.	ADJUST. PRICE	TIME ADJ. VARIANCE %
<u>10-75</u>	<u>5228 Vineland</u>	<u>53 x 102/106</u>	<u>\$42,000</u>				
8-75	5221 Wabash	61 x 90	\$41,000	- 2.38	+ 2.11	\$41,865	- .32

It should be pointed out that 5228 Vineland sold for \$13,650 more in October of 1975 than it did new in May of 1973, or an average annual increase of 20%. The previous owners had added an outbuilding about the size of a single car garage and this evidently was the main contributing factor to such a high resale increase. However, the comparable to this present sale, 5221 Wabash, is on a wider lot, and after adjustment for time, there is no significant variance.

MODEL D - 5208 VINELAND DRIVE

SALE, FEBRUARY, 1978 - \$53,400.00

TIME ADJUSTMENT - 1.055% PER MONTH PRICE INCREASE FACTOR, OR 12.66% ANNUALLY

DATE OF SALE	ADDRESS	LOT SIZE	SALE PRICE	ABSOLUTE VARIANCE %	% TIME ADJUST.	ADJUST. PRICE	TIME ADJ. VARIANCE %
<u>2-78</u>	<u>5208 Vineland</u>	<u>62 x 87/98</u>	<u>\$53,400</u>				
6-77	5237 Wabash	93/80 x	\$49,500	- 7.30	+ 8.44	\$53,678	+ .52

Again the sales on and off the highway are very close after time adjustment. Note that the sale of 5208 Vineland was the highest priced sale in the study area at the time of writing the report. This home on the highway showed an exceptionally high yearly sales price increase

of 17%. The listing agent for this sale commented that the house had sold quickly and there was a second purchaser waiting if the first sale did not go through. It is apparent that the highway has had no negative effect on the value of this house.

INDIVIDUAL SALE PRICE COMPARISON BY HOUSES

MODEL E - 5204 VINELAND DRIVE

SALE, MAY, 1973 - \$29,875.00

LOT (64.01'/64' x 85.71'/87.05')

TIME ADJUSTMENT - 1.055% PER MONTH PRICE INCREASE FACTOR, OR 12.66% ANNUALLY

DATE OF SALE	ADDRESS	LOT SIZE	SALE PRICE	ABSOLUTE VARIANCE %	% TIME ADJUST.	ADJUST. PRICE	TIME AD. VARIANCE
<u>5-73</u>	<u>5204 Vineland</u>	<u>64 x 85</u>	<u>\$29,875</u>				
3-73	5217 Wabash	61 x 90	\$28,900	- 3.26	+ 2.11	\$29,510	- 1.22
4-73	5233 Wabash	61 x 90	\$28,750	- 3.77	+ 1.05	\$29,052	- 2.76
AVERAGE			\$29,175	- 3.52	+ 1.58	\$29,281	- 1.99

MODEL E - 5212 VINELAND DRIVE

SALE, MAY, 1973 - \$28,500.00

TIME ADJUSTMENT - 1.055% PER MONTH PRICE INCREASE FACTOR, OR 12.66% ANNUALLY

DATE OF SALE	ADDRESS	LOT SIZE	SALE PRICE	ABSOLUTE VARIANCE %	% TIME ADJUST.	ADJUST. PRICE	TIME AD. VARIANCE
<u>5-73</u>	<u>5212 Vineland</u>	<u>61 x 89</u>	<u>\$28,500</u>				
3-73	5217 Wabash	61 x 90	\$28,900	+ 1.40	+ 2.11	\$29,510	+ 3.54
4-73	5233 Wabash	61 x 90	\$28,750	+ 0.88	+ 1.05	\$29,052	+ 1.94
AVERAGE			\$28,717	+ 1.14	+ 1.58	\$29,281	+ 2.74

INDIVIDUAL SALE PRICE COMPARISON BY HOUSES

MODEL E - 5224 VINELAND DRIVE

SALE, MAY, 1973 - \$28,800.00

TIME ADJUSTMENT - 1.055% PER MONTH PRICE INCREASE FACTOR, OR 12.66% ANNUALLY

DATE OF SALE	ADDRESS	LOT SIZE	SALE PRICE	ABSOLUTE VARIANCE %	% TIME ADJUST.	ADJUST. PRICE	TIME ADJ. VARIANCE %
5/73	<u>5224 Vineland</u>	55 x <u>98/102</u>	<u>\$28,800</u>				
5/73	5217 Wabash	61 x 90	\$28,900	+ 0.35	+ 2.11	\$29,510	+ 2.47
4/73	5233 Wabash	61 x 90	\$28,750	- 0.17	+ 1.05	\$29,052	+ 0.87
AVERAGE			\$28,817	+ 0.09	+ 1.58	\$29,281	+ 1.67

The sale of 5204 Vineland in 1973 was the highest priced sale of any new house on or off the highway. It is interesting to note that this is the widest lot on either street aside from those of irregular shape. Although the difference in lot sizes is small, it may have had an influence on the price since the houses were exactly the same model. It also suggests, as others of these comparisons do, that facing the highway was thought to be an advantage, at least by some purchasers.

The house at 5212 Vineland has a carport, whereas all of the other matching houses have enclosed garages. The additional cost of the garages accounts for the slight difference in the sale prices of these new houses.

INDIVIDUAL SALE PRICE COMPARISON BY HOUSES

MODEL E - 5212 VINELAND DRIVE

SALE, AUGUST, 1976 - \$39,000.00

TIME ADJUSTMENT - 1.055% PER MONTH PRICE INCREASE FACTOR, OR 12.66% ANNUALLY

DATE OF SALE	ADDRESS	LOT SIZE	SALE PRICE	ABSOLUTE VARIANCE %	% TIME ADJUST.	ADJUST. PRICE	TIME ADJ. VARIANCE
<u>8-76</u>	<u>5212 Vineland</u>	<u>61 x 89</u>	<u>\$39,000</u>				
10-75	5217 Wabash	61 x 90	\$39,191	+ 0.49	+10.55	\$43,326	+11.09

The only significant discrepancy in resale prices after adjustment for time of sale is shown above. Although the houses sold for nearly the same price, the house on the highway sold ten months earlier. They are basically the same house with matching floor plans, however, the difference in front elevations coupled with back yard improvements, had to have influenced the price. The house at 5212 Vineland has a front porch with wooden columns, whereas 5217 has brick arches all the way across the front. Between the brick columns, a previous owner has installed wrought iron grillwork. A matching fence has been placed around the back yard which has a concrete patio. The home at 5217 Wabash has an enclosed garage while 5212 Vineland does not. These differences more than account for the price variation.

INDIVIDUAL SALE PRICE COMPARISON BY HOUSES

MODEL E - 5224 VINELAND DRIVE

SALE, APRIL, 1975 - \$37,842.00

TIME ADJUSTMENT - 1.055% PER MONTH PRICE INCREASE FACTOR, OR 12.66% ANNUALLY

DATE	ADDRESS	LOT SIZE	SALE PRICE	ABSOLUTE VARIANCE %	% TIME ADJUST.	ADJUST. PRICE	TIME ADJ. VARIANCE %
4-75	5224 Vineland	55 x 98/102	\$37,842				
4-75	5217 Wabash	61 x 90	\$39,191	+ 3.56	- 6.33	\$36,710	- 2.99

The sale of 5224 Vineland exceeds the sale price of 5217 Wabash after time adjustment despite the additional improvements to 5217 Wabash.

INDIVIDUAL SALE PRICE COMPARISON BY HOUSES

MODEL F - 5220 VINELAND DRIVE

SALE, MAY, 1973 - \$28,025.00

TIME ADJUSTMENT - 1.055% PER MONTH PRICE INCREASE FACTOR, OR 12.66% ANNUALLY

DATE OF SALE	ADDRESS	LOT SIZE	SALE PRICE	ABSOLUTE VARIANCE %	% TIME ADJUST.	ADJUST. PRICE	TIME ADJ. VARIANCE %
<u>3-73</u>	<u>5220 Vineland</u>	<u>57 x 94</u>	<u>\$28,025</u>				
4-73	5225 Wabash	60 x 90	\$28,550	+ 1.87	+ 1.05	\$28,850	+ 2.94

The difference in the lot sizes of the two homes above is insufficient to make much difference in the prices. However, another factor which may have slightly enhanced the price of 5225 Wabash was that on the exterior the front overhang of the house was extended to make a shallow front porch.

The conclusion of the above sales recapped is as follows:

DATE	ADDRESS	UNADJUSTED %	ADJUSTED FOR TIME %
5-73	5200 Vineland	- 0.26	+ 1.84
5-73	5240 Vineland	+ 6.16	+ 8.40
5-73	5216 Vineland	+ 0.84	+ 2.43
3-73	5236 Vineland	+ 4.52	+ 6.16
3-74	5216 Vineland	- 8.16	- 1.72
6-73	5232 Vineland	+10.86	+ 5.71
5-73	5208 Vineland	+ 0.62	+ 2.39
5-73	5228 Vineland	+ 4.53	+ 6.36
10-75	5228 Vineland	- 2.38	- 0.32
2-78	5208 Vineland	- 7.30	+ 0.52
5-73	5204 Vineland	- 3.52	- 1.99
5-73	5212 Vineland	+ 1.14	+ 2.74
5-73	5224 Vineland	+ 0.09	+ 1.67
8-76	5212 Vineland	+ 0.49	+11.09
4-75	4224 Vineland	+ 3.56	- 2.99
3-73	5220 Vineland	+ 1.87	+ 2.94
AVERAGE		+ 0.82	+ 2.83

Absolute variances in the sales prices of houses off the highway compared to sales of houses on the highway average less than 1% higher, and when adjusted for time of sales, only 2.3% higher, so that there is no significant difference in the average sale price on and off. In four of the five individual instances where the comparables sold for more than 4% above the subject houses, the subject house was on a smaller or poorly shaped lot, and/or improvements had been made on the comparables which enhanced their values.

C. Frequency of Resales On and Off Highway

Out of the eleven homes on Vineland Drive, there were five resales, or an 11% per annum rate of turnover. There were five resales out of ten homes on Wabash, or a turnover rate of 12.5% per annum. Obviously, the sample is too small and the difference too slight for this comparison to be meaningful. However, it is interesting to note that resales of homes in the next block, built by a different builder, were three on Wabash and one on Vineland, the number of resales off the highway exceeding those on the highway.

D. Results of Resale Percentage Comparisons

It is interesting to note that of the ten resales on Vineland and Wabash in this small sample, seven are in excess of 12.5% per annum resale percentage increase. These were not eliminated in this portion of the study because it is obvious that the houses in this subdivision had an exceptionally high resale value.

The average yearly increase for sales of homes on Vineland Street was 16.39%, compared to the average yearly resale increase on Wabash Street of 13.21%. It is significant to note that the average monthly increase percentages for four of the five resales on Vineland were higher than for each of the five resales on Wabash. Only one of the average annual increases on Vineland was under 16% whereas only one on Wabash was 16% and the other four were under. It can be concluded that resale prices for houses facing the highway average better than those off the highway.

RESALES ON AND OFF HIGHWAY

ADDRESS	DATE - PURCHASE PRICE	DATE - SALE PRICE	AVERAGE PERCENTAGE INCREASE	
			MONTHLY	YEARLY
<u>Vandal</u>				
212	5-73 \$28,500	8-76 \$39,000	.94	11.34
216	5-73 \$28,425	3-74 \$32,500	1.43	17.20
228	5-73 \$28,350	10-75 \$42,000	1.66	19.92
224	5-73 \$38,800	4-75 \$37,842	1.37	16.38
208	5-73 \$29,450	2-78 \$53,400	1.43	17.12
AVERAGE INCREASE			1.37	16.39

ADDRESS	DATE - PURCHASE PRICE	DATE - SALE PRICE	AVERAGE PERCENTAGE INCREASE	
			MONTHLY	YEARLY
<u>Wabash</u>				
237	4-73 \$29,700	6-77 \$49,500	1.33	16.00
229	4-73 \$28,650	5-76 \$41,500	1.21	14.55
217	3-73 \$29,800	10-75 \$39,191	1.02	12.20
221	3-73 \$29,600	8-75 \$41,000	1.33	15.94
213	3-73 \$28,750	5-74 \$32,221	.61	7.37
AVERAGE INCREASE			1.10	13.21

3.2 Terrytown Subdivision

I. Background Information

A. Location of Subdivision

1. Area Description

Terrytown Subdivision is located in the Jefferson Parish portion of the Greater New Orleans Area West Bank. It is roughly in the northeast corner of the West Bank portion of the parish (county).

The main street of Terrytown, Terry Parkway, proceeds southeast from Holmes Boulevard, which is almost perpendicular to the West Bank Expressway and runs parallel to the Orleans and Jefferson Parish lines. As Terry Parkway curves to the southeast away from Holmes Boulevard, it is bordered for blocks on both sides by single family homes. After several blocks the development changes to apartments, then commercial properties, including several small shopping centers. The commercial area is primarily between Stumpf Blvd., and Carol Sue Avenue which are both heavily traveled east-west arteries. Proceeding southward the area once again becomes residential, until about a block and a half north of the end of the parkway. For a short distance at its end the parkway is zoned for commercial property. The only commercial development in this area so far consists of one "Butler type" building and a "Pizza Hut". The entire area described above, including the commercial development, is Terrytown Subdivision. Terrytown, although it is not an incorporated area, is actually a community within itself, not merely a residential subdivision.

2. Neighborhood Description

As stated above, Terrytown is virtually a small community. Apart from the area to the west, the surrounding area is largely undeveloped. West of Terrytown is the City of Gretna.

Some residential streets which originated in Gretna have been developed westward toward Terrytown or connect with streets which are part of Terrytown Subdivision. Parallel to the southern edge of Terrytown is Belle Chasse Highway which is gradually being developed as a commercial area. To the east is Behrman Highway, with sparse development, and adjacent is the Algiers Outfall Drainage Canal. To the north, as mentioned, is Holmes Boulevard which parallels the parish line and Donner Canal.

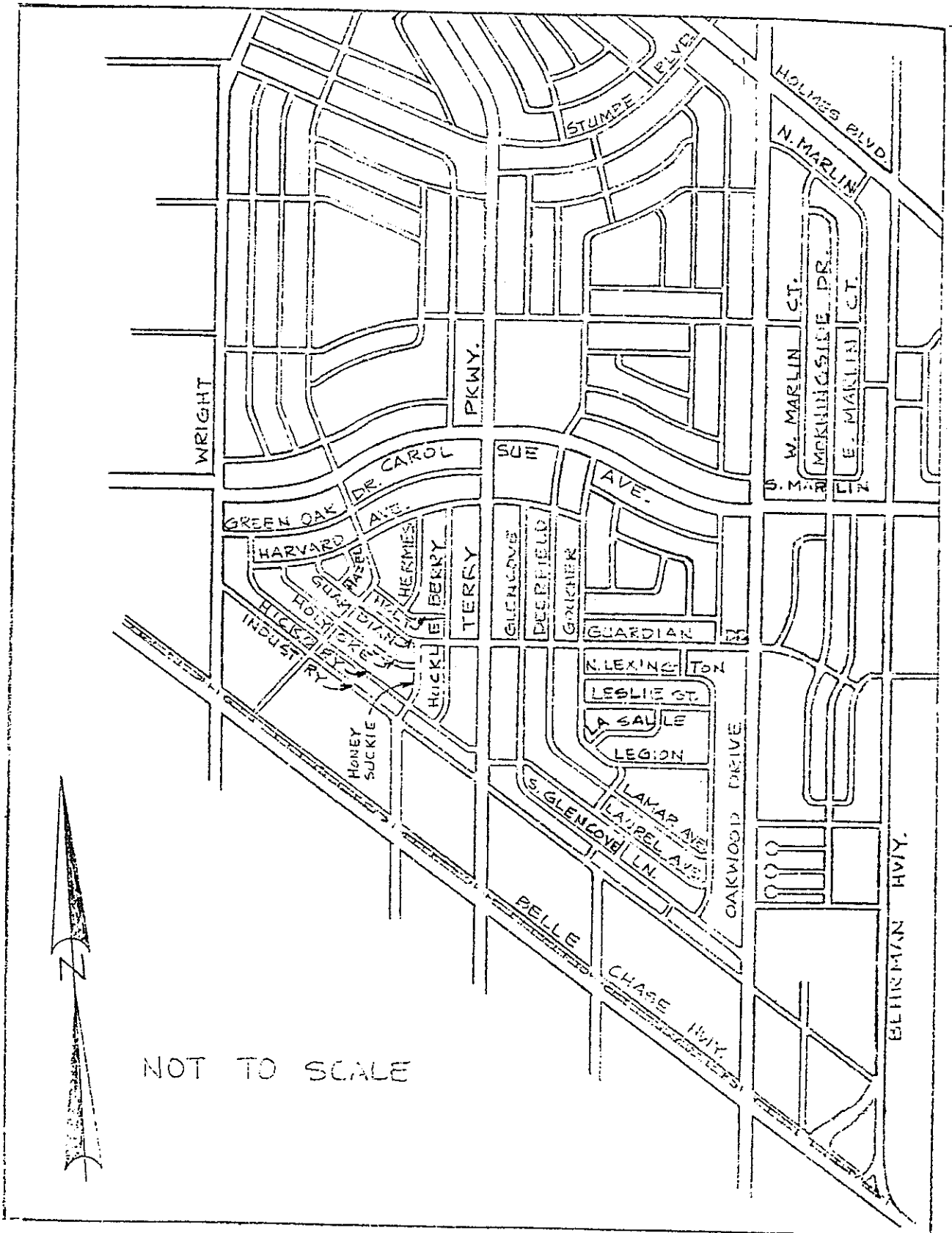
3. Study Area Description

Terrytown has been developed in stages over a period of years, starting in the early 1960's. The main area chosen for study is the southern portion of the subdivision which is the most recently developed. The study area includes to the west of Terry Parkway, the streets south of Green Oak Drive. To the east of Terry Parkway the homes selected for study are south of Guardian Drive. To the north-east of this section is another area of homes used for comparison, which consists of North Marlin Ct., East Marlin Ct., and West Marlin Ct. These streets were part of a section which was also developed in recent years.

B. Description of Subdivision

Terrytown, having been developed over a number of years by many different builders, contains homes of various ages and styles. As mentioned above, the study area was limited to newer sections of the subdivision. These sections have been developed by several builders so that there is some variation in the styles of the houses but the quality of the homes is generally the same. In the newer sections, they include one, one-and-a-half, and two story houses. Some streets are developed primarily with one story houses whereas a few have primarily two story homes. This result does not seem to be intentional but apparently is due to the fact that different builders bought groups of lots in sections in the subdivision.

TERRYTOWN SUBDIVISION
GRETNA, LOUISIANA
(WEST BANK)



The majority of homes in the study area were built since 1972 and generally appear to be well kept. The subject homes on Terry Parkway are not yet to the age where serious condition problems might have developed. However, some of the homes off of Terry Parkway are approaching the age where they are beginning to show signs of needing paint. This factor is reflected in some of the resale prices which are below average. On the other hand there are some houses which have had above average increases in value but primarily because of additions and improvements.

The average lot in the study area is 60' x 110'. A minority of lots are 120' depth. The subject lots on Terry Parkway are 60' x 128', but the extra depth does not appear to have added to their prices. The homes selected for study both on and off of Terry Parkway are Mitchell Homes and were all constructed by the same builder, Singer Housing Company. They are all standard home models so that at the time of original sale there was practically no variation among the homes of a particular model other than different front elevations.

When the homes were selected for study it was not known that they were Mitchell Homes since transfers had been made in the name of the builder. Upon inquiry, it was learned that prices were fixed on a cost basis by the Mitchell Home Company. No adjustments in price are made for any particular location within a subdivision, except that homes on corner lots are priced at an additional \$1,000.

Representatives of Mitchell Homes informed that there should have been no difference in the price of homes on Terry Parkway by reason of their location. Even so, a price comparison of other new matching homes was made. Resales of matching homes were excluded because of improvements made by original purchasers which add to the price of the home, such as landscaping, draperies, etc. On the resale of a relatively new house, the seller frequently attempts to recapture the previous closing costs by adding them to the price of the house.

On the other hand, a house several years old may have begun to develop upkeep problems which are reflected in the sale price. Therefore, we have compared the first sale of new homes on Terry Parkway with only other new sales, not resales.

C. Orientation of Study Houses to Parkway

The study houses face Terry Parkway. The fronts of the houses are approximately 38' from the edge of the street.

D. Comparison Houses Studied

The matching homes used for comparison are located in three different sections of the subdivision which are described in the foregoing Study Area Description.

All homes on the south side of Hickory and South Glencove were Mitchell Homes and matched those on Terry Parkway. Unfortunately, it was necessary to omit these homes because of an open drainage canal immediately behind them. Likewise, some homes on Oakwood Drive were omitted because they face an open canal on a narrow street, making the appearance of the street less attractive than Terry Parkway and other streets in the area.

Mitchell Homes stated that all homes of a certain model should be virtually identical except where the house was built on a curve so that only a single garage could be built. However, the homes built on wedge shaped lots with a single garage were extended toward the back of the lot and have more living area. These homes, which appear smaller from the street, are actually larger homes and slightly higher priced, so consequently they were excluded. Similarly, some of the Mitchell Home models which were built at a later date by different builders appear to be similar but actually contain more floor space. Therefore, it was also necessary to exclude these homes.

E. Noise Analysis

As mentioned before, the Terrytown Subdivision extends on either side of Terry Parkway between Holmes Boulevard and the Belle Chase Highway. For most of this distance Terry Parkway is a four-lane divided highway with a three meter (10 feet) wide median. The houses and apartments are relatively close to the travel lane, about 15 meters (50 feet). Heavy truck traffic is sporadic and not a significant part of the traffic pattern, therefore, it is not included in the noise calculations. A single reading taken at the front of the houses on Terry Parkway measured 70 dBA during a non-peak traffic hour.

The only traffic data available was taken during 1978 by the Jefferson Parish (County) Department of Roads and Bridges. This showed an Average Daily Traffic count of 18,000 vehicles. The average peak hour traffic is 10% of this, or 1,800 vehicles per hour. A 3% annual growth rate was used to calculate the traffic and noise levels for the years prior to 1978, as shown in Table 8.

TABLE 8

TERRY PARKWAY NOISE LEVELS
PEAK HOUR TRAFFIC

Year	Automobiles*	Trucks	Calculated L ₁₀ (dBA)**
1978	1800	-	72
1977	1747	-	72
1976	1698	-	72
1975	1642	-	71
1974	1593	-	71
1973	1545	-	71
1972	1500	-	70

* Calculated from Average Daily Traffic count, 1978. Jefferson Parish Dept. of Roads and Bridges.

** Calculated using prediction method in NCHRP 174.

The peak calculated noise level in 1978 of 72 dBA corresponds well to the off-peak level of 70 dBA actually measured. The noise levels on Terry Parkway have exceeded the FHWA guidelines since 1973.

II. Study Objectives

A. On and Off Parkway Sales Price Comparisons

1. Total Sample Studied

There were 11 original sales and one resale of the houses studied on Terry Parkway. All of the homes were first sold in 1976. There were 55 first sales away from Terry Parkway which were compared to the 11 original sales on. Also, 10 resales off Terry Parkway were used for comparison to the one resale on Terry Parkway.

Since according to Mitchell Homes, the houses of each model are virtually identical, and most of the homes were too new to have substantial condition problems, no individual interviews were conducted with homeowners. Mitchell Homes also stated that there is never any negotiation on the price of their homes. Neither is there any adjustment in price by reason of location within a subdivision. Under these circumstances the Mitchell Homes may not be as good an indicator of the market as other new home sales where there may be some negotiation involved. Consequently, the purpose of this section is only to demonstrate that houses on Terry Parkway sold at about the same time for about the same price.

The next most logical question is whether or not the homes on Terry Parkway remained on the market an inordinate length of time. The Mitchell Company said that they did not and the sales research reveals that the subject houses on the parkway sold within a five month period. Therefore, even though there was no negotiation on the Mitchell Home price apparently there was little or no market resistance to the sale of the homes on Terry Parkway.

2. Method of Time Adjustment

Time adjustment was made by using the average monthly percentage increase on matching model homes. Time adjustment in this case was difficult since resales were being used to compute adjustments on the builder's sales, when actually the builder frequently maintained the same sale price for a particular type of house over a period of several months and then made a substantial increase. Therefore, the average percentage increase computed from the builder's sales is used only as a trend, and the adjusted price and variance should not be strictly interpreted.

B. Frequency of Resales Comparisons

In the previous subdivisions, where the number of home models was limited and housing was relatively uniform throughout, an average rate of turnover was established for each street. Since those subdivisions were older, an average rate of turnover over a five-year period was figured for each street. However, in Terrytown, the subject homes on Terry Parkway match homes which are scattered through the subdivision among houses which were constructed by other builders. The matching houses in the subdivision which were built closest to the time of those on Terry Parkway are located on Carol Sue Avenue which has been omitted from the study because of its own heavy traffic. The next group of houses which was built closest to the time of the subject houses are the houses on North Marlin Court, East Marlin Court, and West Marlin Court. The houses in that area were constructed in 1975, so there is as much as a year's difference in the first sale of the house on and off of the parkway. However, taking these factors into consideration, a very general comparison of the frequency of resales between the groups is made.

C. Differences in Resale Percentage Increases

The only resale in the subject area of Terry Parkway was compared with resales of matching home models constructed by the same builder. Comparison was made on the basis of average yearly percentage increases in resale value.

III. Results of Study

A. Total Sales Reported

Originally, when the sales research on Terrytown was begun, it was not known that there would be enough sales of homes by one builder on and off of Terry Parkway such that those sales alone would be sufficient for comparison. However, when it became apparent that there were enough homes built by one construction company and that most of those built by other construction companies were essentially different in style, sales by other builders were omitted. Therefore, the only sales reported are those by Singer Housing Company, an affiliate of Mitchell Homes.

As opposed to the five-year study used in the older subdivisions, the sales for Terrytown include only sales which have occurred since the beginning of 1975. The reason for the limited period of study is that the first sales of the subject houses on Terry Parkway took place in 1976 and time adjustment of sales by builder more than a year apart at this point in time would be questionable.

B. Individual Sales Price Comparison by Models

1. Model A

a. 801 Terry Parkway - February, 1976 Sale
\$49,900.00 *

817 Terry Parkway - March, 1976 Sale
\$49,900.00

841 Terry Parkway - March, 1976
\$49,900.00

TIME ADJUSTMENT FOR MODEL A - .97% PER MONTH OR 11.64% PER YEAR

DATE	ADDRESS	SALE PRICE	ABSOLUTE VARIANCE %	% TIME ADJUSTMENT	ADJUST. PRICE	TIME ADJ. VARIANCE %
4-75	581 Marlin Ct. E	\$45,900	- 8.02	+ 9.70	\$50,352	+ .91
5-75	540 Marlin Ct. N	\$45,900	- 8.02	+ 9.70	\$50,352	+ .91
6-75	592 Marlin Ct. E	\$45,900	- 8.02	+ 8.73	\$49,907	+ .01
6-75	561 Marlin Ct. E	\$45,900	- 8.02	+ 8.73	\$49,907	+ .01
7-75	501 Marlin Ct. W	\$45,900*	- 8.02	+ 7.76	\$49,462	- .88
8-75	516 Marlin Ct. W	\$46,900	- 6.01	+ 6.79	\$50,085	+ .37
8-75	515 Marlin Ct. N	\$46,900	- 6.01	+ 6.79	\$50,085	+ .37
8-75	509 Marlin Ct. W	\$46,900	- 6.01	+ 6.79	\$50,085	+ .37
8-75	527 Marlin Ct. N	\$46,900	- 6.01	+ 5.82	\$49,629	- .54
10-75	532 Marlin Ct. W	\$46,900	- 6.01	+ 4.85	\$49,175	- 1.45
11-75	548 Marlin Ct. W	\$47,400	- 5.01	+ 3.88	\$49,239	- 1.32
12-75	508 Marlin Ct. N	\$47,900	- 4.01	+ 2.91	\$49,294	- 1.21
12-75	539 Marlin Ct. N	\$48,900	- 2.00	+ 2.91	\$50,323	+ .85
1-76	504 Marlin Ct. N	\$47,900	- 4.01	00	\$47,900	- 4.01
AVERAGE		\$46,864	- 6.08		\$49,700	- .40

* Corner lot. Actually sold for \$1,000 more.

All of the comparison sales to these Model A houses on Terry Parkway excluding one, are within 2% of the sales on Terry Parkway. The only exception, 504 Marlin Court, North, which is 4% below the subject sales, is the same price as a similar home sold in December, 1975. It is possible that after the agreement to purchase was made the act of sale was delayed for some reason. This three-month delay causes the time adjusted variance to become greater. Otherwise, the sale prices are all very close.

b. 841 Terry Parkway - October, 1977 Sale (Resale)
\$60,665.00

TIME ADJUSTMENT FOR MODEL A - .89% PER MONTH OR 10.68% PER YEAR

DATE	ADDRESS	SALE PRICE	ABSOLUTE VARIANCE %	% TIME ADJUSTMENT	ADJUST. PRICE	TIME ADJ. VARIANCE %
6-76	2181 Laurel	\$53,900	-11.15	+11.64	\$60,174	- .81
7-77	592 Marlin Ct. E	\$53,207	-12.29	+ 8.73	\$57,852	- 4.64
7-77	805 Guardian	\$50,000	-17.58	+ 3.88	\$51,940	-14.38
7-77	573 Marlin Ct. E	\$58,800	- 3.07	+ 1.94	\$59,940	- 1.19
7-77	2149 Laurel	\$58,500	- 3.57	+ 1.94	\$59,635	- 1.70
7-77	2165 Laurel	\$58,000	- 4.39	+ 1.94	\$59,125	- 2.54
10-77	2005 Glencove	\$57,000	- 6.04	-	\$57,000	- 6.04
10-77	808 Huckleberry	\$58,500	- 3.57	-	\$58,500	- 3.57
11-77	2117 Laurel	\$58,000	- 4.39	- .97	\$57,437	- 5.32
1-78	509 Marlin Ct. W	\$59,033	- 2.69	- 2.91	\$57,315	- 5.52
AVERAGE		\$56,494	- 6.87		\$57,892	- 4.57

Resales, as noted, were excluded from comparison with new sales. The 1977 sale of 841 Terry Parkway is, however, a resale. Therefore, only resales have been used as comparables. Note that the house on Terry Parkway sold above all of the comparables. This is especially significant because prices arrived at on the open market may be more indicative of value than prices set by builders, usually based on cost.

2. Model B

a. 837 Terry Parkway - Results of March, 1976 Sale - \$43,900.00

TIME ADJUSTMENT FOR MODEL B - .89% PER MONTH OR 10.68% PER YEAR

DATE	ADDRESS	SALE PRICE	ABSOLUTE VARIANCE %	% TIME ADJUSTMENT	ADJUST. PRICE	TIME ADJ. VARIANCE
3-75	584 E. Marlin	\$39,400	-10.25	+10.68	\$43,608	- .67
3-75	556 E. Marlin	\$39,400	-10.25	+10.68	\$43,608	- .67
4-75	567 E. Marlin	\$39,400	-10.25	+ 9.79	\$43,257	- 1.46
5-75	528 N. Marlin	\$39,400	-10.25	+ 8.90	\$42,907	- 2.26
8-75	521 N. Marlin	\$39,900	- 9.11	+ 6.23	\$42,386	- 3.45
12-75	524 W. Marlin	\$41,900	- 4.56	+ 2.67	\$43,019	- 2.01
12-75	506 W. Marlin	\$40,900	- 6.83	+ 2.67	\$41,992	- 4.35
AVERAGE		\$40,043	- 8.78		\$42,968	- 2.12

Again the house on the parkway sold for more than any of the comparables.

3. Model C

a. 805 Terry Parkway - Results of May, 1976 Sale - \$46,400.00

TIME ADJUSTMENT FOR MODEL C - .93% PER MONTH OR 11.16% PER YEAR

DATE	ADDRESS	SALE PRICE	ABSOLUTE VARIANCE %	% TIME ADJUSTMENT	ADJUST. PRICE	TIME ADJ. VARIANCE
7-75	533 Marlin Ct. N	\$43,800	- 5.60	+ 9.30	\$47,873	+ 3.18
8-75	513 Marlin Ct. N	\$43,800	- 5.60	+ 8.37	\$47,466	+ 2.30
12-75	520 Marlin Ct. W	\$44,900	- 3.23	+ 4.65	\$46,988	+ 1.27
12-75	545 Marlin Ct. N	\$44,900*	- 3.23	+ 4.65	\$46,988	+ 1.27
AVERAGE		\$44,350	- 4.42		\$47,329	+ 2.01

* Corner lot. Actually sold for \$1,000 more.

The subject sale here is below the top comparable by a little over 3% after time adjustment, all other sales being very close to subject sale after time adjustment.

4. Model D

a. 825 Terry Parkway - Results of April, 1976 Sale - \$47,500.00

TIME ADJUSTMENT FOR MODEL D - .83% PER MONTH OR 9.96% PER YEAR

DATE	ADDRESS	SALE PRICE	ABSOLUTE VARIANCE %	% TIME ADJUSTMENT	ADJUST. PRICE	TIME ADJ. VARIANCE %
4-75	525 Marlin Ct. N	\$43,900	- 7.58	+ 8.30	\$47,544	+ .09
4-75	579 Marlin Ct. E	\$43,900	- 7.58	+ 8.30	\$47,544	+ .09
5-75	532 Marlin Ct. N	\$43,900	- 7.58	+ 7.47	\$47,179	- .68
6-75	548 Marlin Ct. N	\$43,900	- 7.58	+ 6.64	\$46,815	- 1.44
7-75	508 Marlin Ct. W	\$44,500	- 6.32	+ 5.81	\$47,085	- .87
8-75	544 Marlin Ct. W	\$44,500	- 6.32	+ 4.98	\$46,716	- 1.65
9-75	500 Marlin Ct. W	\$44,500*	- 6.32	+ 3.32	\$45,977	- 3.21
AVERAGE		\$44,157	- 7.04		\$46,980	- 1.10

* Corner lot. Actually sold for \$1,000 more.

Comparables sold for an average of 1.10% less than subject.

5. Model E

a. 813 and 829 Terry Parkway - Results of July, 1976 Sales - \$44,400.00

TIME ADJUSTMENT FOR MODEL E - .79% PER MONTH OR 9.48% PER YEAR

DATE	ADDRESS	SALE PRICE	ABSOLUTE VARIANCE %	% TIME ADJUSTMENT	ADJUST. PRICE	TIME ADJ. VARIANCE %
7-75	524 Marlin Ct. N	\$42,700	- 3.83	+ 9.48	\$46,748	+ 5.29
7-75	536 Marlin Ct. N	\$41,850	- 5.74	+ 9.48	\$45,817	+ 3.19
8-75	507 Marlin Ct. N	\$42,300	- 4.73	+ 8.69	\$45,976	+ 3.55
10-75	514 Marlin Ct. W	\$42,700	- 3.83	+ 7.11	\$45,736	+ 3.01
11-75	*537 Marlin Ct. N	\$44,500	- 0.23	+ 5.53	\$46,961	+ 5.77
AVERAGE		\$42,810	- 3.67		\$46,248	+ 4.16

* Model Home

The greatest variance in sale prices is shown by 537 N. Marlin. This house sold particularly high because it was a model home which contained some finishing touches, including a

landscaped yard. Comparables sold for an average of 4.16% more, after time adjustment, than subject.

6. Model F

a. 809, 821 and 833 Terry Parkway - Results of July, 1976 Sales
\$45,400.00

TIME ADJUSTMENT FOR MODEL F - .78% PER MONTH OR 9.36% PER YEAR

DATE	ADDRESS	SALE PRICE	ABSOLUTE VARIANCE %	% TIME ADJUSTMENT	ADJUST. PRICE	TIME ADJ. VARIANCE %
7-75	531 N. Marlin	\$43,400	- 4.41	+ 8.88	\$47,254	+ 4.08
8-75	519 N. Marlin	\$42,900	- 5.51	+ 8.14	\$46,392	+ 2.19
9-75	513 W. Marlin	\$43,900	- 3.30	+ 7.40	\$47,149	+ 3.85
9-75	552 W. Marlin	\$43,900	- 3.30	+ 7.40	\$47,149	+ 3.85
10-75	512 W. Marlin	\$43,900	- 3.30	+ 6.66	\$46,824	+ 3.14
10-75	528 W. Marlin	\$43,900	- 3.30	+ 6.66	\$46,824	+ 3.14
10-75	512 N. Marlin	\$43,900	- 3.30	+ 5.18	\$46,174	+ 1.70
AVERAGE		\$43,686	- 3.77		\$46,824	+ 3.14

A recapitulation of the above is as follows:

MODEL	TERRY PARKWAY ADDRESS	DATE	NO. IN SAMPLE	AVERAGE TIME ADJ. VARIANCE OF COMPARISON HOUSES	COMMENT
A a.	801 817 814	2-76 3-76 3-76	14	-0.40	Comparables sold for average, slightly less than subjects, but were older sales.
A b.	841	10-77	10	-4.57	All comparables sold for less, but 6 were prior sales
B a.	837	3-76	7	-2.12	All sales before subject.
C a.	805	5-76	4	+2.01	All comparables lower, all sales older.

TERRY PARKWAY ADDRESS	DATE	NO. IN SAMPLE	AVERAGE TIME ADJ. VARIANCE OF COMPARISON HOUSES	COMMENT
825	4-76	7	-1.10	All comparables lower.
813	7-76	5	+4.16	All comparables higher; sales of interior average 10 months prior to sales of subjects.
829	7-76			
809	7-76	7	+3.14	All comparables higher; sales average 9.7 months prior to sales of subjects.
821	7-76			
823	7-76			
Average			-0.24%	

The variability of the adjusted average deviation of the comparable houses is so close to the houses on Terry Parkway as to indicate no difference in sales prices of these new homes. The average is less than one-quarter of one percent. Four studies indicate the Terry Parkway houses were worth more than comparable houses off the highway, these indicate they were worth less. The differences can more logically be attributed to the time adjustment percentages used, rather than the actual prices. The gross sales prices show that the builder sold houses on this busy highway at the same price as houses in the interior.

Since Mitchell Homes, the developer, does not negotiate on prices and the houses on Terry Parkway sold over a period of five months, there apparently was no market resistance to the houses on Terry Parkway.

C. Frequency of Resales On and Off Parkway

Analysis shows that of the eleven matching homes on Terry Parkway, there was only one sale, giving a turnover rate of 3% per year. Off of Terry Parkway, on N.E. Marlin and W. Marlin, the total rate of turnover was 11.3%.

	<u>Original Sales</u>	<u>Resales</u>	<u>Per Annum Frequency of Turnover</u>
On Terry Parkway	11	1	3%
Off Terry Parkway	65	22	11.3%

Even though some of the homes off Terry Parkway were first sold as much as a year before those on Terry Parkway still, up to January of 1978, the sales off Terry Parkway were almost four times as great over the 3 years. Even if the sales off Terry Parkway are reduced by a third for the extra year they have been in existence the percentage of sales off Terry Parkway is still much greater than those on the parkway.

D. Results of Resale Percentage Comparisons

The only resale on Terry Parkway compares favorably with resales of the same model house off of Terry Parkway. Only one other sale showed a higher yearly increase but a fireplace had been added to that house at 973 East Lexington.

RESALES OF MODEL A WITHIN ONE YEAR OF RESALE
OF 841 TERRY PARKWAY, OCTOBER, 1977

<u>ADDRESS</u>	<u>SALE DATE</u>	<u>SALE PRICE</u>	<u>YEARLY % INCREASE</u>
Terry Parkway	10-77	\$60,665	13.63%
	3-76	\$49,900	
East Lexington	7-76	\$54,449	19.16%
	5-75	\$44,500	
E. Marlin	8-77	\$58,800	11.24%
	2-75	\$45,900	
W. Marlin	1-78	\$59,033	15.70%
	8-75	\$46,900	
E. Marlin	1-77	\$53,207	10.05%
	6-75	\$45,900	

PERCENTAGE OF RESALE INCREASE
SALES AWAY FROM HIGHWAY

MODEL A

<u>ADDRESS</u>	<u>DATE</u>	<u>PURCHASE PRICE</u>	<u>DATE</u>	<u>SALE PRICE</u>	<u>AVERAGE MONTHLY INCREASE PERCENTAGE</u>
Lexington	5-75	\$44,500	7-76	\$54,449	1.60
Laurel	7-76	\$52,900	11-77	\$58,000	.60
Marlin Ct. E	2-75	\$45,900	8-77	\$58,800	.94
Marlin Ct. E	6-75	\$45,900	1-77	\$53,207	.84
Marlin Ct. W	8-75	\$46,900	1-78	\$59,033	.89
			Average		.97

MODEL B

<u>ADDRESS</u>	<u>DATE</u>	<u>PURCHASE PRICE</u>	<u>DATE</u>	<u>SALE PRICE</u>	<u>AVERAGE MONTHLY INCREASE PERCENTAGE</u>
2016 Laurel	9-75	\$42,006	7-77	\$44,182	.24
567 Marlin Ct. E	4-75	\$39,400	11-75	\$43,846	1.61
556 Marlin Ct. E	3-75	\$39,400	6-77	\$49,500	.95
584 Marlin Ct. E	3-75	\$39,400	10-77	\$48,999	.79
521 Marlin Ct. E	8-75	\$39,900	10-77	\$48,900	<u>.87</u>
			Average		.89

MODEL C

<u>ADDRESS</u>	<u>DATE</u>	<u>PURCHASE PRICE</u>	<u>DATE</u>	<u>SALE PRICE</u>	<u>AVERAGE MONTHLY INCREASE PERCENTAGE</u>
520 Marlin Ct. E	2-75	\$44,900	1-78	\$54,500	.86
513 Marlin Ct. N	8-75	\$43,800	10-76	\$49,900	<u>.99</u>
			Average		.93

MODEL D

<u>ADDRESS</u>	<u>DATE</u>	<u>PURCHASE PRICE</u>	<u>DATE</u>	<u>SALE PRICE</u>	<u>AVERAGE MONTHLY INCREASE PERCENTAGE</u>
2029 Glencove	2-75	\$40,500	2-77	\$49,500	.93
2061 Glencove	1-75	\$44,500	8-77	\$52,000	.80
579 Marlin Ct. E	6-75	\$43,900	12-77	\$56,901	.99
500 Marlin Ct. W	12-75	\$45,500	8-77	\$50,479	.55
548 Marlin Ct. N	8-75	\$43,960	7-77	\$52,821	<u>.88</u>
			Average		.83

MODEL E

<u>ADDRESS</u>	<u>DATE</u>	<u>PURCHASE PRICE</u>	<u>DATE</u>	<u>SALE PRICE</u>	<u>AVERAGE MONTHLY INCREASE PERCENTAGE</u>
Marlin Ct. E	6-75	\$41,850	12-77	\$51,750	.79
Marlin Ct. N	7-75	\$42,700	6-76	\$46,793	.87
Marlin Ct. N	6-75	\$41,850	9-77	\$51,244	.83
Marlin Ct. N	12-75	\$44,500	11-77	\$51,500	<u>.68</u>
				Average	.79

MODEL F

<u>ADDRESS</u>	<u>DATE</u>	<u>PURCHASE PRICE</u>	<u>DATE</u>	<u>SALE PRICE</u>	<u>AVERAGE MONTHLY INCREASE PERCENTAGE</u>
Huckleberry	5-75	\$43,900	6-76	\$44,965	.19
So. Glencove	7-75	\$42,500	6-77	\$50,000	.77
17 Laurel	4-76	\$47,500	1-77	\$52,293	1.12
18 Laurel	12-74	\$42,556	6-76	\$46,500	.51
Marlin Ct. E	1-75	\$42,900	12-75	\$46,003	.66
Marlin Ct. E	3-75	\$42,900	5-77	\$52,191	.83
Marlin Ct. N	7-75	\$43,400	10-76	\$50,739	<u>1.13</u>
				Average	.74

3.3 Holiday Drive

I. Background Information

A. Location of Subdivision

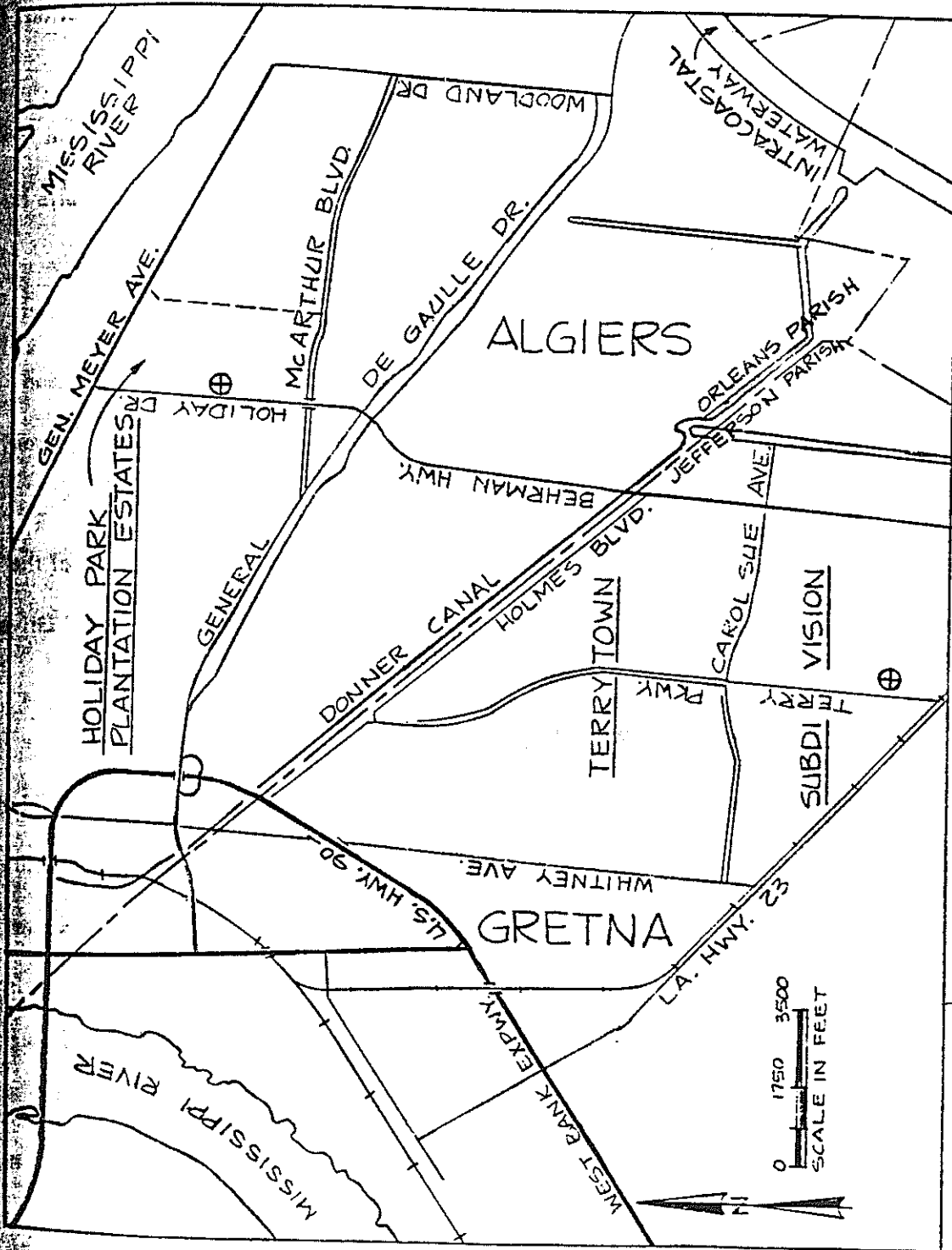
1. Area Description

The portion of the Greater New Orleans Metropolitan area which is referred to as the "West Bank" is the land bordering the Mississippi River along what is usually the west side of the river. However, because the Mississippi runs generally in an easterly direction through the New Orleans area, what is referred to as the West Bank is actually south of the rest of the city.

As noted previously, portions of both Jefferson Parish and Orleans Parish make up the West Bank area. The developed portion of Orleans Parish on the West Bank is much smaller than the developed West Bank area of Jefferson Parish. The Greater New Orleans Mississippi River Bridge connects the east and west banks of Orleans Parish. The first exits from the bridge are in Orleans Parish, but the bridge approach is linked with the West Bank Expressway, which leads directly into Jefferson Parish.

Holiday Drive and the adjacent subdivisions of Holiday Park and Plantation Estates are located in Orleans Parish. Holiday Drive is probably the most heavily traveled north-south thoroughfare in the Orleans Parish portion of the West Bank. It is a boulevard with a grassy median, having two lanes on each side, widening to three each near General Meyer Avenue. All of the subject houses front on the boulevard where it is four lanes in width. Holiday Drive is intersected by two other main thoroughfares which run southeast-northwest. To the north end of Holiday Drive is General Meyer Avenue, an undivided, four lane highway, which is for the most part commercial. At the southern end of Holiday Drive, General de Gaulle Drive intersects and Holiday Drive becomes Behrman Highway as it continues south. Slightly above

WEST BANK AREA METRO NEW ORLEANS



General de Gaulle, Holiday Drive is intersected by General MacArthur Boulevard, which is one of the limits of the subdivision study area. General MacArthur Boulevard is primarily residential, but General de Gaulle is commercial at the point where it intersects Holiday Drive.

2. Neighborhood Description

The area surrounding the Holiday Drive Study area is primarily composed of single family residential development. As mentioned above, General Meyer and General de Gaulle have mixed commercial and residential areas.

3. Study Area Description

Holiday Park and Plantation Estates are developed with the same style of houses and share some common streets so that the area appears to be one subdivision. Our study area, which includes both subdivisions, is bordered by General Meyer Avenue on the north, MacArthur Boulevard on the south, Holiday Drive on the west (including both sides of the boulevard) and on the east by Kabel Drive, except that the houses fronting on Kabel Drive are outside the subject area.

B. Description of Subdivision

The study area is developed with one story, one and a half and two story houses which are generally middle to upper middle class housing. There are, for the most part, a limited number of home models in the study area. There is a minority of individually built houses in the subdivision; these were omitted from the study because of the difficulty of comparison.

The average homes in the study are generally of the same quality of construction and contain similar features. There are a few homes which have additions or finished garage areas, and a number which have swimming pools. The majority of homes with pools are the larger, more expensive, two-story models.



HOLIDAY PARK - PLANTATION ESTATES
 NEW ORLEANS, LA.
 (WEST BANK)

In general, the homes are well kept. The majority were built from 1964 to 1967, so that the average house in the area is ten to twelve years old. This is sufficient time for upkeep and condition differences to have occurred. Therefore, there is a small minority of homes which appear to be in need of repair. Since the houses are all brick veneer, the greatest indicator is the condition of gutters and eaves and garage doors. Generally, where the exterior indicates that work is needed, the home owners report that the interior is, or was, in need of repair. Consequently, where a house included in the study was in noticeable need of paint or repair on the exterior, and the owner could not be contacted after several attempts, a low sale price was attributed to poor condition.

Most of the lots in the study area are approximately sixty to seventy feet in width, and are generally 100 feet deep. There are a number of irregularly-shaped lots. The lots on Holiday Drive are broader than other lots in the subdivision, most of them between seventy and eighty feet in width. Some of the lots on Holiday are over 100 feet in depth, but of the sales used in the study, only the lots at 2336 and 2524 Holiday Drive are this deep.

There are sidewalks along both sides of the concrete paved streets. Most homes are attractively landscaped with many trees in the area; however, there are noticeably fewer trees on Holiday Drive. Overall, the subdivision is attractive and has a pleasing appearance.

C. Orientation of Study Houses to Boulevard

The houses selected for study front on the east side of Holiday Drive. The homes on the west side of the boulevard are on lots which abut an open canal. As noted in the selection criteria section, it was agreed that property adjacent to canals would be avoided because of any effect they might have upon the value of the property. For this reason, the west side of Holiday Drive was not included as part of the study area. A number of the houses along Holiday Drive appeared to be individually built homes without matches in the subdivision, and so were excluded from the study.

D. Comparison Houses Studied

The homes used for comparison lie behind or east of the subject houses fronting on Holiday Drive. Only matching home models were used for comparison to each sale on Holiday Drive.

E. Noise Levels

Holiday Drive was the most heavily traveled major street studied. It is a four lane lateral street, with a small median, between the two major thoroughfares leading into New Orleans from the Walnut Bend area. As such, there are virtually no heavy trucks using this route. The automotive traffic, however, exceeds the 56 km/hr (35 mph) speed limit by an average of 16 km/hr (10 mph), thus increasing the noise levels above normal for such a residential area. Another factor which influences receptor noise levels is the proximity of the houses to the street. The residences are all within 10.5 meters (35 feet) of the travel lane; the majority being only 9.1 meters (30 feet) from the roadway.

Site 1 was located at the front of the row of homes facing Holiday Drive, a distance of 9.1 meters (30 feet), while Site 2 was placed at the back property line. Site 3 was located in the block behind Holiday Drive, and showed some influence from its traffic.

The results of the noise readings are shown in Table 10. The morning and evening peak noise levels are very similar. A high of 74 dBA was recorded at 0730 and 1630 with the reading on either side of both peaks being 73 dBA. This situation is understandably due to the small median causing the road to act as a single noise source. The wide medians of the Interstates virtually eliminate the contribution of the lanes farthest away from a receptor. In these cases, the distribution pattern of the traffic makes a decided difference between morning and evening peak traffic noise levels.

The noise measurements at Site 2 demonstrate a mean reduction from those at Site 1 of 5 dBA. The maximum reduction was 7, and the minimum was 2 dBA. The levels at Site 3,

on the other hand, are not consistent in regard to Site 2. They fluctuate between three decibels above, to four below the corresponding Site 2 levels, while four readings are the same. This situation reflects a partial influence from Holiday Drive, and a predominant influence from local subdivision traffic.

Because of the location of the instruments, no traffic was counted in conjunction with the readings. However, a 24-hour count by the Orleans Department of Streets on July 24, 1978, shows a total of 27,172 vehicles on Holiday Drive. Historic growth figures recorded by the Department of Streets indicate a 3% per year increase in traffic. Traffic data and associated noise levels are depicted in Table 9.

The figures in Table 10 relate to both morning and evening peak traffic hours. The noise from Holiday Drive has exceeded the FHWA guidelines since the beginning of the study period.

TABLE 9
HOLIDAY DRIVE NOISE LEVELS
PEAK HOUR TRAFFIC

Year	Automobiles*	Trucks	Calculated** Site 1 Measured L ₁₀ (dBA)
1972	2263	-	72
1973	2333	-	72
1974	2406	-	73
1975	2480	-	73
1976	2557	-	73
1977	2636	-	74
1978	2717	-	74

* Calculated from Average Daily Traffic Count, 1978. Jefferson Parish Dept. of Roads and Bridges.

** Calculated using prediction method in NCHRP 174.

TABLE 10
NOISE MEASUREMENTS
HOLIDAY DRIVE

Time	L10 - Sites (dBA)		
	I	II	III
1600	73	66	66
1630	74	68	69
1700	73	68	68
1730	70	67	67
1800	69	66	62
2000	66	62	65
2300	64	62	62
0700	73	66	65
0730	74	67	65
0800	73	67	67
0830	72	67	65
0900	71	66	67

II. Study Objectives

A. Comparison of Sale Prices of Houses On and Off the Boulevard

1. Total Sample Study

Comparisons were made for eight sales on Holiday Drive. Every sale of a matching house for one year before or after the sale of the house on Holiday Drive was included. In all, there were ninety-nine comparisons made to the eight subject sales.

2. Method of Lot Size Adjustments

Generally speaking, the lots on Holiday Drive were 70 feet in width by a depth of 100 feet, while the interior lots ran 60 feet in width by the same depth. A lot with 80 feet of frontage and a width in the rear of 50 feet was considered to have an effective frontage of 70 feet. If another lot had 50 feet frontage and a width in the rear of 80 feet, then the effective frontage was considered to be 60 feet; i.e. two thirds of the excess frontage and one-third of the excess width in the rear was added to the smaller width to arrive at effective frontage. The lot size adjustment was given one-half of a contributory value of the estimated retail front foot value of \$300.00. Therefore, if the lot on Holiday Drive had 10 feet additional frontage, then the comparable was adjusted upward \$1,500.00. While this is only half of the estimated retail price of the excess land, it is estimated that this would be the maximum value increase to the price of the finished property because the extra width is excess. The developer made these wider for the sales impact of the exposure of this major street. While it is true that the retail value of this land in 1973-74-75 was probably less than \$300.00 per front foot and more than this in 1976-77-78, the differences are not considered significant to the end result. In any case, the value contribution generally throughout the period probably was not more than what has been used here for this price range of property.

3. Method of Time Adjustment

All sales of homes of matching models to the subject sales on Holiday were separated from sales of all other houses. From these sales all homes which had sold more than once since 1972 were segregated, and an average monthly percentage increase was determined for each resale. There was a noticeable difference in the resale percentage increases after June of 1976, so for a more accurate adjustment, average resale percentage increases were determined separately for sales before and after June of 1976. The comparison sales were then adjusted up or down, as appropriate, by means of this average monthly resale percentage.

4. Other Adjustments

In the Recapitulation Statement of all the sales, the probable variance has been figured and is explained under the chart of each subject house compared with interior houses. One property was adjusted because of its poor condition and other variances have been treated individually. When the variance, either plus or minus, is very low, the difference is not considered significant because of the imperfection inherent in the real estate market. But in each case, the variance based upon no adjustment, adjusted for lot size only and adjusted for lot differences and time differences are shown. Furthermore, in some cases, the conclusions are further modified due to particular circumstances.

B. Frequency of Resale Comparison

In order to determine if there was a greater frequency of owners selling their homes on the boulevard than in the subdivision generally, a rate of turnover for each street in the subdivision and the east side of Holiday Drive was determined. The rate of turnover was determined by dividing the number of sales on each street by the number of homes fronting on that street. Several new homes on Holiday Drive were excluded from the calculations.

C. Resale Percentage Increases

The average resale increase of subject houses on Holiday Drive was compared with the average in the subdivision to determine if appreciation has occurred at about the same rate for homes on and off of the boulevard.

III. Results of Study

A. Total Sales Reported

There were thirty-five sales reported on Holiday Drive, some of which were lot sales. There were 479 sales reported in the remainder of the study area, for a total of 514. This constituted all sales in the area for the study period and all are contained in the reference section. The individual eight sales on Holiday Drive which are considered capable of comparison with interior properties follow.

B. INDIVIDUAL SALES PRICE COMPARISON BY HOUSES

MODEL A - 2544 HOLIDAY DRIVE

SALE, DECEMBER, 1977 - \$62,500.00 - LOT 70' x 100'

DATE	ADDRESS	PRICE	ABSOLUTE VARIANCE %	LOT SIZE	EST. PRICE W/LOT ADJ.	ADJUSTED VARIANCE %
77	2642 Prancer	\$60,000	- 4	60 x 100	\$61,500	- 1.6
77	2567 St. Nick	\$60,000	- 4	60 x 100	\$61,500	- 1.6
77	4118 Fiesta	\$58,000	- 7.2	60/74 x 140	\$58,600	- 6.2
77	2562 St. Nick	\$63,500	+ 1.6	60 x 100	\$65,000	+ 4.0
77	2725 Gallinghouse	\$62,000	- 0.8	60 x 100	\$63,500	+ 1.6
77	2710 St. Nick	\$62,700	+ 0.3	60 x 100	\$64,200	+ 2.7
AVERAGE		\$61,033	- 2.3		\$62,383	- .2

Before any adjustments, the mean average of the six comparables was 2.3% under the price obtained for 2544 Holiday Drive. Only two of the six sales were over the price paid for Holiday Drive. The adjustment for the lot size differential is figured at one-half the retail value of the added width on the theory that the added ten feet more or less would not be equivalent to the retail value per front foot of the lot of average size. After the lot adjustment, the comparables sold at approximately the same price as 2544 Holiday Drive. With the approximate full value of the lot addition of 2544 Holiday Drive, the comparables would have sold for 1.97% over that of Holiday Drive. All of the sales took place prior to the date of the sale of 2544 Holiday Drive by an average of about five months. The resale increase measure for 1976-77 shows an average of .98% per month; therefore, the time adjustment would total 4.9%; however, value increases for such a short period (seven months to one month) are not considered reliable. Even giving the full time increment and taking the lot adjustment at full value, the total noise influence might be 6.87%. Taking the additional land at 50% value, and discounting the time increment for sales that took place within four months (resulting in 2.9% rather than 4.9%), the net result is that the comparables sold for 2.7% more than Holiday Drive. This small a margin is not considered significant and could easily be attributed to imperfections in the market.

Note: We have eliminated from the comparable sample two houses:

1. 2738 Prancer Street sold in September of 1977 for \$68,900 on a lot measuring 68' x 100', because upon investigation it was found that the purchasers paid full asking price because they were in a hurry to purchase.
2. 2400 St. Nick Street sold in October of 1977 for \$70,000 on a lot measuring 63' x 117' with a swimming pool.

INDIVIDUAL SALES PRICE COMPARISON BY HOUSES

MODEL A - 2336 HOLIDAY DRIVE

SALE, FEBRUARY, 1975 - \$50,000.00 - LOT 75' x 108'/116'

ADDRESS	PRICE	ABSOLUTE VARIANCE %	LOT SIZE	EST. PRICE W/LOT ADJ.	ADJUSTED VARIANCE %
4118 Fiesta (2)	\$42,000	-16.0	60/74 x 140	\$43,500	-13.0
2725 St. Nick	\$46,000	- 8.0	60 x 100	\$48,500	- 3.0
2567 St. Nick (1)	\$43,500	-13.0	60 x 100	\$46,000	- 8.0
2358 Beck	\$47,750	- 4.5	58/vd x 113	\$50,000	0.0
2627 Comet	\$45,500	- 9.0	60 x 100	\$48,000	- 4.0
2317 Beck (1)	\$40,776	-18.5	60 x 100	\$43,276	-13.4
2598 Valentine	\$46,900	- 6.2	68 x 100	\$47,950	- 4.1
2501 Prancer (1)	\$45,000	-10.0	59/121 x 108	\$47,000	- 6.0
2562 St. Nick	\$52,000	+ 4.0	60 x 100	\$54,500	+ 9.0
2517 Comet (1)	\$47,000	- 6.0	55/60 x 108	\$49,750	- 0.5
2525 Comet	\$53,500	+ 7.0	55/60 x 115	\$56,000	+12.0
AVERAGE	\$46,357	- 7.3		\$48,589	- 2.8

The owner of 2336 Holiday Drive said that the house was in good condition, and required no repairs at the time of purchase. However, the owners have repainted and recarpeted since February of 1975.

The mean average sales price of the eleven comparables was 7.3% under that paid for 2336 Holiday Drive before adjustment. Part of this is explained by the fact that the four sales above marked (1) had condition problems at time of purchase and 4418 Fiesta Street (2) was purchased from a separated couple who were anxious to sell.

With the sales adjusted at one-half the retail value of the added footage of 2336 Holiday Drive, the mean average sales price was 2.8% below that of the Holiday Drive house. Had the full retail value been used, the comparables would have sold at 1.6% higher than 2336 Holiday Drive.

There is no time adjustment because the time spread of the sales before and after February 1975 is about even.

This case tends to show no adverse influence from the noise and view of Holiday Drive, with eleven sales adjusted.

Two sales were eliminated because of the existence of swimming pools:

1. 4426 Fiesta in October of 1974 at \$56,000.00 on a lot measuring 68'/61' x 100'.
2. 2329 Comet in April of 1975 for \$52,960.00 on a lot measuring 69' x 110'.

INDIVIDUAL SALES PRICE COMPARISON BY HOUSES

MODEL A - 2754 HOLIDAY DRIVE

SALE, FEBRUARY, 1975 - \$45,000.00 - LOT 79' x 100'

DATE	ADDRESS	PRICE	ABSOLUTE VARIANCE %	LOT SIZE	EST. PRICE W/LOT ADJ.	ADJUSTED VARIANCE %
1-74	4118 Fiesta	\$42,000	- 6.7	60/74 x 100	\$44,100	- 2.0
1-74	2725 St. Nick	\$46,000	+ 2.2	60 x 100	\$48,850	+ 8.6
1-74	2567 St. Nick	\$43,500	- 3.3	60 x 100	\$46,350	+ 3.0
1-74	2358 Beck	\$47,750	+ 6.1	58/vd x 113	\$50,600	+12.4
1-75	2317 Beck	\$40,776	- 9.4	60 x 100	\$43,626	- 3.1
1-75	2598 Valentine	\$46,900	+ 4.2	68 x 100	\$48,550	+ 7.9
1-75	2501 Prancer	\$45,000	0.0	63 x 112	\$47,400	+ 5.3
1-75	2562 St. Nick	\$52,000	+15.6	60 x 100	\$54,850	+21.9
1-76	2517 Comet	\$47,000	+ 4.4	58 x 108	\$50,150	+11.4
1-76	2525 Comet	\$53,500	+18.9	58 x 115	\$56,650	+25.9
AVERAGE		\$46,357	+ 3.0		\$49,043	+ 9.9

The eleven comparables sold for an absolute amount equivalent to 3.0% above the house at 2754 Holiday Drive. This is the same house on a slightly wider lot than 2336 Holiday Drive, which sold for \$5,000.00 more the same month. The owners of this house said the house did not need any work at the time it was purchased; however, it is currently in need of exterior paint, and was probably not in top condition at time of sale. After adjustment for lot size differential at 50% of the lot value because the house on Holiday Drive has excess

width, the eleven comparables tend to show that this sale was at 9.0% below the average of the comparables. The time spread is about even.

Since the date of sale of the subject house is the same as that of 2336 Holiday Drive, exactly the same house sales are used as comparables. Again, five of the comparables were either in poor condition, or the seller motivation caused a lower price, but this is offset with the apparent condition of subject. Therefore, this illustration could be used to conclude that the noise of Holiday Drive might have caused this sale to be at 9.0% below comparable interior properties after lot size adjustments. Note that the sales prices of the last three sales used in September of 1975 and January of 1976 caused 5% of this difference. Without these three sales, the variance would be but 4.9%. The market improvement which took place in late 1975 and early 1976 was significant. Therefore, the probable diminution in value from this evidence is under 6%.

INDIVIDUAL SALES PRICE COMPARISON BY HOUSES

MODEL B - 2534 HOLIDAY DRIVE

SALE, OCTOBER, 1977 - \$62,000.00 - LOT 70' x 103'

DATE	ADDRESS	PRICE	ABSOLUTE VARIANCE %	LOT SIZE	EST. PRICE W/LOT ADJ.	ADJUSTED VARIANCE %
2-77	2420 Valentine	\$61,000	- 1.61	66 x 114	\$61,600	- 0.6
4-77	2721 Valentine	\$62,000	0.0	65 x 100	\$62,750	+ 1.2
7-77	2210 Beck	\$63,000	+ 1.61	64 x 97	\$63,900	+ 3.1
AVERAGE		\$62,000	0.0	65 x 100	\$62,750	+ 1.2

The purchaser of 2534 Holiday Drive said the house was in good condition, requiring no repainting or recarpeting. Only the garbage disposal needed replacement. The purchaser

complained of vibration from trucks, and the fact that the street was frequently used as a "gangway" for cars and motorcycles at night.

Both owners of the Valentine comparables said their homes were in excellent condition at time of sale. 2420 Valentine is on a corner and 2721 Valentine is exceptionally well landscaped.

The average variance in the actual sales prices of this limited sample was nill, and with the lot adjustment was 1.2%. But, the sales were an average of 5.7 months before the sale of the Holiday Drive house. Values were increasing at an average monthly rate of .81% according to our research; therefore, there would have been 4.62% difference in addition to the 1.2% or 5.82% less sale price for the house on Holiday Drive, or a probable variance of approximately 6%.

The sale of 2542 Prancer in November, 1977, for \$75,900.00 was not considered because it had a swimming pool.

INDIVIDUAL SALES PRICE COMPARISON BY HOUSES

MODEL C - 2524 HOLIDAY DRIVE

SALE, OCTOBER, 1977 - \$58,500.00 - LOT 86' x 110'

DATE	ADDRESS	PRICE	ABSOLUTE VARIANCE %	LOT SIZE	EST. PRICE W/LOT ADJ.	ADJUSTED VARIANCE %
10-76	2136 Comet	\$52,400	-10.4	65 x 100	\$55,500	- 5.7
11-76	2613 Valentine	\$53,000	- 9.4	65 x 100	\$56,100	- 4.1
11-76	2110 Valentine	\$47,046	-19.6	65 x 100	\$50,146	-12.6
11-76	2608 Comet	\$53,000	- 9.4	60 x 100	\$56,900	- 2.7
3-77	2310 Beck	\$56,000	- 4.3	62 x 99	\$62,100	+ 6.2
3-77	2728 Valentine	\$60,500	+ 3.4	65 x 100	\$63,650	+ 8.8
4-77	2220 Beck	\$52,500	-10.3	64 x 97	\$55,900	- 4.4
5-77	2133 Easter	\$48,500	-17.9	86 x 104	\$48,500	-17.9
5-77	2253 Beck	\$52,500	-10.3	60 x 100	\$56,400	- 3.6
6-77	2100 Beck	\$53,600	- 8.4	64 x 94	\$57,000	- 2.6
7-77	2201 Valentine	\$53,000	- 9.4	79 x 100	\$54,100	- 7.5
7-77	2701 Valentine	\$54,000	- 7.7	64 x 100	\$57,300	- 2.1
7-77	2640 Comet	\$54,000	- 7.7	60 x 100	\$57,900	- 1.0
7-77	2634 Prancer	\$52,000	-11.1	60 x 100	\$55,900	- 4.4
11-77	2476 Prancer	\$60,000	+ 2.6	61 x 117	\$63,750	+ 9.0
11-77	2145 Beck	\$52,000	-11.1	63 x 100	\$55,400	- 5.3
11-77	2545 St. Nick	\$50,235	-14.3	60 x 102	\$54,100	- 7.5
12-77	2101 Valentine	\$58,500	0.0	65 x 100	\$61,650	+ 5.4
AVERAGE		\$53,488	- 8.6	64 x 100	\$56,794	- 2.9

In spite of the fact that the absolute variance in price of the comparables is 8.6% under the price of 2524 Holiday Drive, approximately 5.7% of this is explained by the larger lot of the Holiday Drive house. (The lot width differences are considerable, about twenty-two feet average.) With lot adjustments, the variance is but 2.9% lower for the comparables. Interestingly, the sales took place an average of 4.8 months prior to subject, and the monthly price increase factor is calculated to be .71% or 3.4% for the period. Therefore, the comparables sold for .5% more than the subject after the adjustments which really reflects no significant difference.

The condition of 2524 Holiday Drive at the time of sale was excellent.

INDIVIDUAL SALES PRICE COMPARISON BY HOUSES

MODEL C - 2600 HOLIDAY DRIVE

SALE, NOVEMBER, 1977 - \$60,500.00 - LOT 70' x 100'

DATE	ADDRESS	PRICE	ABSOLUTE VARIANCE %	LOT SIZE	EST. PRICE W/LOT ADJ.	ADJUSTED VARIANCE %
11-76	2613 Valentine	\$53,000	+2.4	65 x 100	\$53,750	-11.2
11-76	2110 Valentine	\$47,046	-22.2	66 x 100	\$47,646	-21.2
11-76	2608 Comet	\$53,000	-12.4	60 x 100	\$54,500	-11.6
3-77	2310 Beck	\$56,000	- 7.4	62 x 99	\$57,200	- 5.5
3-77	2728 Valentine	\$60,500	0.0	65 x 100	\$61,250	+ 1.2
4-77	2220 Beck	\$52,500	-13.2	64 x 97	\$53,500	-11.6
5-77	2133 Easter	\$48,500	-19.8	86/vd x 104	\$48,500	-19.8
5-77	2253 Beck	\$52,500	-13.2	60 x 100	\$54,000	-10.7
6-77	2100 Beck	\$53,600	-11.4	64 x 94	\$54,700	- 9.6
7-77	2201 Valentine	\$53,000	-12.4	81/73 x 94	\$52,400	-13.4
7-77	2701 Valentine	\$54,000	-10.7	64 x 100	\$54,900	- 9.3
7-77	2640 Comet	\$54,000	-10.7	60 x 100	\$55,500	- 8.3
7-77	2634 Prancer	\$52,000	-14.0	60 x 100	\$53,500	-11.6
11-77	2476 Prancer	\$60,000	- 0.8	58/68 x 117	\$61,200	+ 1.2
11-77	2145 Beck	\$52,000	-14.0	63 x 100	\$53,100	-12.2
11-77	2545 Beck	\$50,235	-17.0	59/62 x 102	\$52,000	-14.0
12-77	2101 Valentine	\$58,500	- 3.3	65 x 100	\$59,250	- 2.1
AVERAGE		\$53,552	-11.5	63.5x100	\$54,523	- 9.9

The owner of 2600 Holiday Drive reported that the house was very clean and needed no repainting or repairs at the time of purchase. Additionally, there was a wet bar in the den and the patio was covered, which partially accounts for the 11.5% higher sales price of this house over the comparables. The lot value differential (figured at 50% of retail due to the fact that the added width is considered excess) accounts for an average of 1.6%. The market for this house indicates at that time, a monthly average resale price increase of .71% and the average time of sale is 5.35 months prior to the sale on Holiday Drive. Therefore, time accounts for another 3.8% of the difference. The lot size and time adjustments total 5.4% before consideration of the wet bar and patio cover. Probably, the Holiday Drive house actually sold after all adjustments at about 3% above the comparables.

INDIVIDUAL SALES PRICE COMPARISON BY HOUSES

MODEL C - 1940 HOLIDAY DRIVE

SALE, SEPTEMBER, 1975 - \$47,000.00 - LOT 76' x 100'

DATE	ADDRESS	PRICE	ABSOLUTE VARIANCE %	LOT SIZE	EST. PRICE W/LOT ADJ.	ADJUSTED VARIANCE %
9-74	2613 Valentine	\$51,996	+10.6	65 x 100	\$53,650	+14.1
10-74	2575 Valentine	\$49,000	+ 4.3	62 x 100	\$51,100	+ 8.7
10-75	2318 Comet	\$44,000	- 6.4	62 x 100	\$46,100	- 1.9
3-75	2711 Prancer	\$43,943	- 6.5	60 x 100	\$46,350	- 1.4
6-75	2563 Prancer	\$46,345	- 1.4	60 x 100	\$48,750	+ 3.7
6-75	2546 St. Nick	\$41,904	-10.8	60 x 100	\$44,000	- 6.4
7-75	2601 St. Nick	\$45,978	- 2.2	60 x 100	\$48,400	+ 3.0
7-75	2220 Beck	\$44,753	- 4.8	64 x 97	\$46,550	- 1.0
7-75	4400 Copernicus	\$43,462	- 7.5	75 x 100	\$43,600	- 7.2
8-75	2100 Comet	\$43,000	- 8.5	65 x 100	\$44,650	- 5.0
9-75	2371 Beck	\$44,000	- 6.4	96 x 118	\$41,000	-12.8
10-75	2129 Beck	\$44,700	- 4.9	63 x 100	\$46,650	- 0.7
10-75	2145 Beck	\$42,750	- 9.0	63 x 100	\$44,700	- 4.9
10-75	2701 Valentine	\$46,000	- 2.0	64 x 100	\$47,800	+ 1.7
11-75	2010 St. Nick	\$43,000	- 8.5	60 x 100	\$45,400	- 3.4
1-76	2035 Comet	\$44,000	- 6.4	63 x 100	\$45,950	- 2.2
3-76	2591 Valentine	\$50,000	+ 6.4	62 x 100	\$52,100	+10.5
3-76	2240 St. Nick	\$44,650	- 5.0	63 x 101	\$46,600	- 0.9
4-76	2522 Prancer	\$46,250	- 1.6	69 x 120	\$47,300	+ 0.6
4-76	2401 St. Nick	\$50,500	+ 6.4	63 x 114	\$52,450	+11.6
6-76	2253 Beck	\$48,000	+ 2.1	60 x 100	\$50,400	+ 7.2
7-76	2129 Comet	\$49,500	+ 5.3	63 x 100	\$51,450	+ 9.5
8-76	4134 Copernicus	\$50,000	+ 7.5	57 x 100	\$52,850	+12.4
8-76	2139 Mediamolle	\$51,500	+ 9.6	64 x 96	\$53,300	+13.4
AVERAGE		\$46,218	- 1.7	64.4x100	\$47,963	+ 2.0

The twenty-four houses in the sample show that the house at 1940 Holiday Drive sold for 1.7% more than the average of the comparables. After adjusting for the difference in lot size at 50% of the retail lot value, the comparables on the average sold for 2% more. The time spread is such that the average house sold for two-thirds of a month later than the property on Holiday Drive which would liquidate about 0.5% of this 2% leaving a resultant 1.5% lower price for the Holiday Drive house. Some of the comparables are known to have been in excellent condition at the time of sale and the subject house was apparently only in fair condition. Since the purchase, the buyers repainted the inside and replaced the garbage disposal. The outside presently needs paint.

Any conclusion as low as 1.5% can hardly be considered a reliable indication of the adverse effect of noise based upon this sample. The market and the individual conditions of the properties could easily account for even more than this difference.

The following sales were eliminated from the sample for the reasons indicated:

1. 4128 Fiesta sold in July, 1975 for \$55,251 with lot 77/96' x 100' because it had a finished garage.
2. 2661 Gallinghouse sold in June, 1976 for \$55,923 on lot 60' x 100' because it had an addition built thereon.

INDIVIDUAL SALES PRICE COMPARISON BY HOUSES

MODEL D - 2576 HOLIDAY DRIVE

SALE, NOVEMBER, 1976 - \$53,000.00 - LOT 70' x 100'

DATE	ADDRESS	PRICE	ABSOLUTE VARIANCE %	LOT SIZE	EST. PRICE W/LOT ADJ.	ADJUSTED VARIANCE %
11-75	2642 St. Nick	\$47,500	-10.4	60 x 100	\$49,000	- 7.5
6-76	2732 Valentine	\$48,800	- 7.9	60 x 100	\$50,300	- 5.1
6-76	2554 St. Nick	\$51,300	- 3.2	60 x 100	\$52,800	- 0.4
6-76	2642 St. Nick	\$52,367	- 1.2	60 x 100	\$53,867	+ 1.6
2-77	2643 Prancer	\$50,000	- 5.7	60 x 100	\$51,500	- 2.8
5-77	2709 Comet	\$58,350	+10.1	60 x 100	\$59,850	+12.9
5-77	2599 Valentine	\$53,500	- 0.9	62 x 100	\$54,700	+ 3.2
7-77	2428 Prancer	\$59,000	0.0	65 x 121	\$59,750	+12.7
7-77	2624 Comet	\$58,000	+ 9.4	60 x 100	\$59,500	+12.3
AVERAGE		\$53,202	+ 0.4	61.5x100	\$54,474	+ 2.8

The pattern formed by the sales used for comparison with 2576 Holiday Drive is interesting in that it clearly reflects the great rate of inflation of 1977. The spread of the sales is such that the average sale took place .5 months after the Holiday Drive sale. The average percentage of resale increase for all Model D houses resold since 1973 was 8.15% however, those sold from June of 1976 through the end of 1977 averaged 10.96% annual resale increase. Therefore, the time adjustment would be -.46% on the comparables, producing a variance after lot size and time adjustments of 2.3% higher sales price for the comparables than for the subject house.

This is hardly significant because of the condition of 2576 Holiday Drive at the time of sale. The owner indicated that, at the time of purchase, the house needed exterior paint and new carpet upstairs. Both the air conditioner and dishwasher needed replacement. The oven and stove needed repairs. Also, the yard had little landscaping. Because the sale was made by owner, there was no real estate commission involved. The owner was a naval officer who had been transferred, and there was probably some pressure to hurry the sale.

The property at 2374 Beck Street on lot 60' x 100', which sold for \$61,500 in June, 1977, was eliminated because it had a swimming pool.

Considering the condition of the Holiday Drive house at time of sale, the conclusion is that the comparables sold at about the same figure as the Holiday Drive house, indicating no diminution due to noise.

INDIVIDUAL SALES PRICE COMPARISON BY HOUSES

HOLIDAY DRIVE HOUSES ELIMINATED

MODEL A - 2700 Holiday Drive sold in February 1973, for \$55,500 on lot 80' x 100'. No attempt was made to compare this with interior comparables because this property had a swimming pool.

MODEL A - 2544 Holiday Drive sold in September 1974, for \$41,319 on lot 70' x 100'. This was a sale from a succession, and the executor indicated that the sale was not a normal market length sale, but rather was a "give away".

C. Frequency of Resales On and Off Boulevard

The rate of turnovers for 1973 - 1977 was determined for the twelve streets in the study area in addition to Holiday Drive. Holiday Drive, with a 65% turnover (10.83% per annum), ranked with the fifth lowest street in the area. There were seven streets with higher rates of transfer, one as high as 97% (16.17% per annum).

STREET	NO. OF LOTS	NO. OF TRANSFERS	TOTAL TURNOVER RATE	TURNOVER RATE PER ANNUM
Holiday (east side excluding four new homes)	40	26	65%	10.83%
Mediamolle	31	30	97%	16.17%
Beck	66	59	89%	14.83%
Copernicus	21	18	86%	14.33%
Comet	76	60	79%	13.17%
St. Nick	100	72	72%	12.00%
Valentine	99	69	70%	11.67%
Gallinghouse	30	20	67%	11.17%
Fiesta	20	13	65%	10.83%
Prancer	69	43	62%	10.33%
Easter	48	25	52%	8.67%
Vixen	25	11	44%	7.33%
Cupid	34	14	41%	6.83%
AVERAGE OFF HOLIDAY DRIVE				11.44%

D. Resale Percentage Increases

There were three long term resales in the group of subject houses on Holiday Drive and one short swing resale of three months. They are:

ADDRESS	SALES DATE	INCREASE PER ANNUM
2544 Holiday Drive	9/74 to 12/77	+15.77% * (1)
2576 Holiday Drive	2/72 to 11/76	+ 5.51% (2)
2600 Holiday Drive	8/72 to 11/77	+14.35% * (3)
2700 Holiday Drive	2/73 to 5/73	<u>+10.26%</u> (4)
AVERAGE		+ 7.89%

The average annual resale increase for all houses resold in the interior of this subdivision since 1973 was 8.22%. (In arriving at this average, resales showing less than an average annual increase of 2.4% or more than 12.5% have been eliminated on the theory that extremes such as this indicate that there had been a change in the condition of the house, unusual circumstances surrounding the sale, or some other extenuating factors.)* As is shown above, of the four resales on Holiday Drive, two were eliminated because they were over 12.5% annual increase. The other two sales average 7.89% increase, or .33% less than the average for all houses in the interior, which is not a significant difference. It should be noted that resales (1) (2) and (3) occurred in the high inflation period after June of 1976, and if they had not been eliminated the average of the four sales would have been 11.47%; and that sale (2) was precipitated by a military transfer. Therefore, this sample is really not large enough to give any meaningful results. However, it cannot be deducted from the resale data that houses on Holiday Drive appreciated in value any less than those in the interior of the subdivision.

Following are the percentages of resale increase tables for each model of the comparables.

PERCENTAGE OF RESALE INCREASE

MODEL A

ADDRESS	DATE -	PURCHASE PRICE	DATE -	SALE PRICE	AVERAGE PERCENTAGE INCREASE	
					MONTHLY	YEARLY
2358 Beck	8-74	\$47,750	3-73	\$44,000	.50	6.02
2642 Prancer	5-77	\$60,000	3-76	\$51,000	1.26	15.13 *
2562 St. Nick	8-77	\$63,500	9-75	\$52,000	.96	11.54
			1-73	\$43,000	.65	7.85
2567 St. Nick	5-77	\$60,000	7-74	\$43,500	1.12	13.39 *
			7-72	\$38,500	.54	6.49
2732 St. Nick	8-73	\$45,502	6-72	\$40,500	.88	10.59
4118 Fiesta	5-77	\$58,000	3-74	\$42,000	1.00	12.03
2539 Comet	1-74	\$42,600	7-72	\$38,500	.59	7.10
AVERAGE INCREASE						
		Prior to 6-76		6-76 through 1977		
		MONTHLY	YEARLY	MONTHLY	YEARLY	
		.63	7.61	.98	11.78	

* Increases over 1.04% monthly (12.5% annually) and under .20% monthly (2.4% annually) have been eliminated from the averages as being unreasonable, probably caused by extenuating factors.

PERCENTAGE OF RESALE INCREASE

MODEL B

ADDRESS	DATE -	PURCHASE PRICE	DATE -	SALE PRICE	AVERAGE PERCENTAGE INCREASE	
					MONTHLY	YEARLY
3 Cupid	5-75	\$53,400	6-74	\$48,500	.92	11.02
1 Valentine	4-77	\$62,000	9-75	\$46,000	1.83	21.96 *
0 Valentine	2-77	\$61,000	3-76	\$56,000	.81	9.74
0 Beck	7-77	\$63,000	3-76	\$49,000	1.79	21.43 *
AVERAGE INCREASE						
		Prior to 6-76		6-76 through 1977		
		MONTHLY	YEARLY	MONTHLY	YEARLY	
		.92	11.02	.81	9.74	

* Estimated as unreasonable, probably caused by extenuating factors.

PERCENTAGE OF RESALE INCREASE

MODEL C

AVERAGE PERCENTAGE
INCREASE
MONTHLY YEARLY

ADDRESS	DATE -	PURCHASE PRICE	DATE -	SALE PRICE	MONTHLY	YEARLY
2401 St. Nick	4-76	\$50,500	6-74	\$42,000	.92	11.04
2545 St. Nick	11-77	\$50,235	12-72	\$38,500	.52	6.20
2601 St. Nick	7-75	\$45,978	5-73	\$37,723	.84	10.10
2133 Easter	5-77	\$48,500	10-73	\$38,500	.60	7.25
2100 Easter	9-76	\$49,500	3-74	\$40,500	.74	8.89
2145 Beck	10-77	\$52,000	10-75	\$42,750	.90	10.82
			3-74	\$40,500	.29	3.51
2100 Beck	6-77	\$53,600	10-73	\$40,700	.72	8.64
2220 Beck	4-77	\$52,500	7-75	\$44,753	.82	9.89
			10-73	\$42,500	.25	3.03
2129 Beck	10-75	\$44,700	8-73	\$37,500	.74	8.86
2253 Beck	5-77	\$52,500	6-76	\$48,000	.85	10.23
			3-73	\$37,500	.72	8.62
2101 Valentine	12-77	\$58,500	8-73	\$39,000	.96	11.54
			2-73	\$35,298	1.75	20.98
2201 Valentine	7-77	\$53,000	8-72	\$39,300	.59	7.09
2613 Valentine	11-76	\$53,000	9-74	\$51,996	.07	.89
			7-73	\$46,900	.78	9.31
2701 Valentine	7-77	\$54,000	10-75	\$46,000	.83	9.94
			8-72	\$37,500	.60	7.16
2575 Valentine	10-74	\$49,000	9-72	\$41,500	.72	8.67
2110 Valentine	11-76	\$47,046	6-74	\$44,517	.20	2.35
			6-73	\$39,500	1.06	12.70

- continued -

PERCENTAGE OF RESALE INCREASE

MODEL C (continued)

ADDRESS	DATE -	PURCHASE PRICE	DATE -	SALE PRICE	AVERAGE PERCENTAGE INCREASE	
					MONTHLY	YEARLY
61 Gallinghouse	6-76	\$55,923	6-74	\$52,073	.31	3.70
			9-73	\$47,000	1.20	14.39 *
400 Copernicus	7-75	\$43,462	8-72	\$38,312	.38	4.61
			1-72	\$34,025	1.80	21.60 *
128 Fiesta	7-75	\$55,251	10-72	\$46,500	.57	6.84
136 Comet	10-76	\$52,400	8-73	\$41,900	.66	7.91
172 Comet	5-74	\$40,945	9-72	\$37,500	.46	5.51
AVERAGE INCREASE						
		Prior to 6-76		6-76 through 1977		
		MONTHLY	YEARLY	MONTHLY	YEARLY	
		.60	7.15	.71	8.52	

* Eliminated as unreasonable, probably caused by extenuating factors.

PERCENTAGE OF RESALE INCREASE

MODEL D

ADDRESS	DATE -	PURCHASE PRICE	DATE -	SALE PRICE	AVERAGE PERCENTAGE INCREASE	
					MONTHLY	YEARLY
2599 Valentine	5-77	\$53,500	7-75	\$44,482	.92	11.06
2732 Valentine	6-76	\$48,800	7-74	\$40,700	.87	10.33
2374 Beck	6-77	\$61,500	7-75	\$48,850	1.13	13.51
2325 Beck	5-75	\$45,700	12-73	\$43,500	.30	3.57
2428 Prancer	7-77	\$59,900	10-75	\$49,000	1.06	12.71
2401 Prancer	9-74	\$53,000	10-73	\$50,087	.53	6.34
2554 Prancer	6-76	\$51,300	4-74	\$39,900	1.10	13.19
2642 St. Nick	7-76	\$52,367	11-75	\$47,500	1.28	15.37
			10-72	\$37,000	.77	9.20
2538 St. Nick	12-74	\$47,223	12-73	\$40,000	1.50	18.06
2611 St. Nick	8-74	\$44,858	8-72	\$40,721	.42	5.08
2624 Comet	7-77	\$58,000	12-73	\$40,000	1.05	12.56
2709 Comet	5-77	\$58,350	10-73	\$41,400	.95	11.43
AVERAGE INCREASE						
		Prior to 6-76		6-76 through 1977		
		MONTHLY	YEARLY	MONTHLY	YEARLY	
		.51	6.05	.91	10.96	

* Estimated as unreasonable, probably caused by extenuating factors.

IV. Conclusion

A. The study of individual sales tends to indicate a maximum deficiency of value of 2.5% on Holiday Drive due to numerous factors, such as danger from speeding vehicles, unattractiveness of view, fewer trees on Holiday than on interior streets and vibrations, with noise being merely one of these factors. Even so, because of the potential for error in the adjustment factor, because of the poor condition of one of the houses on Holiday Drive and because of the imperfect real estate market, the average deficiency is believed to be closer to 1.5%.

B. The study reveals that Holiday Drive falls midway in the frequency of sale during a six-year period. Therefore, people do not find enough discomfort on Holiday Drive to sell more frequently than on the interior streets.

C. The average rate of value increase on resale of the same houses on Holiday Drive is above the resale percentage average annual increase on the interior houses. Therefore, houses on Holiday Drive apparently do not increase in value at any less a rate than do the houses in the interior. Unfortunately, this is a very limited sample of four houses.

RECAPITULATION

DATE	MODEL	ADDRESS	PRICE	ABSOLUTE VARIANCE %	W/LOT ADJ. VARIANCE %	W/LOT AND TIME ADJ. VARIANCE %	PROBABLE VARIANCE %
12-77	A	2544 Holiday	\$62,500	- 2.3	- .2	+ 4.7	+ 2.7
2-75	A	2336 Holiday	\$50,000	- 7.3	- 2.8	- 2.8	0.0
2-75	A	2754 Holiday	\$45,000	+ 3.0	+ 9.9	+ 9.9	+ 6.0
10-77	B	2534 Holiday	\$62,000	0.0	+ 1.2	+ 5.8	+ 6.0
10-77	C	2524 Holiday	\$58,500	- 8.6	- 2.9	+ .5	0.0
11-77	C	2600 Holiday	\$60,500	-11.5	- 9.9	- 5.4	- 3.0
9-75	C	1940 Holiday	\$47,000	- 1.7	+ 2.0	+ 1.5	0.0
11-76	D	2576 Holiday	\$53,000	+ 0.4	+ 2.8	+ 2.3	0.0
AVERAGES			\$54,938	- 3.5	- 0.1	+ 2.1	+ 1.5

NOTE: -3.5% would indicate interior house sold for an average of \$53,015.00 or \$1,923.00 less than the Holiday Drive house.

+1.5% would indicate that after taking into consideration lot size, time and condition differentials, the interior houses sales prices are adjusted to an average of \$55,762.00, or \$824.00 more than houses on Holiday Drive.

The Recapitulation of the findings of the eight houses compared with interior houses indicates that the absolute variance before any adjustments would indicate that the houses on Holiday Drive with the noise sell for 3.5% more than the interior houses. They should have, since Holiday Drive houses have larger lots. After adjustment for one-half of the retail value of the excess land, the houses in the interior still sold for approximately the same price. After the adjustment for time of the sales of the interior lots, however, the houses to the interior sold for 2.1% more. After some adjustment for extremes of the adjustments, plus the condition of one of the properties, it is estimated that the houses to the interior sold, on the average, at 1.5% more than the Holiday Drive houses.

Most interesting about this comparison is that the probable variances of four of the eight houses indicate the same price. Three indicate that the Holiday Drive houses would be worth 4.9% less. One indicates the Holiday Drive house is worth 3% more. The imperfection of the market, along with the potential of error in the adjustments, could easily account for the differential variances.

Therefore, while the absolute variance before adjustments and even the variance after the adjustment for lot size differentials tend to indicate that the Holiday Drive houses are worth more than the interior comparables, nonetheless, after time adjustment, the interior houses would, on the average, be worth 2.5% more than Holiday Drive. With further adjustment for condition, etc., the probable difference is but 1.4%, an amount hardly indicating any significant difference in value.

Even assuming the diminution in value of the Holiday Drive houses at 2.1%, this would be caused by all of the following:

1. Danger from traffic and speeding vehicles
2. View of Holiday as compared to interior streets
3. Noise
4. Vibrations
5. Lack of trees on Holiday Drive as compared to the interior streets.

How much of this diminution is caused by each of the above factors which is different for the interior houses is impossible to measure. The personal interviews tend to point to the speeding and danger factor as paramount, although noise from racing vehicles during the P.M. hours was mentioned. Backing of the cars out of the driveways into heavy traffic is included in the danger factor.

Had the speed limits, and particularly laws prohibiting drag racing during the middle of the night, been properly enforced, the environmental impact of the street probably would have been less. Even the noise levels would have been reduced for ordinary traffic operating at proper speed limits.

Considering all factors, it is our belief that the differences in sales prices do not tend to indicate any appreciable diminution in value in this subdivision as a result of noise; although there may be a slight difference in value due to a combination of noise and the other factors stated above, particularly danger from traffic and speeding vehicles.

3.4 Sherwood Forest Subdivision

I. Background Information

A. Location of Subdivision

1. Area Description

Sherwood Forest Subdivision is located in the city of Baton Rouge, capitol of Louisiana, with a population of 219,462 in 1977. It is in East Baton Rouge Parish and is approximately 80 miles up the Mississippi River from New Orleans. Additional general information about the city is included in the Introduction to this report.

Besides the impact of a huge petrochemical industrial complex, many wholesale and retail firms serve South Louisiana, South Mississippi and some Southwestern states from Baton Rouge. The city is the center of a retail and wholesale trade area which radiates approximately 40 miles from the city, covering 10 Louisiana Parishes.

Louisiana State University and Agricultural and Mechanical College is located in Baton Rouge. It is a 300 acre campus with an enrollment of about 25,000 students.

Industry in the area promotes education by offering scholarships to L.S.U. in related fields.

Southern University in Baton Rouge is one of the largest predominantly negro universities in the United States with an enrollment of about 8,500.

Interstate 10 approaches East Baton Rouge Parish from the Southeast whereas Interstate 12 enters the parish from an east-northeast direction. The two Interstate Highways converge at a point just outside the city limits and continue westward across the Mississippi River as Interstate 10. Two other major arteries through the city are Florida Boulevard which runs east-west and Airline Highway which runs northwest-southeast. These highways are components of U.S. Highway 61 and 190, and Bypass 61 and 190. Another important road is State Highway 37, known locally as Greenwell Springs Road, which runs northeast-southwest.

The subject of study is Sherwood Forest Boulevard. It is a north-south artery which varies in width from 2 lanes to four lanes. It runs from Florida Boulevard on the north to Airline Highway on the south. Sherwood Forest Boulevard passes beneath Interstate 12 which has an interchange at that point. Sherwood Forest Boulevard is also traversed by Harrell's Ferry Road and the Old Hammond Highway, which are heavily traveled local roads. Since Sherwood Forest Boulevard connects several major roads, it is a heavily traveled thoroughfare.

2. Neighborhood Description

Sherwood Forest Boulevard has both commercial areas and residential areas. Between Airline Highway and I-12, the street is still being developed as commercial; however, there are some apartment complexes in this area also. From I-12 to the Old Hammond Highway is also commercial, with small shopping centers and several fast-food establishments. North of the Old Hammond Highway, up to Florida Boulevard, the area is entirely single family residential. It is this area of homes fronting on Sherwood Forest Boulevard that is the subject of study.

The northern section of Sherwood Forest Boulevard, and much area to the east and west has experienced heavy population increase since 1970. The area has the second highest median income level in the city of Baton Rouge.

3. Study Area Description

The study area includes Sherwood Forest, North Sherwood Forest and West Sherwood Forest. Generally the boundaries of the study area are Little John Drive and Westbrook Drive to the east, and the Sherwood Forest Golf Club to the south, on the east side of the boulevard. The southern border of the study area on the west side is Sheraton Drive, western borders are Marlbrook and Voohries streets. The study area west of the boulevard was

limited to homes south of Mollylea Drive although on the eastern side it extends to Florida Boulevard to the north.

B. Description of Subdivision

In this report Sherwood Forest is meant to include Sherwood Forest Park and North Sherwood Forest. Both subdivisions border Sherwood Forest Boulevard.

It is generally an upper middle class area with well kept homes and lawns. Lots along Sherwood Forest Boulevard range in width from 90 to 100 feet. Lots off the boulevard vary from 80 to 100 front feet, some streets having been developed with larger lots than others.

The streets are asphalt paved and there are no sidewalks except along some parts of Sherwood Forest Boulevard.

The homes are all brick veneer, most with asphalt shingle roofs. However, the homes do vary in age, size and style. Prices along Sherwood Forest Boulevard have ranged from the mid \$40's to mid \$80's during 1976 and 1977. Some were custom built by individuals, while others apparently were constructed by developers. Among the individually built homes are houses with 5 and 6 bedrooms and one with a "mother-in-law" apartment. These homes were much larger and higher priced than other homes in the subdivision, consequently no attempt at comparison was made. However, the sales are set out in the study.

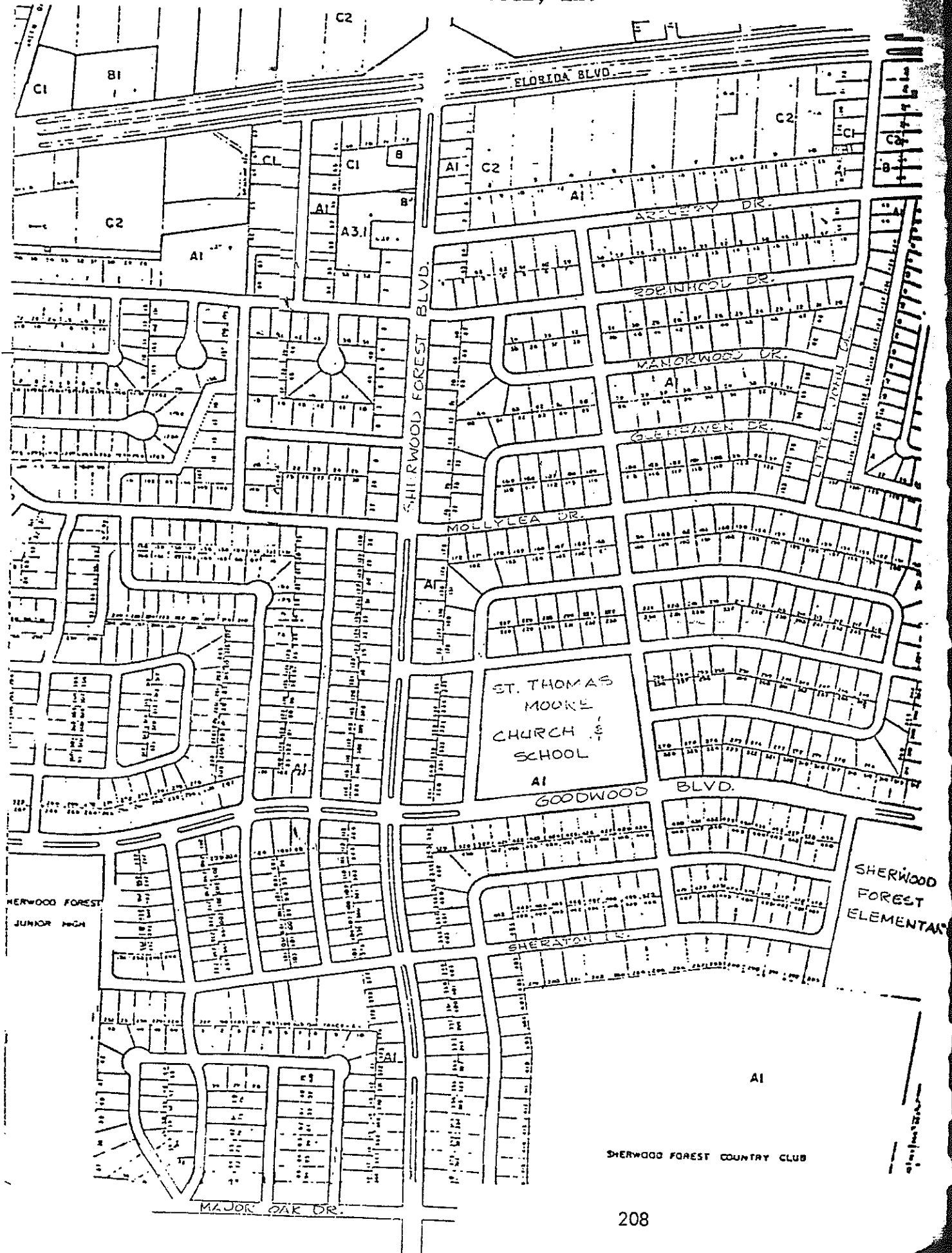
C. Orientation of Subject Houses to Boulevard

All subject homes front on Sherwood Forest Boulevard. The distance of the houses from the street varies, but most are about 20 feet from the right-of-way.

D. Comparison Houses Studied

The homes used for comparison are to the east of Sherwood Forest Boulevard. Sales research and some field study was done in West Sherwood Forest on the west side of the boulevard but it was found that this area contained mostly smaller lots and smaller houses and therefore was omitted.

MAP OF SHERWOOD FOREST SUBDIVISION
BATON ROUGE, LA.



As in other subdivisions, sales during the same time period and in the same general price range were used as comparables. The study was limited to sales since the middle of 1975 since traffic along Sherwood Forest Boulevard has greatly increased in recent years due to the growth of the City of Baton Rouge toward the east.

E. Noise Analysis

Sherwood Forest Boulevard is a major arterial collector on the east side of Baton Rouge, connecting most of the major east-west thoroughfares of the city. It has two lanes with a 3 meter (10 foot) median and bicycle lanes on the outside. The residences are set back about 10 meters (30 feet) from the travel lane.

The results of the noise analysis are shown in Table 11. Because of a malfunction in the precision level recorder, only the A-weighted L_{10} was measured at Site 1. It is apparent from the readings that there is a great deal of vehicular traffic on the boulevard during all the time periods studied. The difference between the peak noise level and the late night reading is only 6 dBA, whereas the average difference for the other areas studied was 8 or 9 dBA. Peak hour traffic therefore represents about 8% of the Average Daily Traffic. A slight difference exists between the morning peak and evening peak noise levels, however, unlike the interstate highways where the directional split is the cause, this is accounted for by a difference in total traffic between morning and evening.

The measurements at Site 2 indicate a mean reduction of 11 dBA, with a maximum of 14 dBA and a minimum of 7 dBA. The reduction at the second row of houses is high compared to other areas, and is attributable to the large size of the houses and the extensive use of brick or wood fences. The readings at Site 3 vary considerably, fluctuating in conjunction with interior subdivision activity.

Traffic counts along Sherwood Forest Boulevard were obtained from the East Baton Rouge City/Parish Department of Public Works. A 1978 count of vehicles per day indicated 9450 were going north and 9569 were going south. Because this area is one of the fastest growing in the city, a 10% per year figure was used to calculate historic traffic data. Observations made during the noise monitoring period indicated a small number of heavy trucks on the boulevard. Since the L_{10} prediction method can not use a figure less than 30, other than zero, heavy trucks were not included in the calculations. This omission is not expected to significantly effect the calculations shown in Table 12.

TABLE 11

SHERWOOD FOREST

TIME	dBA/LOCATION			ACTUAL TRAFFIC COUNT (10 minutes)	
	Site 1	Site 2	Site 3	North	South
1600	68	58	54	143	110
1630	68	59	50	147	104
1700	69	59	50		
1730	69	58	59		
1800	69	57	51		
2000	65	55	46	90	77
2300	66	59	51	46	30
0630	69	58	54		
0700	70	56	54		
0730	71	58	56	154	164
0800	72	60	60	159	171

TABLE 12

SHERWOOD FOREST BOULEVARD NOISE LEVELS

Peak Hour Traffic*

Year	Automobiles *	Trucks	Calculated ** L ₁₀ (dBA)
1978	1520	-	72
1977	1365	-	72
1976	1230	-	72
1975	1105	-	71
1974	1000	-	71
1973	900	-	71
1972	800	-	70

* Calculated from 1978 traffic count, East Baton Rouge City/Parish Department of Public Works.

** Calculated using prediction method in NCHRP 174.

These figures indicate that the noise level along Sherwood Forest Boulevard has exceeded FHWA recommended guidelines during the peak traffic hour since 1973.

II. Study Objectives

A. On and Off Boulevard Sales Price Comparisons

1. Total Sample Studied

There were 12 subject houses along Sherwood Forest Boulevard sold from the middle of 1975 to the middle of 1978. Four were above average in price at the time they were sold, so the remaining eight were studied in depth. There were twenty-two sales off the boulevard used for comparison. An attempt was made to use only similar size lots and houses of comparable size, there being great diversity within the subdivision.

2. Analysis of Sales

Sales were compared on the basis of price per square foot (i.e., total price divided by square footage of the house). The basic facts on the subject house are shown under the

individual comparison section with the information on the comparables following it. Where explanation is necessary it follows the basic information.

B. Frequency of Resale Comparison

Because of the relatively few resales in the short period of the study (mid '75 to mid '78) and the relatively large number of lots included in the subdivision, frequency of resale comparison could not be used to infer any conclusions. Therefore, in this subdivision, this analysis is omitted.

C. Resale Percentage Increases

Unlike some of the subdivisions in New Orleans where there is frequent turnover in ownership, Sherwood Forest appears to be more stable. Where there has been a resale of a subject or comparable in recent years, it is shown in the individual comparisons.

Also, it is difficult to compare resale percentage increases on custom built houses. It is obvious from some of the resale prices that considerable improvements and/or additions had been made in the interim. Because of this and because there was a limited amount of resales on Sherwood Forest Boulevard the resale percentage increases were not compared.

III. Results of Study

A. Total House Sales Reported

Our study covers a group of 34 houses which were selected from 145 sales. As mentioned, sales from other stages of development of the subdivisions were considered and eliminated, thereby decreasing the quantity of comparisons but increasing the similarity of subject and comparables.

B. Individual Sale Comparisons

1. Eliminations

All of the sales listed below were above average in price for the subdivision during the time period in which they occurred, and therefore have been eliminated from the study.

1231 Sherwood Forest	April, 1978	\$80,000
1277 Sherwood Forest	March, 1977	\$79,900
1351 Sherwood Forest	February, 1977	\$65,000
1388 Sherwood Forest	August, 1976	\$85,000
1265 Sherwood Forest	June, 1976	\$62,500

2. Subject Houses

Individual comparison of sales on and off of Sherwood Forest Boulevard are shown below.

Subject a)

1) 422 Sherwood Forest Blvd. - March 1978 - \$58,000.00

1,860 S.F. - \$31.18 per sq. ft.

Lot: 96' x 150'

3 Bedrooms, 2 Baths, Living and Dining Area, Kitchen, Den, Double Carport

This house was purchased for \$45,979 in May of 1977. The absolute price variance was 26% for ten months or the equivalent of 31% annual rate.

Comparables

1233 Ashbourne - March 1978 - \$58,000.00

2,033 S.F. - \$28.53 per sq. ft.

Lot: 100' x 150'

3 Bedrooms, 2 Baths, Living and Dining Area, Kitchen, Den, Laundry, Double Carport, On Golf Course

12342 Mollylea - May 1978 - \$57,000.00

1,801 S.F. - \$31.65 per sq. ft.

Lot: 92' x 150'

3 Bedrooms, 2 Baths, Living and Dining Area, Kitchen, Den, Double Carport

11820 Mollylea - December 1977 - \$56,900

1,926 S.F. - \$29.54 per sq. ft.

Lot: 100' x 150'

3 Bedrooms, 2 Baths, Living and Dining Area, Kitchen, Den, Laundry

Subject House	\$31.18 per sq. ft.
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Average of Three Comparables	\$29.91 per sq. ft.
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The subject house, 422 Sherwood Forest Boulevard, had a double carport at the time of the sale which has been made into a double garage by the latest purchaser. The subject's per square foot is the highest in the group when the time of the 12342 Mollylea sale is taken into consideration.

2) 422 Sherwood Forest Blvd. - May 1977 - \$45,979.00

1,860 S.F. - \$24.72 per sq. ft.

Lot: 96' x 150'

3 Bedrooms, 2 Baths, Living and Dining Area, Kitchen, Den, Double Carport,

No Fireplace

Comparables

11724 Mollylea - March 1977 - \$45,000.00

1,965 S.F. - \$22.90 per sq. ft.

Lot: 100' x 150'

3 Bedrooms, 2 Baths, Living and Dining Area, Kitchen, Den, Laundry Area, Double Carport, Fireplace

11834 Sherbrook Dr. - May 1977 - \$44,500.00

1,699 S.F. - \$26.19 per sq. ft.

Lot: 100' x 150'

3 Bedrooms, 2 Baths, Living and Dining Area, Kitchen, Den, Utility Room (2),
Double Carport, Wet Bar

11824 Archery - June 1977 - \$47,158

1,936 S.F. - \$24.36 per sq. ft.

Lot: 91' x 154' Corner Lot

4 Bedrooms, 2 Baths, Living Room, Kitchen, Den, Utility Room, Double Carport,
Covered Patio (10' x 20')

Subject House	\$24.72 per sq. ft.
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Average of Comparables	\$24.48 per sq. ft.
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The sale of the subject falls about the middle of the group as far as price per square foot is concerned. The greatest discrepancy is with the 11834 Sherbrook Drive sale. The price was lower for the Sherbrook Drive sale but the square foot price is higher because it is a smaller house. However, it has a wet bar and two large storage rooms 6' x 15' off of the carport. One is located behind the other with a covered walkway 15' in length between them. This extra area accounts for the small price difference.

The owners of the Sherbrook Drive house said it was in very good condition. The subject has resold so we have no knowledge of its condition at the time of this sale.

Subject b)

1) 425 Sherwood Forest Blvd. - April 1977 - \$58,500.00

1,963 S.F. - \$29.80 per sq. ft.

Lot: 100' x 150'

3 Bedrooms, 2 Baths, Living and Dining Area, Kitchen, Den, Laundry, Double Carport

This house was purchased for \$45,900 in September of 1976. The absolute price variance was 27% for seven months or the equivalent of 47% annual rate.

Comparables

11821 Parkwood - July 1977 - \$56,800.00

1,952 S.F. - \$29.10 per sq. ft.

Lot: 100' x 154'

3 Bedrooms, 2 Baths, Living Room, Kitchen, Den, Laundry, Double Carport, Covered Patio (12' x 20')

This house was purchased for \$41,000 in October of 1976. The absolute price variance was 39% for nine months or the equivalent of 51% annual rate.

11563 Millburn - March 1977 - \$57,500.00

2,288 S.F. - \$25.13 per sq. ft.

Lot: 92' x 150'

3 Bedrooms, 3 Baths, Living and Dining Area, Kitchen, Den, Study or Sewing Room, Double Carport, Fireplace

Subject House	\$29.80 per sq. ft.
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Average of Comparables	\$27.11 per sq. ft.
------------------------	---------------------

The subject compares closely with the comparables. Note that both the subject house and 11821 Parkwood sold at very high resale prices, which would tend to indicate that both had been considerably improved since the last sale.

2) 425 Sherwood Forest Blvd. - September 1976 - \$45,900.00

1,963 S.F. - \$23.38 per sq. ft.

Lot: 100' x 150'

3 Bedrooms, 2 Baths, Living and Dining Area, Kitchen, Den, Laundry, Double Carport

Comparables

11755 Glenhaven - August 1976 - \$46,900.00

2,173 S.F. - \$21.58 per sq. ft.

Lot: 112' x 167' (Larger Lot)

4 Bedrooms, 3 Baths, Living and Dining Area, Kitchen, Den, Laundry, Double Carport, Wet Bar

11825 Mollylea - October 1976 - \$45,100.00

1,707 S.F. - \$26.42 per sq. ft.

Lot: 125' x 150' (Wider Lot)

3 Bedrooms, 2 Baths, Living and Dining Area, Kitchen, Den, Laundry, Double Carport, Covered Patio

11720 Archery - November 1976 - \$46,500.00

1,667 S.F. - \$27.89 per sq. ft.

Lot: 100' x 174' (Deeper Lot)

3 Bedrooms, 2 Baths, Living and Dining Area, Kitchen, Den, Sewing Room, Laundry Room, Double Carport

Subject House \$23.38 per sq. ft.

Average of Comparables \$25.30 per sq. ft.

The sale of 425 Sherwood Forest Boulevard compares well with the comparables when all factors are taken into consideration. All three comparables are on significantly larger lots, one 12' wider and 17' deeper, one 25' wider, and the other 24' deeper. The house at 11720 Archery also has an additional room. Therefore, the sale on the boulevard is not out of line with the comparables.

Subject c)

755 Sherwood Forest Blvd. - April 1976 - \$48,000.00

1,906 S.F. - \$25.18 per sq. ft.

Lot: 105' x 150'

3 Bedrooms, 2 Baths, Living Area, Kitchen, Den, Utility Room (outside built on back), Double Carport, Older house (1957) with kitchen remodeled, Covered Patio (39' x 13')

Comparables

11841 Parkwood Dr. - April 1976 - \$48,400.00

1,650 S.F. - \$29.33 per sq. ft.

Lot: 110' x 155'

3 Bedrooms, 2 Baths, Living and Dining Area, Kitchen, Den, Laundry, Double Carport, Fireplace, Pool in back yard with covered patio and brick barbeque pit

11755 Glenhaven - August 1976 - \$46,900.00

2,173 S.F. - \$21.58 per sq. ft.

Lot: 112' x 167'

4 Bedrooms, 3 Baths, Living and Dining Area, Kitchen, Den, Laundry, Double Carport, No Fireplace, Wet Bar, Older house (1958)

Subject House \$25.18 per sq. ft.

Average of Comparables \$25.46 per sq. ft.

The house at 755 Sherwood Forest Boulevard is older than the average house in the area.

It was built in 1957 whereas most homes in the area were built in the mid 1960's or later.

The house at 11755 Glenhaven is of similar age, built in 1958. Its price is probably below the subject because the subject had a recently remodeled kitchen. The house at 11841 Parkwood was much smaller but had a swimming pool which increased its value. These differences account for the wide range in price per square foot.

Subject d)

1293 Sherwood Forest Blvd. - January 1978 - \$55,000.00

1,850 S.F. - \$29.73 per sq. ft.

Lot: 90' x 153'

4 Bedrooms, 2 Baths, Living Area, Kitchen, Den, Laundry, Double Garage, No Fireplace, Repainted whole interior and replaced living room carpet.

Comparables

436 Little John - February 1978 - \$52,500.00

1,523 S.F. - \$34.47 per sq. ft.

Lot: 100' x 150' (Wider Lot)

3 Bedrooms, 2 Baths, Living and Dining Area, Kitchen, No Den, Laundry-Storage Area, Double Carport, No Fireplace, Covered Patio (30' x 11'), Owner Financed

11820 Mollylea - December 1977 - \$56,900.00

1,926 S.F. - \$29.54 per sq. ft.

Lot: 100' x 150' (Wider Lot)

3 Bedrooms, 2 Baths, Living and Dining Area, Kitchen, Den, Laundry, Double Carport, No Fireplace

12686 Robin Hood - November 1977 - \$53,750.00

1,880 S.F. - \$28.59 per sq. ft.

Lot: 85' x 139' (Smaller Lot)

3 Bedrooms, 2 Baths, Living and Dining Area, Kitchen, Den, Laundry, Double Carport, No Fireplace

11000 Sheraton Drive - October 1977 - \$54,500.00

1,822 S.F. - \$29.91 per sq. ft.

Lot: 95' x 197' (Larger Lot)

3 Bedrooms, 1 1/2 Baths, Living Area, Kitchen, Den, Laundry, Double Carport, Fireplace, Covered Patio

12762 Robin Hood - October 1977 - \$55,450.00

2,069 S.F. - \$26.80 per sq. ft.

Lot: 85' x 139' (Smaller Lot)

4 Bedrooms, 2 1/2 Baths, Living and Dining Area, Kitchen, Den, Laundry, Double Carport, No Fireplace

Subject House	\$29.73 per sq. ft.
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Average of Comparables	\$29.86 per sq. ft.
------------------------	---------------------

The subject, 1293 Sherwood Forest Boulevard is almost identical in price per square foot to two out of the comparables, 11820 Mollylea and 11000 Sheraton Drive. The house at 436 Little John is unusually small for the neighborhood. However, it has a large covered patio, 30' x 11', with fruit trees in the back yard, plus a lot that is 10' wider than the

subject. The 436 Little John sale was also owner financed, which at the prevailing interest rates was an important consideration. The house at 12762 Robin Hood was reported to have been in poor condition at the time of the sale, and was on a smaller lot than the subject, as was the house at 12686 Robin Hood. The house at 11000 Sheraton Drive was on a lot 5' wider and 44' wider.

Considering the fact that the present owner of the subject house repainted the whole interior and replaced some carpeting, and after lot size adjustments, the price is just about the same as the average of the comparables.

Subject e)

1173 Sherwood Forest Blvd. - October 1975 - \$53,491.00

2,200 S.F. - \$24.31 per sq. ft.

Lot: 110' x 150'

4 Bedrooms, 2 Baths, Living and Dining Area, Kitchen, Den, Laundry, Double Garage, Fireplace, Wet Bar, Corner Lot.

This house was purchased in November of 1974 for \$45,389, and sold in October of 1975 for \$53,491. The absolute price variance was 18% for eleven months or the equivalent of 19% per annum.

Comparables

11555 Parkwood Dr. - August 1975 - \$54,000.00

2,336 S.F. - \$23.12 per sq. ft.

Lot: 100' x 150' (Narrower Lot)

4 Bedrooms, 3 1/2 Baths, Living and Dining Area, Kitchen, Den, Laundry, Double Carport, Fireplace. Has one sunken tub, and brick around built in appliances in kitchen.

This house was resold in March of 1976 for \$57,000, an increase of 5.56% in seven months or an annual rate of 9.52%.

1209 Ashbourne - August 1975 - \$50,750.00

2,318 S.F. - \$21.89 per sq. ft.

Lot: 125' x 150' (Wider Lot)

3 Bedrooms, 2 1/2 Baths, Living and Dining Area, Kitchen, Den, Laundry, Double Carport, Fireplace, Corner Lot adjacent to golf course.

11335 Archer - September 1975 - \$52,000.00

2,042 S.F. - \$25.47 per sq. ft.

Lot: 100' x 175' (Deeper Lot)

3 Bedrooms, 2 Baths, Living and Dining Area, Kitchen, Den, Laundry, Double Carport, Fireplace

This house sold again in February of 1978 for \$59,900.00, an increase of 15% for 29 months or 6.3% per annum.

Subject House	\$24.31 per sq. ft.
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Average of Comparables	\$23.49 per sq. ft.
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The house at 11555 Parkwood Drive was on a lot 10' narrower than the subject, but it had 1 1/2 baths more, plus other attractive features which probably compensated in price for the smaller lot.

The house at 1209 Ashbourne was on a lot 15' wider, had 1/2 bath more, and overlooked the golf course, however had one less bedroom, and still the price was less per square foot than any of the others. The house at 11335 Archer was on a lot 25' deeper than the subject, and since it sold only one month prior to the subject house, the higher price per square foot probably reflected the much deeper lot.

The subject house at 1173 Sherwood Forest Boulevard was reported to be in poor condition at the time of its last sale. Repainting was required inside and out, and a new central air system had to be installed. The 18% resale increase probably reflected the beginning of the big upswing in the real estate market in late 1975.

In spite of its poor condition, the per-square-foot price was above the average of the comparables.

Subject f)

466 Sherwood Forest Blvd. - June 1975 - \$45,500

1,860 S.F. - \$24.46 per sq. ft.

Lot: 110' x 150'

3 Bedrooms, 2 Baths, Living and Dining Area, Kitchen, Den, Laundry, Double Carport, Fireplace, Corner Lot

Comparables

11612 Glenhaven - June 1975 - \$45,900

2,457 S.F. - \$18.68 per sq. ft.

Lot: 100' x 150'

4 Bedrooms, 3 Baths, Living and Dining Area, Kitchen, Den, Laundry, Double Carport, Fireplace, Poor Condition

664 Westbrook - October 1975 - \$45,500

1,869 S.F. - \$24.34 per sq. ft.

Lot: 101' x 150'

3 Bedrooms, 2 Baths, Living and Dining Area, Kitchen, Den - Breakfast Room, Laundry, Double Carport, No Fireplace, Built in barbecue grill in den.

Subject House \$24.46 per sq. ft.

Average of Comparables \$21.51 per sq. ft.

The subject house at 466 Sherwood Forest Boulevard was reported to be in fair condition at the time of sale. Some interior painting was required. The house at 11612 Glenhaven had to be completely repainted inside and some floors were replaced, which apparently accounts for its low price. Also, it is on a lot which is 10' narrower than the subject.

The other comparable at 664 Westbrook is likewise on a lot 9' narrower than the subject, however, since the sale was four months later, the lot size and time adjustments probably counteracted each other.

Again, the subject sold for a higher per-square-foot price than the comparables.

IV. Conclusion

Many houses on Sherwood Forest Boulevard were custom built and have more space or unusual features which caused them to sell for prices above average in the subdivision. The more typical houses along Sherwood Forest Boulevard have sold for prices which are average among similar types of houses on similar size lots in the subdivision.

RECAPITULATION

			<u>Overall Price Per S.F.</u>	<u>Percent Price Difference</u>	<u>Area</u>	<u>Percent Area Difference</u>
Subject a)						
1)	Mar 78	422 Sherwood Forest	\$31.18	- 4.2	1,860	
		3 Comparables	\$29.91		1,920	+ 3.2
2)	May 77	422 Sherwood Forest	\$24.72	- 1.0	1,860	
		3 Comparables	\$24.48		1,867	+ .4
Subject b)						
1)	Apr 77	425 Sherwood Forest	\$29.80	- 9.9	1,963	
		2 Comparables	\$27.11		2,120	+ 8.0
2)	Sept 76	425 Sherwood Forest	\$23.38		1,963	+ 6.2
		3 Comparables	\$25.30	+ 7.6	1,849	
Subject c)						
	Apr 76	755 Sherwood Forest	\$25.18	+ 1.1	1,906	
		2 Comparables	\$25.46		1,912	+ .3
Subject d)						
	Jan 78	1293 Sherwood Forest	\$29.73		1,850	+ .3
		5 Comparables	\$29.86	+ .4	1,844	
Subject e)						
	Oct 75	1173 Sherwood Forest	\$24.31	- 3.5	2,200	
		3 Comparables	\$23.49		2,232	+ 1.5
Subject f)						
	June 75	466 Sherwood Forest	\$24.46	-13.7	1,860	
		2 Comparables	\$21.51		2,163	+16.3
AVERAGE PRICE DIFFERENCE				- 2.9%		

The data above would indicate not only that noise does not affect the value, but also that there is apparently a very true market in the Sherwood Forest subdivision in Baton Rouge. In each case, the price differential could be explained by lot size and/or time adjustments, or by the varying conditions of the houses. In the above recapitulation, it is also interesting to note that part of the price differential could be reflected in area differentials with an inverse effect on price per unit.

What is most interesting about the findings on Sherwood Forest Boulevard is that with about the same quantity and type of traffic, the noise levels are considerably below the 76 dBA of Holiday Drive in Algiers, New Orleans. While the speed limits are strictly enforced on Sherwood Boulevard, there is evidence that this is lacking on Holiday Drive even though the speed limit is the same.

In our opinion, the type and quality of market demand on both streets is similar. Yet, because of the control of the speed limit, variations in price "on" and "off" the boulevard are absent in Sherwood Forest subdivision.

3.5 Slidell Country Club Estates

I. Background Information

A. Location of Subdivision

1. Area Description

The City of Slidell is located in southeastern Louisiana, St. Tammany Parish, on the north shore of Lake Pontchartrain. The City has road access to New Orleans (about 28 miles to the CBD) via I-10 which runs from Florida to California. I-10 runs on the east side of Slidell with two major access interchanges, the south one at Old Spanish Trail (or Salt Bayou Road) and the north one at Gause Road. For almost the length of Slidell, I-10 runs in a north-south direction.

In the northeast part of the city there is a large non-access interchange. I-10 turns easterly toward the Mississippi Gulf Coast. That part of the Interstate system which was I-10 up to the major interchange becomes I-59 and proceeds northerly toward Birmingham, Alabama, and northeasterly from there. That part of the system which continues westerly from this major interchange becomes I-12, a bypass of New Orleans which goes from Slidell westerly to Baton Rouge, Louisiana.

The first major street north of Gause Road which parallels the Interstate system (both I-10 and I-59) is called Robert Road. The subject area is primarily residential on both sides of Robert Road and south of I-12. This would be in the southwest quadrant of the totally limited access interchange of I-10 (south and east), I-12 (west) and I-59 (north). The residential area extends westerly to the Southern Railroad and adjacent to U.S. Highway 11.

2. Neighborhood Description

The subject subdivision, Country Club Estates is located in the north part of Slidell on the west side of Robert Road and adjacent and south of I-12. Robert Road itself borders

commercial and residential properties but the adjacent areas to the east and west are single family residential developments. They include homes of all sizes and price ranges. The area is still in the process of development.

3. Study Area Description

The study area lies adjacent to the junction of the interstate highways described above. It is bordered by I-12 to the north. The subdivision additions are still developing across Robert Road eastward toward I-10. Much of the area south of the subdivision remains wooded and undeveloped. To the southwest and west are more single family residences in Country Manor and Brookwood Estates, respectively. There are homes currently under construction in both of these subdivisions. Both of these subdivisions adjoin Country Club Estates but do not have the quality of construction or the large lots that are found in the subject study area.

The original filings of the subdivision lie west of Robert Road. The subject area under study is this group of homes. The newest development is east of Robert Road. The entrance and first street of the new development east of Robert Road have lots the same size and homes comparable to those in the western part of the subdivision. However, the streets which were developed later and those currently under construction are made up of much smaller lots and smaller houses. Since, this newer development could have an effect on the prestige and prices in the area, even the homes on the larger lots in this newer section of the subdivision have been excluded.

B. Description of Subdivision

Slidell Country Club Estates is an upper middle class area with large tree-strewn lots. Development of the subdivision was begun approximately 14 years ago on the sides of the Pinewood Country Club Golf Course. The area along Interstate 12 was developed next. West

Pinewood Drive and the adjoining courts on the south side of the golf course followed.

Subsequently, the extension of the subdivision was opened on the east side of Robert Road.

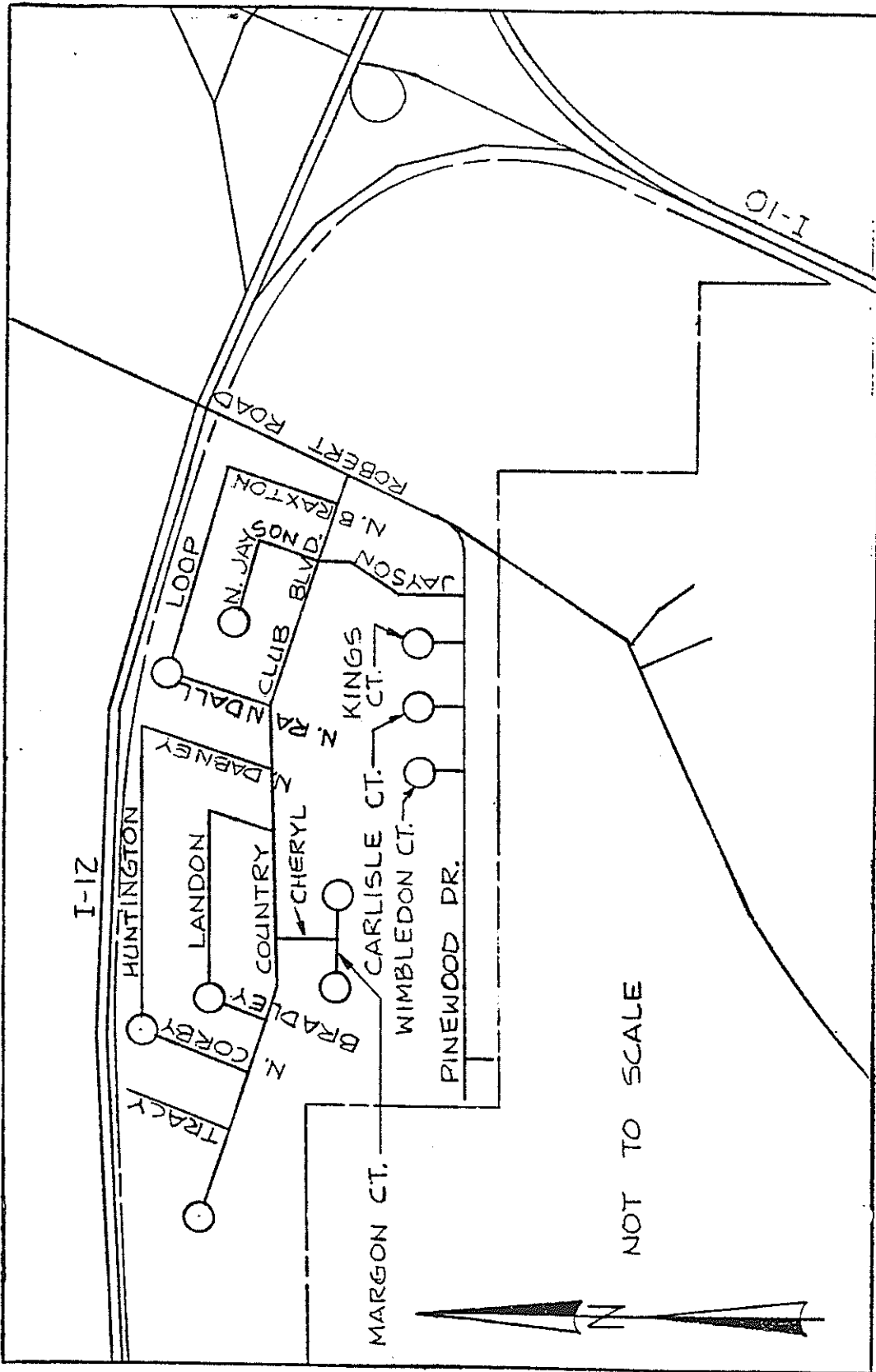
East Pinewood Drive and Grafton Drive were developed with homes on 100' lots similar to those in the west side of the subdivision. However, the streets which have been developed eastward from Grafton have lots which average 80' in width and are developed with smaller houses. As mentioned above, this newer area has been excluded from the study.

All houses in the subdivision are brick veneer with asphalt shingle roofs. There are some one and a half and two story houses in the subdivision, but only one story homes were considered because all but one of the subject houses on the highway were single story. The average home studied had approximately 2,000 square feet of living space. They generally had three, or more often, four bedrooms, with 2 or 2 1/2 baths, living room, dining room and kitchen. Most had a den and the majority of homes had a fireplace. Most of the homes had a laundry room and many also had a storage room. All homes used in the study have a double garage or a double carport built on the house.

The lots are generally 100' x 150'. However, the lots on Huntington Drive are an exception, being 100' x 143' on the average. They front on asphalt surfaced streets. Unlike the subdivisions studied in New Orleans, there are no sidewalks in this subdivision.

Most of the homes on the north side of West Pinewood and the south side of Country Club Boulevard back up to Pinewood Country Club golf course. The golf course continues around the circle at the end of Country Club Boulevard and borders some lots on the north side of Country Club Drive. The Club House for the Country Club is located on the south side of Country Club Boulevard, and there is also a children's playground.

Nearly all of the homes in Country Club Estates appear to be in good condition and are nicely landscaped. The spacious lots and well kept homes give the subdivision an attractive



MAP OF
SLIDELL COUNTRY CLUB ESTATES

appearance with a rather serene effect. There is a neighborhood association for the subdivision which posts announcements and holds occasional meetings. This is another reflection of the pride in ownership which is evident throughout Slidell Country Club Estates.

C. Orientation of Study Houses to Interstate Highway

The subject houses front on two streets which run parallel to Interstate 12, Huntington Drive and Loop Drive. The back of the lots on which the subject houses are built abutt the Interstate right-of-way. The lots on Loop Drive are 100' x 150' like most of those in the subdivision. However, as mentioned previously, the lots on Huntington Drive are only 143' in depth which happens to bring the houses closer to the highway.

D. Noise Levels

The Interstate 12 through Slidell was chosen for study due to its low traffic volume, high truck percent (17%) and suburban setting. In Country Club Estates, the homes back up to the interstate and are screened from it either by thin rows of plantings or board fences. Site 1 was located in a vacant lot in line with the back of the first row of houses, while Site 2 was situated in line with the front of the second row of houses. Site 3 was placed to the side of the main boulevard of the subdivision.

The results of the noise measurements are summarized in Table 13. The evening peak is slightly higher than the morning peak however, due to the high truck noise, to which all four lanes contribute, there is no significant difference. The readings at Site 2 indicate a mean reduction of 5 dBA due to the first row of houses and increased distance. The maximum reduction was 7 dBA and the minimum was 2 dBA. The measurements at Site 3 indicate a further reduction of about 10 dBA depending upon the traffic volume on the boulevard.

The traffic data in Table 14 show two trends. There was a reduction in the volume in 1975 probably due to gasoline shortages, and a large growth in 1977 and 1978 primarily due

to the completion of Interstate 12. While the segment studied was open prior to that date, traffic was forced to travel a more circuitous route, and therefore the volume was not as great as after completion.

As shown by the table, noise levels from the interstate have exceeded the FHWA guidelines since the highway completion in late 1976.

TABLE 13
NOISE MEASUREMENTS
SLIDELL COUNTRY CLUB ESTATES

TIME	L ₁₀ SITE (dBA)			TRAFFIC			
	I	II	III	(West) Auto	Truck	(East) Auto	Truck
1600 - 10	69	65	54	48	9	41	5
1630 - 40	70	64	54	73	10	42	14
1700 - 10	71	64	54	91	15	36	12
1730 - 40	68	62	54	59	13	28	13
1800 - 10	68	65	51	77	8	24	11
2000 - 10	66	62	53	13	5	11	6
2300 - 10	64	60	51	16	9	6	5
0700 - 10	69	65	56	25	9	76	5
0730 - 40	69	62	54	30	11	86	6
0800 - 10	68	66	55	36	28	42	12
0830 - 40	70	64	53	58	16	52	8
0900 - 10	69	65	56	60	14	47	10

Site I - Only I-10 noise

Site II - Both I-10 & (minor-negligible) subdivision noise

Site III - Both I-10 & (minor-negligible) subdivision noise

TABLE 13 (continued)
FREQ. ANALYZED SITE I
SLIDELL COUNTRY CLUB ESTATES

Freq. L ₁₀							
Time	125	250	500	1K	2K	4K	8K
1630	68	70	73	74	74	66	50
2000	58	56	61	63	60	54	44
2300	55	54	58	60	59	52	42
0800	60	64	64	68	66	57	41

TABLE 14
PEAK HOUR TRAFFIC LEVELS
SLIDELL COUNTRY CLUB ESTATES

Year	Automobiles *	Trucks	Calculated** L ₁₀ (dBA)
1973	159	33	65
1974	214	44	66
1975	192	39	66
1976	352	72	69
1977	595	122	70
1978	726	153	71

* Louisiana Department of Transportation and Development,
Office of Highways yearly traffic counts.

** Calculated from prediction method in NCHRP 174.

E. Comparison Houses Studied

The comparison houses are located throughout the subdivision. However, as noted above, none of the homes which were built on the east side of Robert Road have been included.

II. Study Objectives

A. On and Off Highway Sales Price Comparisons

Slidell Country Club Estates, unlike the subdivisions discussed earlier in this report, was developed with homes which were primarily individually built, as opposed to identical tract housing models. In order to avoid having to make many adjustments for the differences in the houses which would lead to very subjective results, a different approach was taken to the comparison of this group of houses. The subject houses on the highway were matched with other homes which sold about the same time for a similar price. An attempt was made to select homes which sold within three months before or after the sale on the highway and with a sale price within \$2,000-\$3,000 of the subject house.

A subject house was used only if two or more price and time matches for that house could be found. Where, after inspection, it was found that there was a substantial difference between the subject, and a comparison house, the comparison was dropped. For example, one and a half and two story houses were dropped from the study, as were homes which had additions or converted garage areas which existed at the time of the sale.

The owners of the subject house and all comparison houses were interviewed to obtain general information about the interior, such as the number of rooms, special features, and condition at the time of purchase. All homes were measured in order to determine the square foot area. In some cases, the area of a home was to a small degree estimated because measurement was difficult due to shrubbery, outbuildings, or the inability to get access to the back yard. It was also difficult in a few cases to determine how much of a house was

garage and storage area as opposed to living area. Consequently, the square foot area and square foot value should not be strictly interpreted. However, considering the price of most of the sales, a minor variation in area should not have a substantial effect upon price per square foot.

All pertinent information obtained about each house is set out below for comparison. A discussion of how the homes and prices "on" and "off" of the highway relate to each other follows the basic information.

Because of the great similarity in the lots, the criteria used to make the comparison in prices obtained was the square foot area of the house divided into the price paid. This is sometimes referred to as "the price per square foot overall".

B. Differences in Resale Percentage Increases

Where a home on the highway sold more than once since 1972, an average monthly increase for the resale of the subject house and its comparables is shown with the other information outlined in Section A. A comparison of resale increases is made in the discussion following that information.

C. Frequency of Resales Comparisons

Slidell Country Club Estates was developed in stages over a period of time which encompasses the five-year sales study. Therefore, the period for resales comparison has been limited to 1975 through 1977 when most of the study area should have been developed. Streets which were still being developed and had new home sales during that period were omitted. Unless noted otherwise, only fully developed streets where all sales were resales in this time period have been used for comparison.

As in other subdivisions, sales from a succession were excluded and transfers to and from a corporate entity were counted as one transfer. The number of transfers was divided by the number of lots on the street. Lots which sold with new houses during the 1975 to 1977 period were omitted from the lot count.

III. Results of Study

A. Total Sales Reported

Including lot sales there were 54 sales backing into I-12 and 341 off the highway, for a total of 395.

B. On and Off Highway Sales Price Comparisons

The subject house on the highway is listed first, followed by the comparison house. A discussion of how they compare follows.

Slidell Country Club Estates - 1

Backing Into I-12:

1a. 228 Loop Drive - July 1977 - \$61,000.00

1,952 S.F. - \$31.25 per sq. ft.

Lot: 100' x 150' Lot No. 240

4 Bedrooms, 2 1/2 Baths, Living and Dining Area, Kitchen, Den, Laundry Room, Double Garage. No fireplace

Prior Acquisition: October 1974 - \$47,500 - 10.3% Per Year Increase

Away From I-12:

1b. 102 N. Dabney Drive - June 1977 - \$61,000.00

2,466 S.F. - \$24.74 per sq. ft.

Lot: 108'/151' x 85'/102' - Corner Lot. Lot No. 98

4 Bedrooms, 2 Baths, Living and Dining Area, Kitchen, Den, Laundry, Detached

Double Garage with Flat Roof. Older House.

Prior Acquisition: May 1976 - \$51,000 Increase 16.8% Per Year

1c. 102 S. Jayson Drive - April 1977 - \$61,000.00

2,070 S.F. - \$29.47 per sq. ft.

Lot: 91'¹/₈₀' x 159'¹/₁₅₈' Lot No. 190

3 Bedrooms, 2 Baths, Living and Dining Area, Kitchen, Den, Laundry, Double Carport. Wet Bar in Den. Fireplace.

Prior Acquisition: October 1975 - \$54,400 - 8.09% Increase Per Annum.

1d. 202 Country Club Boulevard - June 1977 - \$62,000.00

2,077 S.F. - \$29.85 per sq. ft.

Lot: 110' x 150'. Corner Lot. Lot 195

3 Bedrooms, 2 Baths, Living and Dining, Kitchen, Den, Laundry, Double Carport

Prior Acquisition: February 1974 - \$43,973 - Increase 12.0% per annum.

1e. 334 Country Club Boulevard - June 1977 - \$62,500.00

2,495 S.F. - \$25.05 per sq. ft.

Lot: 100' x 150'. Corner Lot. Lot No. 129

4 Bedrooms, 2 1/2 Baths, Living and Dining, Kitchen, Den, Laundry, Fireplace,

Double Garage. House needed exterior paint, recarpeting and a new roof.

Prior Acquisition: August 1973 - \$49,500 - 6.85% per annum.

Conclusion - Slidell Country Club Estates - 1

The price per square foot obtained for the house backing into I-12 was greater than all the other houses. The owner of 228 Loop Drive said the condition at time of purchase was excellent and no work has been done on the house. All the other houses except 334 Country

Club Boulevard (which required repainting, recarpeting, and reroofing) were also in good condition. The resale increase of the comparables averages 10.9% per annum while that of 228 Loop Drive was 10.3%. The 1976 sale of "1b" is from sellers who had a low cost basis.

Slidell Country Club Estates - 2

Backing Into I-12:

2a. 326 Huntington - July 1977 - \$62,500.00

2,156.14 S.F. - \$28.99 per sq. ft.

Lot: 100' x 127'/135' Lot 87

4 Bedrooms, 2 Baths, Living and Dining Area, Kitchen, Den, Laundry, Double Carport, Fireplace

Prior Acquisition: December 1974 - \$49,526.00 - 10.14% per year

Away From I-12:

1b. 102 N. Dabney - July 1977 - \$61,000.00

2,466 S.F. - \$24.74 per sq. ft.

Lot: 151'/150' x 106'/87' - Lot 98

4 Bedrooms, 2 Baths, Living and Dining Area, Kitchen, Den, Laundry, Detached double garage with flat roof, no fireplace, Older House.

Prior Acquisition: May 1976 - \$51,000 - 16.8% per annum increase

1c. 102 S. Jayson Drive - April 1977 - \$61,000.00

2,070 S.F. - \$29.47 per sq. ft.

3 Bedrooms, 2 Baths, Living and Dining Area, Kitchen, Den, Laundry, Double Carport, Fireplace, Wet Bar in Den

Prior Acquisition: \$54,500 - October 1975 - 8.09% per annum

1d. 202 Country Club Boulevard - July 1977 - \$62,000.00

2,077 S.F. - \$29.85 per sq. ft.

Lot: 110' x 150' - Lot 195

3 Bedrooms, 2 Baths, Living and Dining Area, Kitchen, Den, Laundry, Double Carport, Fireplace

Prior Acquisition: \$43,973 - February 1974 - 12.0% per annum

1e. 334 Country Club Boulevard - July 1977 - \$62,500.00

2,495 S.F. - \$25.05 per sq. ft.

Lot: 100' x 150' - Lot 129

4 Bedrooms, 2 1/2 Baths, Living and Dining Area, Kitchen, Den, Laundry, Double Garage, Fireplace, Corner Lot, Needed outside paint, recarpeting and new roof.

Prior Acquisition: \$49,500 - August 1973 - 6.85% per annum

Conclusion - Slidell Country Club Estates - 2

The house at 326 Huntington sold at a price equal to if not above other homes in the subdivision. It also compares favorably on a per square foot value basis. The average resale increase of the houses off the highway is 10.9%, which is very close to the increase of 10.14% for the subject house.

The owner of 326 Huntington said that it was in perfect condition at the time it was purchased and has required no repairs. All of the comparison houses, excluding 334 Country Club Boulevard, were in good condition at the time of sale.

As mentioned in the discussion of 228 Loop, the home at 334 Country Club Drive required repainting outside, recarpeting, and a new roof. These condition defects were apparently offset by the additional living area.

Slidell Country Club Estates - 3

Backing Into I-12:

3a. 216 Loop Drive - March 1977 - \$61,400.00

2,100 S.F. - \$29.24 per sq. ft.

Lot: 100' x 150' - Lot 246

4 Bedrooms, 2 Baths, Living and Dining, Kitchen, Den, Laundry, Double Garage,
Fireplace

Prior Acquisition: \$53,750 - July 1975 - 8.54% per annum

Away From I-12:

1c. 102 S. Jayson Drive - April 1977 - \$61,000.00

2,070 S.F. - \$29.47 per sq. ft.

Lot: 91'/80' x 159'/158' - Lot 190

3 Bedrooms, 2 Baths, Living and Dining, Kitchen, Den, Laundry, Double Carport,
Fireplace, Wet Bar in Den

Prior Acquisition: \$54,400 - October 1975 - +8.09% per annum

3b. 211 Loop Drive - January 1977 - \$62,000.00

2,150 S.F. - \$28.84 per sq. ft.

Lot: 100' x 150' - Lot No. 265

4 Bedrooms, 2 Baths, Living and Dining, Kitchen, Den, Laundry, Double Garage,
Roughly across Loop Drive from Test House.

Prior Acquisition: \$37,750 - August 1972 - 14.5% per year

Conclusion - Slidell Country Club Estates - 3

The price per square foot of 216 Loop compares closely with the comparables. The high resale percentage per annum increase on 211 Loop may be attributable to the fact that it is the first resale since the house was first sold in 1972, whereas 216 Loop and 102 S. Jayson show more recent acquisitions. The resale percentage increase of the comparables was 11.3% while "3a" on the highway showed but 8.54%.

Slidell Country Club Estates - 4

Backing Into I-12:

4a. 346 Huntington - October 1976 - \$53,000.00

1,761 S.F. - \$30.09 per sq. ft.

Lot: 100' x 143' - Lot 77

4 Bedrooms, 2 Baths, Living and Dining Area, Kitchen, Den, Double Garage,
Fireplace

Prior Acquisition: Purchase price unknown; no sale since 1972

Away From I-12:

4b. 109 Pinewood - April 1976 - \$51,500.00

1,951 S.F. - \$26.40 per sq. ft.

Lot: 100' x 161' - Lot No. 360

4 Bedrooms, 2 Baths, Living and Dining Area, Kitchen, Laundry, No Den,
Double Garage, Fireplace

Prior Acquisition: \$49,475 - November 1974 - 2.89% per year

4c. 105 N. Braxton - December 1976 - \$52,103.00

1,898 S.F. - \$27.45 per sq. ft.

Lot: 100' x 150' - Lot 260

4 Bedrooms, 2 1/2 Baths, Living and Dining Area, Kitchen, Den, Laundry, Double
Garage, No Fireplace

Prior Acquisition: Purchase price unknown; no sale since 1972

4d. 214 N. Jayson Drive - August 1976 - \$52,500.00

2,156.5 S.F. - \$24.35 per sq. ft.

Lot: 100' x 138' - Lot 288

4 Bedrooms, 2 Baths, Living and Dining Area, Kitchen, No Den, No Laundry,
Double Garage, Fireplace

Prior Acquisition: \$45,000 - September 1973 - 5.71% per year

Conclusion - Slidell Country Club Estates - 4

Again the subject house, 346 Huntington, had less living area than its comparable and sold for a higher price per square foot. The owners also described the house as being in poor condition at the time of sale. It was necessary to repaint and recarpet. This should have had a detrimental effect on price because all of the comparables were described as being in good condition and required no work. Even so, the subject house on the highway sold for a price close to, if not above, the comparables after time adjustment. Resale percentage increases could not be compared as acquisition price of subject and one comparable were prior to 1972 unknown.

Slidell Country Club Estates - 5

Backing Into I-12:

5a. 212 Loop - December 1975 - \$57,800.00

1,970 S.F. - \$29.34 per sq. ft.

Lot: 100' x 150' - Lot 248

4 Bedrooms, 2 Baths, Living and Dining Area, Kitchen, Den, Laundry, Double
Garage, Fireplace, Swimming Pool added since sale

Prior Acquisition: October 1972 - \$39,500 - 14.63% per year

Away From I-12:

5b. 125 W. Pinewood - December 1975 - \$58,500.00

2,170 S.F. - \$26.96 per sq. ft.

Lot: 100' x 160' - Lot 351

4 Bedrooms, 2 1/2 Baths, Living and Dining Area, Kitchen, Den, Laundry,
Double Garage, Fireplace

Prior Acquisition: March 1974 - \$54,000 - 4.76% increase per annum

5c. 103 N. Braxton - October 1975 - \$56,500.00

2,185 S.F. - \$25.86 per sq. ft.

Lot: 100' x 150' - Lot 299

4 Bedrooms, 2 Baths, Living and Dining Area, Kitchen, Den, Laundry, Double
Garage, No Fireplace, Wet Bar in Kitchen

Prior Acquisition: Purchase price unknown, no sale since 1972

5d. 311 Margon Court - Marcy 1976 - \$57,500.00

2,180 S.F. - \$26.38 per sq. ft.

Lot: 100' x 150' - Lot 160

3 Bedrooms, 2 1/2 Baths, Living and Dining Area, Kitchen, Den, Laundry, Double Carport, No Fireplace, On Golf Course

Prior Acquisition: January 1974 - \$43,500 - 14.9% per annum increase

5e. 107 S. Jayson - January 1976 - \$57,000.00

2,358 S.F. - \$24.17 per sq. ft.

Lot: 100' x 201' - Lot 346

4 Bedrooms, 2 1/2 Baths, Living and Dining Area, Kitchen, Den, Laundry, Double Garage, Fireplace, Condition - Needed new roof and replacement of patio

Prior Acquisition: August 1972 - \$45,500 - 7.4% increase per annum

Conclusion - Slidell Country Club Estates - 5

The per square foot price of 212 Loop is greater than all of the comparables. The exceptionally high yearly value increase of 14.63% exceeds all the comparables except 311 Margon Court, which happens to back up to the golf course. The average price increase of the three comparables was 9.02%.

The subject house was said to be in excellent condition at the time of sale, as were 103 North Braxton and 311 Margon Court. However, 125 N. Pinewood required repainting of the interior, and 107 S. Jayson had to have the roof and the patio replaced.

Slidell Country Club Estates - 6

Backing Into I-12:

6a. 216 Loop - July 1975 - \$53,750.00

2,100 S.F. - \$25.60 per sq. ft.

Lot: 100' x 150' - Lot 246

4 Bedrooms, 2 Baths, Living and Dining Area, Kitchen, Den, Laundry, Double

Garage, Fireplace

Prior Acquisition: July 1974 - \$49,000 - 9.69% per annum

Away From I-12:

6b. 324 Country Club Drive - September 1975 - \$52,000.00

2,019 S.F. - \$25.76 per sq. ft.

Lot: 100' x 150' - Lot 135

4 Bedrooms, 2 1/2 Baths, Living and Dining Area, Kitchen, Den, Laundry,
Double Garage, Fireplace

Prior Acquisition: Purchase price unknown; no sale since 1972

6c. 102 S. Jayson - October 1975 - \$54,400.00

2,070 S.F. - \$26.28 per sq. ft.

Lot: 91'/80' x 159'/158' - Lot 190

3 Bedrooms, 2 Baths, Living and Dining Area, Kitchen, Den, Laundry, Double
Carport, Fireplace

Prior Acquisition: January 1973 - \$42,500 - 10.18% increase per year

6d. 126 Pinewood - May 1975 - \$53,000.00

2,130 S.F. - \$24.88 per sq. ft.

Lot: 110'/74' x 130' - Lot 381

Information unavailable, Double Garage, Corner Lot

Prior Acquisition: November 1972 - \$50,000.00 - 2.4% per year

Conclusion - Slidell Country Club Estates - 6

The home at 216 Loop Drive sold at about the same square foot price as the average of the comparables, which was \$25.64.

The subject home's resale increase, slightly less than 10%, is also favorable. It compares well with the comparable at 102 South Jayson, a house of about the same age, there being seven months difference in their sale. The average per annum increase of the two comparables is 6.29%.

All of the homes in this group have resold since the 1975 sales so information on their condition at the time of sale was not available. The residents of 126 W. Pinewood could not be contacted after repeated efforts.

Slidell Country Club Estates - 7

Backing Into I-12:

7a. 324 Huntington - May 1975 - \$51,000.00

2,070 S.F. - \$24.64 per sq. ft.

Lot: 100' x 143' - Lot 88

3 Bedrooms, 2 Baths, Living and Dining Area, Kitchen, Den, Laundry, Double Carport, Fireplace

Prior Acquisition: April 1973 - \$39,900 - 13.35% per year

Away From I-12:

7b. 310 Country Club Boulevard - June 1975 - \$50,500.00

1,979.4 S.F. - \$25.52 per sq. ft.

Lot: 113' x 150' - Lot 140

3 Bedrooms, 2 Baths, Living and Dining Area, Kitchen, Den, Double Garage, Fireplace

Prior Acquisition: Purchase price unknown; no sale since 1972

6c. 102 S. Jayson - October 1975 - \$54,400.00

2,070 S.F. - \$26.28 per sq. ft.

Lot: 91'¹/₈₀' x 159'¹/₁₅₈' - Lot 190

3 Bedrooms, 2 Baths, Living and Dining Area, Kitchen, Den, Laundry, Double Carport, Fireplace, Wet Bar in Den

Note: This house was built by same construction company as 324 Huntington and appears to be the same floor plan.

Prior Acquisition: January 1973 - \$42,500 - 10.18% increase per year

7c. 328 Landon - August 1975 - \$51,951.00

2,183 S.F. - \$23.80 per sq. ft.

Lot: 95' x 204' - Lot 209

4 Bedrooms, 2 Baths, Living and Dining Area, Kitchen, Den, Laundry, Double Carport, Fireplace

Prior Acquisition: Purchase price unknown; no sale since 1972

Conclusion - Slidell Country Club Estates - 7

The only significant difference in the sale of 324 Huntington and its comparables is in the sale of 102 South Jayson. This is particularly important in that the subject and the home on South Jayson were built by the same construction company, their original sales only seven months apart. Their exterior measurements are identical, as are the number of rooms, which would indicate that the two houses are the same floor plan. From the interview with the homeowners, the only difference in the houses that could be determined was a wet bar in the den of the house at South Jayson.

If the South Jayson sale is adjusted for the five month's difference in time of sale, using its average yearly increase, its adjusted sale price is \$52,186. After time adjustment, the difference in the houses is only about \$1,000 or approximately 2%. This minute difference in the selling prices could be a result of the imperfection in the market. Purchasers of the subject house described its condition as excellent. The present owners of 102 South Jayson (which has resold since 1975) reported that the home was in good condition at the time they purchased it. The purchasers of 328 Landon, who are the current owners, found the house to be in good condition. Some repainting was done, not out of necessity, but only as a matter of personal taste.

RECAPITULATION

			(1)	(2)	(3)	(4)
			\$ per Sq. Ft.	Aver. Comp. per Sq. Ft.	Subject per Yr. Inc.	Aver. Comp. per Yr. Inc.
SCCE-1	228 Loop Dr.	July 1977	\$31.25	\$27.28	10.3%	10.9%
SCCE-2	325 Huntington	July 1977	\$28.99	\$27.28	10.1%	10.9%
SCCE-3	216 Loop	Mar. 1977	\$29.24	\$29.16	8.5%	11.3%
SCCE-4	346 Huntington	Oct. 1976	\$30.09	\$26.07	N/A*	4.3%
SCCE-5	212 Loop	Dec. 1975	\$29.34	\$25.84	14.6%	9.0%
SCCE-6	216 Loop	July 1975	\$25.60	\$25.64	9.7%	6.3%
SCCE-7	324 Huntington	May 1975	\$24.64	\$25.20	13.4%	10.2%
		Average	\$28.45	\$24.64	11.1%	9.8%

* Not Included in Average

- (1) Subject (House Backing into I-12) Price per Sq. Foot
- (2) Average Price per Sq. Ft. of Comparables away from I-12
- (3) Subject (House Backing into I-12) Percentage Price Increase per Annum on Resale.
- (4) Average per Annum Price Increase of Houses away from I-12, excluding purchases before 1972.

The recapitulation above clearly indicates that the houses which back into I-12 have not suffered any diminution in market value. The price per square foot overall is about 6.8% higher for the houses backing into the highway than those away from the highway; however, this is mostly caused by the fact that many of the houses backing into the highway are of slightly smaller area. The significant aspect of the data is that the percentage increase for the houses backing into the highway is 12.1% higher than for the interior houses.

The overall aspect of the data tends to indicate no diminution in value, both from a square foot sale price and also from a sales increase percentage study. These data were a surprise to those doing the study because the local Realtors generally contended that the houses along I-12 brought less than comparable houses. Furthermore, this is a super-suburban area where the commuter would expect quiet and peaceful surroundings. In spite of these factors, the data tend to indicate that there are enough people willing to pay as much for houses backing into I-12 as away from it. The possible mitigating circumstance which exists is the heavy planting of scrubs along the rear line and the pine trees which have been planted by the Highway Department.

C. Frequency of Resales On and Off Highway

The turnover on the highway side of Loop and Huntington Drive falls in the middle of the range of figures for turnover off of the highway.

Street	No. of Lots	No. of Transfers	Average Annual Turnover Rate
<u>North Side Abutting I-12:</u>			
Loop	14	7	.083
Huntington	19 (less 1 new sale)	7	<u>.062</u>
		Average	.073

Street	No. of Lots	No. of Transfers	Average Annual Turnover Rate
<u>Away From I-12:</u>			
N. Dabney	12	6	.083
N. Coby	9	4	.073
N. Braxton	10 (1 near hwy. excluded)	4	.066
N. Randall	10 (1 near hwy. excluded)	7	.120
Margon Ct.	18	7	.065
Loop	9	4	.074
(South Side)			
Huntington	18	5	.047
(South Side)			
Landon	25	7	.047
N. Jayson	16 (less 1 new sale)	4	<u>.042</u>
		Average	.069

Therefore, the houses which backed into the Interstate Highway resold at about the average resale rate of the houses away. The average of all resales of .070 is close to resales on the highway and indicates no significantly more frequent turnover than overall average.

D. Annual Percentage Increase of Sales Prices Comparison

This is discussed under "B" above with the conclusion that the adjusted average annual percentage increase for houses which back into I-12 is very near to that of the houses in the interior.

CHAPTER 4 - CONCLUSION OF THE COMPLETE STUDY

Part 1 - Methodology for Measurement of Noise

Impact on Residential Values

I. Study Criteria for Garden Apartments

A. Purpose of the Study

1. To measure the effect, if any, on the value of residential apartments in close proximity to a highway noise source.
2. For the market value of apartments to be affected adversely because of close proximity to highway noise, there must be a loss in gross revenue because of the noise.
3. Apartment complex revenue loss can result from:
 - a. Lesser rents from apartment units near the noise;
 - b. higher vacancy rate because of the noise; and/or
 - c. greater maintenance costs because of greater turnover in noise affected units.

B. Ingredients Necessary for An Objective Study

1. Noise Levels sufficient to create a problem.
 - a. The noise level at the buildings in close proximity to the highway should equal or exceed a maximum L_{10} of 70 dBA more than once a day.
 - b. Noise from the roadway studied should exceed the interior noise levels in the complex by approximately 10 dBA.

- c. The study areas should be relatively isolated from other sources of noise, such as factories or airports.
 - d. Other environmental factors, such as air pollution or adverse visual effects, should either be minimal or analyzed separately to determine their individual effect.
 - e. Noise measurements should be taken in accordance with the recommended procedures in the FHWA's FHPM 7-7-3.
2. Similar Apartment Units with and without the Noise Levels
- a. Units in the same complex require the least amount of adjustments for any differences in environment, maintenance, tenant composition, public image, etc.
 - b. Any and all differences in the units compared should be analyzed.
 - c. The view from the living room of the apartment unit is particularly significant and may enhance or detract from the desirability of the rental unit. Differentiation between the adverse effect of view and highway noise is quite difficult.
 - d. Proximity to recreational facilities, particularly in adult-only apartment complexes, is highly desirable and can distort the findings.
 - e. Proximity to children's play areas in family-oriented complexes tends to have a detrimental effect on families which do not have children from the ages of 5 to 10 and may distort the findings.
 - f. Apartments, particularly those in the interior of courtyards, which are removed from the parking areas constitute an inconvenience which can affect their desirability.

- g. The aesthetic aspect of the pedestrian approach to the apartment can influence its desirability. Those apartments facing large, uninteresting parking areas can be adversely affected. Yet, in some areas, people want to be able to watch their cars in front of their apartments.
 - h. Air conditioning compressors, particularly those on the ground or on a level with the living areas, may produce more noise than the highway.
3. The results from the study of one apartment complex should be tested with those of other complexes in similar situations (on the same highway if possible).
- a. While the purpose of this study was to ascertain the effect, if any, of the highway noise on the economic value of apartments, generally, the results of any effect found on a particular complex should be tested by a study of similar units of other complexes in similar circumstances. For instance, rent concessions were made by Lake Kenilworth which were not made by any other apartment complexes along the same Interstate Highway. This type of testing should reduce the chance of error due to management or owner prejudice.
 - b. Any reduced rental from one complex should be checked with a comparison of occupancy levels in the same units near and away from the noise source in the same and other similar apartment complexes.

4. The cooperation of the owners of the apartment complex is required.
 - a. This is the only method of proving any rent rate or occupancy differential, and of obtaining the history of move-back requests.
 - b. Bona fide rent rolls are the best evidence, particularly with regard to rates and occupancy.
 - c. Managers and owners have experience with regard to prospective tenants' and occupants' reactions to various views from the living room, proximity to recreation facilities, children's play areas, parking areas, etc. in addition to knowing if the highway noise has created any problems. They also can relate tenant disposition regarding security, convenience to laundry, shopping, etc.
 - d. In many cases where rent rolls are unobtainable, managers and owners can relate if there are any differences in rent levels for similar units differently oriented, any occupancy problems for various units (particularly those near the noise source), and any move-back requests. This information while not being completely objective, is particularly significant when the complex has close to 100% occupancy and therefore, objective evidence of tenant preferences is unobtainable.
5. A sufficient period of time experience is important.
 - a. The noise source must have existed for some time.
 - b. The apartment complex or rental units should have been in existence for at least two years to remove the effect of the "fill-up" period.

- c. Testing should be more accurate if the period of the test begins after the unit is two to three years old.
6. Units tested should be free of bad management or other economic, locational or social problems which can distort the study.
- a. Less than good management can result in unreasonable results.
 - b. Either over-building of apartments or severe economic recession which create generally high vacancy ratios in given areas can produce data which proves nothing.
 - c. Apartment complexes which because of location clearly are not economically feasible may produce erroneous results.
 - d. The public image of any apartment complex is particularly significant. One large, family-type complex in which there was a drug-related murder developed vacancy problems overnight (it was not located near a noise producing highway). The economic level and social conduct of the occupants can have effects on rates and occupancy more drastic than physical factors or noise.
7. Units with 100% occupancy have some limitations in studying noise effects.
- a. The occupancy levels of the apartment units near the noise source tend to be the same as those away.
 - b. There is less temptation by management to place the rent levels lower for units which might have adverse influences.
 - c. The trouble of moving back to a unit away from the noise may be greater for the occupant than toleration of the noise.

C. Type of Evidence Sought

1. Any rental rate concession for units near the noise source should be compared with similar units not near the noise source. This must be adjusted for any other particularly significant difference. For instance, the view of the interior lake was so desirable in the Lake Kenilworth apartment units that the rent levels were higher for these units than for all the other units, both near and away from the noise source.
2. The vacancy levels for units near the noise source should be compared with similar units not near the noise source.
 - a. Because there is variance in the occupancy levels for efficiencies, one, two and three bedroom units, the vacancy comparison should be done by types of units in addition to being done by different locations within the complex.
 - b. Testing should be done over an extended period, at least two years.
 - c. Necessity caused vacancies, such as unrepaired damaged units, fire damaged units, etc., should be eliminated.
 - d. Units which are not rented because they are used for recreational, storage or other purposes should be eliminated.
 - e. Unpaid rents, bad debts, etc., will show as vacancies if only rents collected are counted to determine occupancy. If management promptly acts upon such losses, the effect on the vacancy calculations should even out insofar as units near and away from the noise source. Nonetheless, particularly in smaller complexes, this aspect should be checked.

3. Requests for move-backs from tenants near the noise source should be investigated.
 - a. This tends to indicate, even in apartment complexes with high occupancy rates, if the noise from the highway has any adverse effect.
 - b. Furthermore, this indicates if the noise is sufficient to warrant tenants asking for a rear unit when it becomes available.
4. The turnover rate of apartments near the noise source should be compared with the turnover rate of similar units in the same complex which are away from the noise.
 - a. Tenant moving falls into three categories:
 1. Normal, 2. Move-back to another apartment in the same complex, and 3. Move-out to another complex because of the noise.
 - b. If the turnover rate of the noise-oriented apartments is the same as for similar units in the same complex away from the noise, then there can be no market value damage.
 - c. If the overall turnover rate is higher, then the potential for increased maintenance costs should be investigated.

D. Methodology for Measuring Value Losses

1. When the rent level for apartment units near the noise is less than for similar units away from the noise in the same complex, the capitalized rent loss indicates the value loss.
 - a. Before any calculation of value loss, it should be ascertained if the same diminution in rent prevails in other complexes in the area (particularly on the same highway).

- b. The rent loss should also be tested with the occupancy comparison in the same complex for the same type of units. If there is a rent concession for units near the noise source, but this results in very high occupancy rates for these units, this is some evidence that the concession or part of it is not necessary.
 - c. An illustration of the value loss would be as follows: Assume in a given complex that 30 apartment units near the noise source rent for \$20 per month less than similar units in the rear. The maximum rent loss at 100% occupancy would be: 30 units x \$20 per month x 12 months is \$7,200.00 per annum. If the overall capitalization rate is 10.9%, then the maximum value loss would be \$66,055.00. If the occupancy rate of the rear units is 92% then 8% of the \$66,055 would not apply. $\$66,055 \times .92\%$ is \$60,771 value loss.
2. The occupancy level for the units near the noise source should be checked with the occupancy level of similar units in the same complex which are not near the noise source and the income loss capitalized.
- a. If the occupancy level for the units near the noise source is the same as that for similar units away from the noise source, then there can be no value loss due to vacancies caused by the noise levels of the highway.
 - b. If the occupancy level for the units near the noise source is lower than that of the similar units in the rear, then such loss should be calculated on an annual basis. For instance, if the same 30 apartment units near the noise source have an occupancy level of 85% while

the similar units in the rear renting for \$200 per month have an occupancy level of 92%, then

30 units x \$180 per month x 12 months x .92	=	\$59,616
30 units x \$180 per month x 12 months x .85	=	<u>55,080</u>
Rent Loss Due to Occupancy Difference		\$ 4,536
Divided by Overall Capitali- zation Rate		<u>+ .109</u>
Value Loss		\$41,615

c. Note that if the occupancy rate of the units near the noise source is greater than similar units in the rear, then the capitalized advantage would be a value gain (rather than a value loss). This can take place if the rent levels of the units near the noise are offered at a lower rental than rear units. If this were the case, then the \$41,615 value loss of "b" would be a gain and would be deducted from the rent loss capitalized of "a" above of \$66,055 and the net loss would be \$24,440.00.

3. The rate of turnover for apartments near the noise source compared with similar units in the rear when converted into added maintenance costs when capitalized can indicate the value loss.

a. If the 30 apartment units near the noise source have a turnover rate of .24 per annum while similar units in the rear have but a .16 per annum rate, then the units near the noise source have a .08 added

turnover rate. Therefore: $30 \times .24 = 7.2$ units per year less
 $30 \times .16 = 4.8$ units per year or a difference of 2.4 added turnover
per year. If the added maintenance charges are \$350 per unit,
then the added maintenance charges are \$840 per year which
capitalized at .109 is a value loss of \$7,706.00.

- b. If the rate of turnover is the same, then there can be no value loss.
- c. The added cost of maintenance must be verified.

E. Methodology for Measuring Value Gain Due to the Highway

1. If because of the prominence of the complex because of the highway
results in higher rents per unit than for similar complexes not on major
streets, then the capitalized rent advantage results in value gain.

a. If a 300 unit complex has rents per unit which are \$5 per month
higher because of the highway, then $300 \text{ apartments} \times \5 additional
 $\text{rent} \times 12 \text{ months} \times .913 \text{ occupancy (85\% for 30 units and 92\% for}$
 $270 \text{ units}) = \$16,434 \text{ per annum Rental Advantage capitalized at}$
 $.109 = \$150,771 \text{ value added due to the highway.}$

b. If the rent levels are the same, then there is no value advantage.

c. Comparison of rent levels can easily be accomplished by a rent
survey which measures rent per square foot per month adjusted for
differences in services, etc.

2. If because of the prominence of the complex because of the highway results
in higher occupancy rates than for similar complexes not on major streets,
then the capitalized added rent results in a value gain.

- a. If the same 300 unit complex has 5% added occupancy due to the prominence of the highway, then the following results:

Model Away From Highway Prominence:

$$300 \text{ Units} \times \$200 \times 12 \text{ mos.} \times 90\% = \$648,000$$

Complex on Major Highway:

$$300 \text{ Units} \times \$200 \times 12 \text{ mos.} \times 94.5\% = \underline{680,400}$$

$$\text{Rental Advantage Per Annum -} \\ \text{Increased Occupancy} = \$ 32,400$$

$$\text{Capitalization Rate} = \underline{+ .109}$$

$$\text{Value Gain (Before Rent Loss to} \\ \text{Front Units)} = \$297,248$$

Note: If the rent loss for the front units at \$20 per month x 30 units x 12 has not been deducted, then deduct \$66,055.

- b. The above requires a comparison of occupancy for the complex on noisy highway with similar complexes in remote locations. If the occupancy levles are the same, then there is no value gain. If the highway contributes to the income stream by giving prominence, local identity, convenience, etc., then this must be considered along with the adverse effect of noise.
- c. The occupancy levels are particularly sensitive in measuring the total impact of the highway on value.

II. Study Criteria for Single Family Residential Units

A. Purpose of the Study

1. To measure the effect, if any, on the value of single family residential units in close proximity to a highway noise source.

2. For houses to be affected adversely because of their close proximity to highway noise, there must be a loss in the market value because of the noise.
3. Market value loss can best be demonstrated by a comparison of prices obtained for similar houses near and away from the noise.
4. Other evidence of market value loss includes comparison of frequency of resales and of resale percentage increases.

B. Ingredients Necessary for Empirical Study

1. Noise levels sufficient to create a problem.
2. Similar houses in the same neighborhood adjacent to and removed from the highway noise.
3. Availability of verified sales data.
4. More than one subdivision in similar circumstances.
5. Data studied over a sufficient period of time.
6. A sufficient volume of sales in the same area.
7. The absence of unusual economic, locational or social problems which may distort the results.

C. Type of Evidence Sought

1. Sales prices obtained need to be within a very limited time period for the same type of house adjacent to and removed from the noise. Testing should be compared with the prices obtained from a number of similar houses removed from the noise source.
2. Frequency of resale of houses near the noise source should be compared with frequency of resale of similar models in the same area remote from the traffic

noise source to determine if dissatisfaction causes those near the noise to sell more frequently.

3. Annual resale percentage increases of houses near the noise source should be compared with the increases for houses in the same area away from the noise.

D. Methodology For Measuring Value Loss - Price Comparison

1. New Houses of Speculative Builders

- a. Since these types of homes are generally almost identical in physical attributes, new sale prices at the same time can be compared. Policies and procedures of speculative house builders often influence the results.
- b. Care must be exercised to make adjustment for time differences, if applicable.

2. Custom Built New Houses

- a. In a given neighborhood, houses which are different in size but basically similar in detail can be compared on an overall square foot price or, after allowance for the value of lot, a comparison of the price per square foot of improvements.
- b. Care must be exercised to make adjustment for any differences in the improvements or land which might influence cost or price.
- c. The study of resale percentage increases and frequency of resales is not possible.
- d. Adjustment for time or financing differences may be necessary.

3. Older Subdivision Homes

- a. The sale of each house near the noise source should be compared with all the similar model houses in the interior which sold in close proximity in point of time. Since it is possible to select either high or low interior sales, the best results are obtained by taking all sales of similar models which sold within 6 months or a year of the sale of the house on the noisy highway.
- b. Adjustment for time difference should be based upon price increase data for the particular model within the given time period.
- c. Lot value differentials related to size or corner influence should be considered and the prices adjusted.
- d. Condition differences should be investigated when the sales price differential exceeds 6%.
- e. Prices should be adjusted for all differences in the improvements.
- f. When sales comparisons produce a percentage difference for the interior model in excess of 8%, then detailed investigation into buyer and seller motivation, and financing differences is necessary.
- g. All data should be reduced to percentage differences. Therefore, if the noise has an effect on value, it will be represented as a percentage loss in value. Conclusions under 6% can be attributed to imperfections in the market.

4. Older Custom Houses -

- a. The gross sales price of the house near the noise source should be noted and the sales of other properties in the same neighborhood which sold at the same time for about the same price should be investigated.
- b. The price per square foot of the houses on and away from the highway and all other attributes of the houses can be compared.
- c. This investigation endeavors to ascertain what each buyer received at about the same time.

E. Methodology for Measuring Value Loss - Resale Percentage Increase

1. The percentage increase per annum for each sale of a house which is near the noise source should be compared with the percentage increase for similar models in the interior over an extended period (4 to 8 years). The comparison houses selected should have resold within the same time period as the house near the highway. Those percentage increases for all houses which deviate from the norm over 6% should be investigated to ascertain improvements, condition changes, motivational causes, etc. If the total data tend to show that the houses near the noise source resell at lesser percentage increases consistently, then the amount of the percentage difference can be translated into a potential value loss due to the highway. For instance, if houses near the noise source resell for 9.4% less annual increase than interior houses, then the total loss would be 9.4% times the appreciated value of interior houses. If the conclusion variance is less than 6% after adjustment for difference, this could be caused by imperfections in the market, particularly if the data range widely.

F. Frequency of Resale

1. The frequency of resale of houses near the noise source should be compared with the frequency of resale of houses in the interior. The best method is the percentage rate of resale per annum over an extended period (4-8 years).
2. Resale frequency can not be translated into a value loss, but does tend to show if dissatisfaction with the noise is sufficient to cause people to sell more frequently than average.

G. Adjustment For Other Causes of Value Loss

1. In those cases where a value loss for houses on a noisy highway is indicated, investigation into other potential causes such as a bad view, danger from traffic, backing out of driveway problems, unenforced speed limits, drag racing, etc., may cause or contribute to the diminution in value.
2. In those cases where houses on the noisy highway actually sell for more than houses in the interior, investigation into the causes is warranted. For instance, on heavily traveled Canal Blvd. in New Orleans, values have been higher than on interior streets in Lakeview Subdivision because of the attractive median ("neutral ground" in local jargon) and the fact that there are a number of people in the area who like the prestige of the address and location.
3. As subdivisions become older (regardless of what direction values trend), the imperfections of the market increase. For instance, in Willowdale Subdivision, there are some instances of houses backing into Interstate which sell for more than all the interior models for no apparent reason.

Also, interior houses which are quite similar sell for different prices. The spread in this area due to imperfection of the market easily ranges 6% each side of the norm. Therefore, the largest possible testing should be accomplished. Such imperfection may exist even after adjustments for all differences.

Part 2 - Conclusions From This Study

I. Conclusions Regarding Garden Apartments

A. An objective study of the effect of highway noise on the value of apartments is not a simple task.

1. The noise levels of many complexes on expressways frequently are not sufficient to qualify as above acceptable levels determined by the Federal Highway Administration.
2. Many apartment units in times of apartment undersupply in a given area have very high occupancy levels making noise-related vacancy research impossible.
3. Owners and managers at times will not cooperate by furnishing rent rolls and other information needed for the study.
4. Owner and manager prejudice can influence the results in a particular apartment complex.
5. The highway gives prominence and exposure which assist the owners and managers in renting the apartments, at times above levels obtained for similar units in remote locations. Further, these attributes might benefit the occupancy levels in the complex. Yet, at the same time, those units near the noise source can command less rent or have less occupancy.

B. While no apartment complexes in this study were found which were on major arterial collectors which were not also on Interstate Highways, three were found which had frontage on both (two in New Orleans area, and one in Baton Rouge).

1. All three had no adverse effect as a result of the noise levels of either the Interstate or local road.
 - a. The rent levels for similar units were the same for noise oriented and for interior units.
 - b. There was only one complaint from the local road highway noise study and this was from a party who complained about the noise of the air conditioner. There were no requests for move-backs.
 - c. There were no vacancy problems in the noise oriented units; however, this is not significant since the complexes were close to 100% occupied.
- C. One apartment complex in Baton Rouge and nine in the New Orleans area fronted on Interstate highways and were researched generally; however, detailed studies were not made because all had unusually high occupancy rates.
 1. The rent levels for noise oriented units were the same in all cases as with similar units away from the noise.
 2. In all these units, there was but one request to move and this was motivated by a desire to get into a cheaper, one bedroom unit from a two bedroom unit. This is the only move-back request known.
 3. There were no known move-outs because of the noise.
 4. Older people apparently prefer the front apartments even with the noise because of security and the fact that they do not have to drive their cars to the rear of the complex.
 5. Because of the generally high occupancy rates, there were no problems with vacancies in the noise related units.
 6. The view from the front (living room) of the apartment was apparently more important than the noise problem.

7. Proximity to recreational facilities was more important to adults than the noise problem.
 8. Being removed from the young children's playground was more important than the Highway noise.
- D. Lake Kenilworth Apartment Complex was studied in detail because it had less than 100% occupancy, previously did have a small rent concession for some units on the highway, and owner cooperation was obtained.
1. Some of the units facing the highway had a 6.85% rent concession which was eliminated recently without any increase in vacancies over a short time period. The rental obtained for the noise oriented units was the same previously as for similar interior units excepting that the interior units did not have an outside balcony. Interior units with balconies were charged \$17 per month more.
 2. The occupancy rate for the noise oriented units was high as compared with similar interior units facing concrete parking area, an open canal, and a major street (not the Interstate). The units facing I-10 did have slightly more vacancies than units near the shopping center, interior lake, or interior courtyards. It was concluded that proximity to the noise did not contribute to vacancy ratio of the front units since the occupancy rate on these units was about at the overall average of the complex.
 3. Points Numbers 2, 3, 4, 6, 7 and 9 under "C" above were likewise applicable to Lake Kenilworth Apartments.

4. Considering the prominence and exposure of Lake Kenilworth

Apartments, it was concluded that the benefits of the highway more than overcame the prior loss of \$17 per unit for some of the noise oriented apartments. Furthermore, occupancy and recent experience with no rent concession tend to prove that the \$17 reduction was due to owner's prejudice. All the other units on I-10 East had no rent concessions.

- E. In light of the fact that the noise levels of all these complexes were above recommended maximum levels and in light of the findings, it is concluded that the highway noise in this area does not have an adverse effect on rental income or market value.

II. Conclusions Regarding Single Family Residential

A. Selection of suitable subdivisions for testing the effect of highway noise is important if any objective study is to be undertaken.

1. Having a sufficient amount of relevant sales both near and away from the highway at about the same time is mandatory.
2. Those data which require the least amount of adjustment for differences (both physical and economic) give results with the least possibility of error.

B. Willowdale Subdivision

1. This is an ideal subdivision to ascertain if high noise level of an Interstate highway causes a diminution in value: a) because of the age of houses (about 15 years), b) because of the presence of similar models backing into the highway and in the interior, and c) because of numerous sales both on and off the highway. While 11 of the sales on the highway tend

to indicate that the houses in the interior sell for 5.43% more than the houses on the highway, there were 7 other sales on the highway which indicate that the interior houses were, in fact, worth 6.92% less on the average. This is after adjustment for time and lot size. Therefore, the sales data do not appear to be sufficient evidence to indicate that there is an adverse effect on the property values because of noise.

2. The houses backing into the highway over the last six years resold at a frequency rate of 1.99% less than the overall average of resales in the subdivision which is no indication of dissatisfaction to a point of selling frequently.
3. The overall percentage of value increase per annum is lower for houses backing into the Interstate by 1.61% per annum according to the criteria of the study; that is, increases over 12.5% annual and under 2.4% were eliminated. Interestingly, 2 resales were eliminated which would run the average to a plus 1.7% for the houses on the highway, one at 31% annual increase, the other at 13.4%. Since there were only 8 houses abutting the highway which resold over the six-year period, this result is not considered significant.

C. Vineland Subdivision

1. This is an area of new houses next to Willowdale which face the Frontal Road alongside the Interstate (therefore, there is noise and view diminution potential). With a limited number of comparables, the sales indicate that the prices obtained, adjusted for price only, favor the interior houses by 2.83%. However, most of this is due to the narrower lots of the houses on the highway.

2. It was obvious that the houses in this small subdivision had exceptionally high resale values. It is interesting to note that the five sales of houses facing the Interstate frontal road were at an average annual increase of 3.18% higher than the five sales off the highway. Resales on the frontal road were at an average increase of 16.39% per annum and off the frontal road at 13.21% per annum.

D. Terrytown

1. This is the study of new, middle class housing and shows that on this busy major arterial collector, the deviation is so small as to be insignificant. This tends to indicate a lack of buyer resistance to the parkway with its traffic and noise.
2. There is only one resale of these relatively new houses on Terry Parkway and it was at a 13.63% annual rate of increase which compares favorably to the resales of four interior houses at an average annual increase of 12.79%.
3. There is no potential for an adequate sales comparison or a frequency of resale comparison because the houses are so new.

E. Holiday Drive

1. This study of houses on a busy major arterial collector tends to indicate that the houses in the interior sell for from 1.5% to 2.1% more than the houses on Holiday Drive. This is the result after adjustment for the larger lots on Holiday Drive, for the time of the sales, and, to a limited extent, condition. Because all the lots on Holiday Drive were larger than the

interior house lots, such a small deviation could easily have come from the lot or time adjustment. Furthermore, it is felt that there is at least this percentage of imperfection in the single family house market.

2. The resale percentage increase averages slightly higher for the interior houses (.24%) than for the four houses on Holiday Drive. However, it should be pointed out that two of the four sales were eliminated because they were too high (16.77% and 14.35% annual). The houses in this entire subdivision had relatively high resale values.
3. The frequency of sales for Holiday Drive is 10.83% per annum whereas the overall subdivision rate is 11.4%. This is over a six-year period.

F. Sherwood Forest Boulevard

1. This heavily traveled street in Baton Rouge with custom homes has a high noise level of 72 dBA, with approximately the same quantity of traffic as Holiday Drive; however, the eight models studied over a three-year period do not show any adverse influence from the noise.

The noise levels on Holiday Drive in Algiers (New Orleans) approach 76 dBA because the speed limit of 35 mph is not strictly enforced as the same speed limit is on Sherwood Forest Boulevard.

The comparison of sales on Sherwood Forest Boulevard and sales of houses off the boulevard show very little difference in price per square foot. Of the eight houses studied, it appears that five houses on Sherwood Forest Boulevard sold for 6.5% more than the interior houses before adjustment for the higher price per square foot which the smaller houses

should bring. Three houses on Sherwood Forest Boulevard apparently sold for 3.0% less than their interior comparables. Both of these average variances are greatly reduced by the fact that almost consistently smaller houses will sell at a relatively higher square footage price. Therefore, there appears to be no appreciable variance.

2. Resale frequency is so small, both for Sherwood Forest Boulevard and the interior houses, that this is not considered a good test in this subdivision.
3. Percentage increases are likewise considered not reliable because of the small size of the sample.

G. Slidell Country Club Estates

1. A different method of comparison was used in this super-suburban subdivision. Sales of houses which backed into I-12 were noted, and houses which sold for a similar price away from I-12 were studied. A standard of overall price-per-square-foot was used, and it showed that the houses which backed into I-12 actually sold for an average of \$28.45 per-square-foot, while the average of the houses in the interior sold for \$26.64, or 6.8% less. This is about par, since some of the houses backing into I-12 were somewhat smaller than their comparables.
2. The average resale price increase was 11.1% per annum for houses backing into I-12, while that for the interior was 9.8%, or 12% less.
3. The frequency of resales of the houses backing into I-12 was just about the same as the average of the houses in the balance of the subdivision for the six-year period.

H. Overall Conclusion for Single Family Homes

The abundance of evidence is that the houses which back into the Interstate Highway in Willowdale Subdivision, Vineland Street and Slidell Country Club Estates neither suffer a price diminution as measured by sales comparisons and resale price increases, nor do they sell any more frequently than sales in the interior.

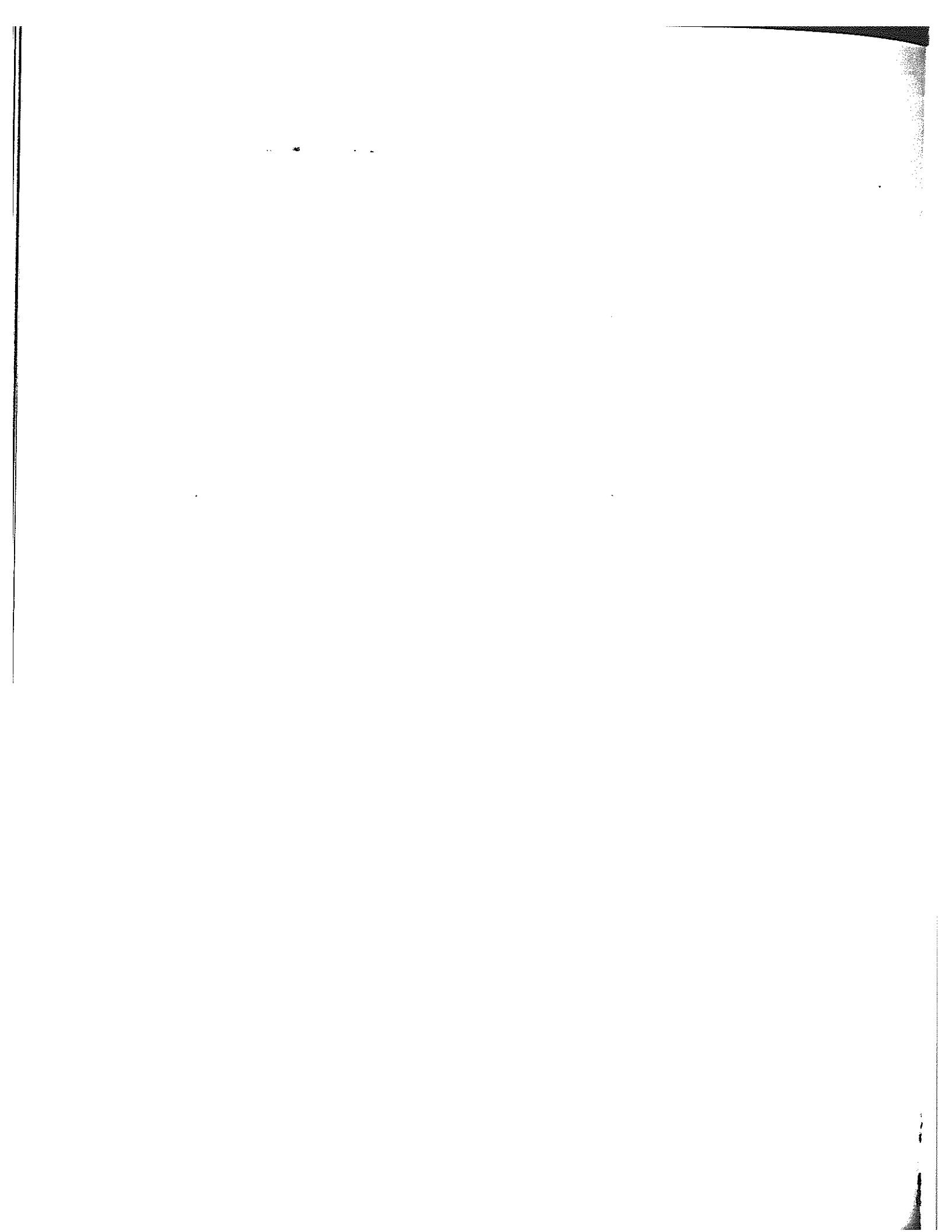
There is some evidence that some of the houses on the Interstate sell for less if the person taking the sample selects only those houses in this category. However, on an overall basis, those differences in prices are so small as to be inconclusive. For instance, in Willowdale Subdivision on Interstate 10, there were samples which indicated both ways, and the percentage price increases were very close. On Vineland Street, which faces a frontage road alongside I-10, the values were 2.83% lower for those facing the Interstate; however, the lots of these houses were smaller. In the quiet super-suburban community of Slidell, the houses in the Country Club Estates showed no appreciable difference as between those backing into I-12 and those in the interior. For homes on major arterial collectors, the new homes in Terrytown and those in Sherwood Forest in Baton Rouge showed no difference. Holiday Drive in Algiers (New Orleans) did show from 1.4% to 2.5% lesser value than the interior houses; however, the imperfections of the residential single family house market could account for this as likewise the adjustments taken for the larger lots on Holiday Drive and the time adjustments. If there is a true effect on market value on Holiday Drive, at least a part of this is attributed to the fact that the speed limits are not strictly enforced in this residential suburb of New Orleans.

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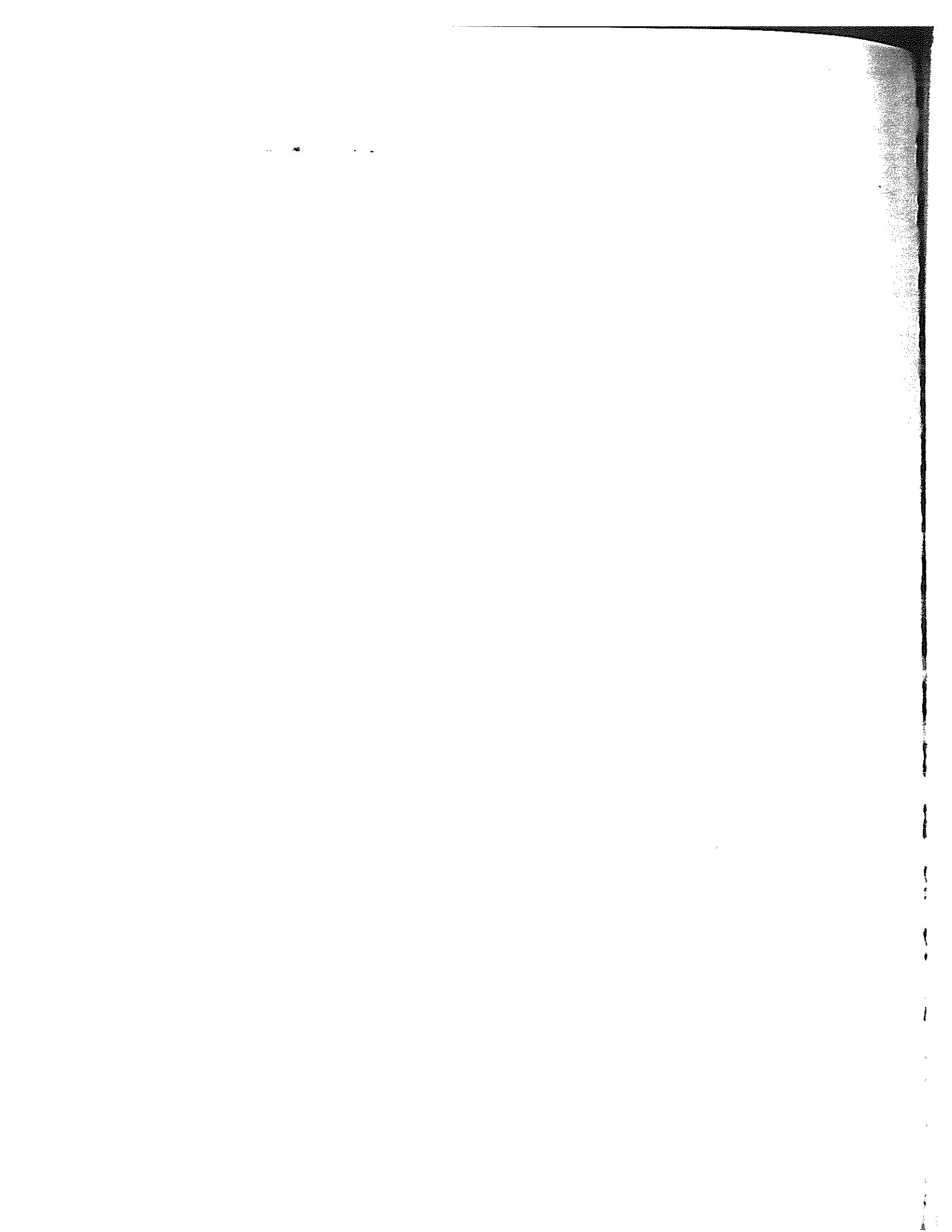
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APPENDIX

Sales Data



WILLOWDALE

MARGIE STREET (NORTH SIDE - ADJACENT TO I-10)

	SQ.	LOT	HOUSE NO.	SIZE	SELLER-PURCHASER	BEFORE 1972	1972	1973	1974	1975	1976	1977	COB FOLIO
D	10	129A	5709	60x105	S.G. Hebert-N.L. Williams P.P. Gronico-S.G. Hebert			3/35,500v	12/39,912a				827/382 784/268
F	10	130A	5713	60x105	V. Di Paola-D.R. Pipitone					5/37,500h			836/378
A	10	232	5805	61x103	H. Barnes-E. Newchurch					8/42,000a			842/918
H	30	333	5901	61x105	J. Pickard-C.G. Mill J.B. Jones-J.F. Pickard			8/39,500h		8/44,000h			841/414 798/390
I	30	334	5905	61x80	W.M. Bell-S.J. Walton W.P. Leuszler III-W.M. Bell L.E. Stroud-W.B. Leuszler III	7/68 31,000	3/34,547a		2/36,105				809/102 755/787 681/957
A	30	336	5913	61x105	P.J. Gonzales-M.J. Cain L.P. Williams, Jr.-P.J. Gonzales, Jr	9/68 27,975			10/38,000h				824/855 654/115
	30	337	5917	61/60x 105	F.H. Slaughter-D.L. Aldous C.A. Blanc-F.H. Slaughter	2/69 31,956h 2/67 32,000							692/861 668/345
C	30	338	6005	61x105	L.J. Harmon-F.A. Miller			9/32,000a					799/48
	30	340	6013	61x105	P.H. Graffagnino-D.H. Hayes J.H. McCall-P.H. Graffagnino	6/67 27,780	12/35,500						778/651 659/433
B	30	342	6101	61x105	A.M. Hulick-P.D. Haygood H.T. Wood, Sr.-new Mr. Hulick					12/43,900v 6/38,000			879/975 865/963
	30	343	6105	61x105	A.F. McGinty-R.R. Bain, Jr.	5/71 30,550a							733/838
	37	441	6205	60/61x 105	A. Pizzicola, Jr.-A. Krushevski E.L. Taylor-A. Pizzicola, Jr.	7/69 30,523a 9/67 31,043							701/597 663/202
	37	444	6217	60x105	L.C. DeKelley-A.C. Laurent, Jr.	7/71 32,000f						2/78 60,000*	739/990
A	37	446	6301	60x105	W.D. Cobb-R.S. Coleman G.W. Fairfield-W.D. Cobb	7/71 37,000h		1/38,500h					780/951 738/966
	37	447	6305	60/61x 105	F.C. Kaczor-K.C. Werther, Sr.	6/69 29,066a							698/616
G	37	449	6313	60x105	J.A. Andonie-E.B. LaCour, Jr. J.P. McGehee-J.A. Andonie	5/69 33,500a		1/37,900a					781/329 698/426
	37	450	6317	60x105	A.J. Richardson-J.F. Livaudais	7/67 30,000							660/812
	37	451A	6405	60x105	C.R. Thompson-R. Watermeier, Jr.	9/67 31,170							663/428
E	37	452	6409	60x105	J. Graham-C.E. Boyd, Jr. W.B. Laugemiller-J.F. Graham	4/68 29,634				8/42,000v			842/880 676/111
D	37	453	6413	58/72x 105	O.H. Ingram-W.J. Landry C.M. Dupont-O.H. Ingram J.J. Donnelly, Sr.-C.M. Dupont	10/71 25,338 11/70 7,258		7/31,000h					793/905 747/545 724/336
E	37	456	6425	65/79x 105	F. Bingham-J.L. Womack					6/38,000h			837/245

* J. J. Kane, Purchaser, C.O.B. 923/51

WILLOWDALE

ALEATHA STREET

	<u>SQ.</u>	<u>LOT</u>	<u>HOUSE NO.</u>	<u>SIZE</u>	<u>SELLER-PURCHASER</u>	<u>BEFORE 1972</u>	<u>1972</u>	<u>1973</u>	<u>1974</u>	<u>1975</u>	<u>1976</u>	<u>1977</u>	<u>COR FOLIO</u>
A	22	397	2505	60x105	E.R. Nichols - K.P. Wansley S.P. Loiacono-E.R. Nichols			8/37,000				9/50,900v	903/907 798/242
A	22	398	2509	60x105	E.L. Gruber-J.S. Boudreaux		11/36,250v						775/925
X	22	401	2601	60x105	L.E. Yarborough-E.H. Lennie, Sr.	9/70 27,277a							721/658
H	22	402	2605	60x105	E.L. Guillot, Jr.-S. Ambrosia C.L. Bailey-E.L. Guillot			11/39,996a				6/53,000	895/797 874/421
X	22	403	2609	60x105	L.S. Randler-C.B. Hunter R. Stephens, Sr.-L. S. Randler Equitable Life Assn.-R.H. Stephens G.F. Dear - Equitable Life Assn. H.J. Haberek-G.F. Dear			12/37,000 11/37,150		4/39,228a		6/39,228a	895/766 858/442 827/383 825/955 805/528
H	22	406	2705	60x105	E. Miniz-R.W. Geneste H.D. Farrington-E.J. Miniz	8/69 30,643a		12/33,500				3/43,500cs	857/71 702/436
C	22	408	2713	60x105	B.M. Voges-R.T. Haik W.J. Apken-B.M. Voges							10/48,500 7/44,500cs	907/740 898/389
X	22	409	2717	104/57x 110/105	C.A. Stopher-E.M. Lavergne K.A. Forester-C.A. Stopher				5/34,999a	1/36,500			829/265 813/511
B	23	383	2720	69/95x 131/109	C. Fontanille-J. Bell R.L. Bourg-C. Fontanille D.B. Ridgeway-R.L. Bourg J.H. Childers-D.B. Ridgeway	10/71 34,500v 2/70 29,855a				5/40,983a		6/47,712	895/955 834/520 747/498 711/358
I	23	384	2716	57/85x 109/105	L.A. Guenther-J.A. Choppin			2/36,500					781/833
H	23	388	2700	60x105	M. Rider, Jr.-J. Macure R.L. Page-M.J. Rider, Jr.			7/41,000a		3/39,123			831/279 795/784
X	23	390	2608		W.H. Josselyn-C.R. Soderberg	10/67 30,750							665/789
A	23	391	2604	60x105	R.A. Okessala, Jr.-F.E. Varnell							11/48,500a	876/792
A	23	392	2600	60x105	J. Abernethy-F. Morgan					3/39,975h			382/494
B	23	393	2516	60x105	Succ. J. Worshauer-T.A. Duggan R. Powell-J. Worshauer & C.C. Kelly T.M. Wallace-R.P. Powell	9/68 28,200				12/43,500h		3/44,500h	858/141 832/64 684/525
X	23	395	2508	60x105	A.P. Bedgood-G.S. Allen							1/36,200v	829/180
H	23	396	2504	60x105	T. Reynolds-H. Sciegler L.L. Goodwin-T.J. Reynolds	9/68 29,355				4/42,700v			832/690 684/257

WILLOWDALE

INGRID STREET

NO.	LOT	STREET NO.	SIZE	SELLER-PURCHASER	BEFORE 1972	1972	1973	1974	1975	1976	1977	COB FOLIO
24	459	2809	80/70x105	J.H. Jefcoat-A. Plzzitola			9/32,643a					704/96
24	458	2813	72x vd.	E.M. McGory-W.J. Murphy							11/57,000	910/54
24	463	2717		C.F. Scudder, Jr.-B.J. Guilbeau		7/30,708						680/470
24	464	2709	60x105	C.C. McRaney, Jr.-S.L. Zimmer			6/32,190a					791/997
24	467	2701	60x105	J. Abadie-A.J. Simon, Jr.						3/44,000h		856/899
24	469	2613	60x105	J.R. Mayer-R.B. Songer	8/71 36,350f							741/91
24	471	2605	60x105	F.R. Simmons-M.O. Kristensen	7/69 32,250a							700/442
24	472	2601	60x105	R.M. Porter-G.P. Knaak J.M. Bleker III-R.M. Porter	2/71 28,975a		5/37,500a					762/239 728/461
24	473	2517		D.E. Ferreira-C.T. Bittel, Jr.	6/68 28,081							679/701
24	474	2513		P.B. Holzenthal-C.A. Graver, Jr.	11/67 27,000							667/451
24	475	2509	60x105	G.F. Heusel, Jr.-L.L. Barr J.A. Shea-G.F. Heusel, Jr.	6/71 34,000a 6/67 30,900							736/650 658/91
24	476	2505	60x105	L.G. Aleman-G.W. Groetsch II A.Alexander-L.G. Aleman S.N. Schlavond-A. Alexander	4/71 33,500a 7/69 24,773a					8/56,500h		901/865 733/365 700/220
25	478	2508	60x105	J. Romagosa-L.T. Lunsford R.A. Sipe-J. Romagosa Smith				2/37,203a	8/46,000h			841/222 808/60
25	479	2512	60x105	J. Thompson, Jr.-J. Pierce					9/43,647a			843/318
25	480	2516		L.C. Mavis-R.L. Gumpert	8/67 30,876							661/304
25	481	2600	60x105	W.P. Hamilton, Jr.-C.R. Page III R.A. Gould, Jr.-W.P. Hamilton Jr.	7/67 26,800	9/30,177						772/625 660/805
36	485	2700	65x105	W.J. Nelson-B.V. Winter	9/69 33,049a							704/903
36	486	2704	60x105	J.A. Rogers-J. Kincl	12/70 35,045a							725/794
36	487	2708	60x105	C.V. Charvet-R.H. Kilinski			5/42,500v					788/429
36	488	2712	60x105	F.C. Anderson, Jr.-A.J. Concl L.K. Larsen-F.C. Anderson Jr. J.N. Briguac-L.K. Larsen W.W. Allen-J. Briguac	11/71 35,500h 9/71 33,950a 10/68 31,030		3/37,807a					784/490 749/39 743/658 686/111
36	490	2720	60x105	C.T. Lathrop, Jr.-B.C. Bowen			9/39,000a					799/430
36	491	2800	60x105	J.T. May-P. H. Eskine J. Shell-J. May L.B. Waguespack-J.R. Shell					3/37,500	5/41,521		863/69 831/386 800/895
36	492	2804	60x105	A.B. Reinhard-G.A. Bragg				4/38,750h				812/729
36	493	2808	60x105	R.A. Bracy-H.W. Tibbs, Jr. W.W. Nelson-R.A. Bracy	6/69 29,394a 6/68 26,933							698/267 679/92
36	495	2816	58x106	E.G. Young, Jr.-C.A. Gillenwater, Sr. L.S. Sealy-E.G. Young Jr. J.M. Tierney-L.S. Sealy	8/70 28,358a 8/68 26,706		8/34,961a					798/248 720/347 682/220

JUDITH STREET

WILLOWDALE

SQ.	LOT	STREET NO.	SIZE	SELLER-PURCHASER	BEFORE 1972	1972	1973	1974	1975	1976	1977	DOB/FOLIO
H	27	663	2217	60x105	P. A. Graffagnino-Thos E. Eastman J. H. Durbias-Peter A. Graffagnino	3/69-23, 254a	6/40, 000h					791/620 693-431
F	27	664	2221	60x105	D. I. Mackenrath-Wm. G. Chambers		12/31, 000h					778/576
H	27	665	2225	60x105	H. I. Cylka-Geol. Wasten, Jr.	7/69-30, 775a						700/450
D	27	666	2229	60x105	D. T. Curet-Warren L. Beraulet C. J. Mayeaux-Douglas T. Curet C. H. Brann-Clas. J. Mayeaux		5/30, 500	8/34, 400a			10/47, 999a	907/490 839-927 761/65
A	27	667	2301	60x105	C. A. Carlson Jr.-Chas. A. Vitello I. J. Nelson-Carl A. Carlson Jr.		8/34, 500-	11/36, 207a				803/259 768/510
X	27	668	2305	77x105	Ist Natl. Bank of Jeff-Theodore C. Bolster W. J. Green-Russell L. Holliday Sr. J. G. Schmitt-W. M. J. Orsen R. E. Trainer-Jas. G. Schmitt	8/70-27, 500f 2/70-31, 350-	1/31/77a				7/45, 000-	898/658 752/839 720/462 711/780
H	27	669	2309	70/50x115	L. L. Gottlieb-Russell G. Olivier B. G. Herlin-Lawrence L. Gottlieb P. H. Gardner-Bruce G. Herlin R. F. Carthorn-Philip H. Gardner	2/70-33, 450h	2/35, 900h	2/40, 000v		4/48, 898a		860/506 808/977 755/68 711/223
X	27	670	2315	60x105	R. D. Travis-S. La. Martinal III			11/40, 326a				803/224
F	31	600	2316	60x105	P. A. Male-John B. Brantley V. Vastola-Paul A. Mole				7/42, 500h		8/48, 000cs	902/593 840/506
D	31	601	2312	60x105	J. A. W. P. Robinson-Wm. A. Ferrin	7/69-26, 500v						700/543
H	31	602	2308	60x105	B. D. Lovvorn-John G. Frank	4/70-33, 664a						713-386
X	31	604	2300	60x105	C. J. Wedgworth-Jeff G. Stephens	12/70-33, 500-						726/270
D	31	605	2228	60x105	R. Ward-Bert Stone H. C. Moore-Joel P. Ward			7/34, 500v	8/36, 765-			840/992 817/973
X	31	606	2224	60x105	J. H. Roughton Jr.-K. B. Griffin	6/71-35, 333a						735-798
X	31	607	22-	60x105	Sunrise Comm Club-Louis A. Trocquet, Jr. W. A. Jennings-Sunrise Comm. Club		9/36, 000a		6/41, 500			837/895 799/983
X	32	565	2508	60x105	R. G. Maybee-Kenneth E. Dowdy	6/69-27, 060a						699/640
F	2	566	2512	60x105	H. J. Lonegrass Jr.-Carbin J. Turbin Alfred R. Lazano Jr.-Herbert J. Lonegr.	9/71-36, 500a 10/67-27, 852						744/259 666/32
	32	570	2604	60x105	G. T. Kulick, Jr.-Cyril H. Bermudez, Jr.							11/41, 000a
	32	573	2616	60x105	K. F. Magee-C. E. Decker III	10/68-32, 966						911/989 687/210
D	32	574	2700	60x105	E. L. Haugh-L. P. Richard H. A. Odum-E. L. Haugh G. D. Thompson-Ernest L. Gianechini D. G. Daroner-Gene O. Thompson			3/41, 900				886/688 791/353 778/816 673/551
E	32	574	2704	60x105			6/33, 199a 12/34, 127a					
H	32	577	2712	60x105	T. P. Reardon-Jas. F. Bailey W. A. Carlson-Thos. P. Reardon	5/69-32, 700a 3/68-31, 019-						696/683 674/872
D	32	578	2716	65x105	C. J. Hazekamp-Edna H. Becker			4/35, 500-				811/805
H	32	595	2500	72/55x106	W. E. Lee, Jr.-Donald E. Hellam D. L. Lund-Wm. E. Lee Jr. G. C. Timm-Chrysler Corp. Chrysler Corp.-Donald L. Lund	10/70-32, 500h 9/69-32, 083 3/70-31, 250-	6/38, 000h					791/640 722/849 703/818 712/380
D	32	597	2408	60x105	H. G. Levick-Ralph P. Hollister		5/32, 500h					788/341
X	32	598	2404	60x105	E. E. Thomas-Joseph L. Dykes F. P. King-Eric E. Thomas J. T. Nolan-James P. King R. H. O. Bryan-John T. Nolan	9/71-31, 000- 1/68-27, 703		7/36, 800a		6/43, 000h		863/880 819/328 744/480 671/745
F	33	556	2613	65x105	G. Corwin Jr.-Cyrus R. Uzzetta W. L. King-Geo. A. Capwin Jr.			1/32, 686a		6/39, 017a		838/751 779/721
F	33	560	2517	60x105	L. J. Adde-Howard J. Crowley Jr.	7/69-31, 000v						700/316
F	33	561	2513	60x105	M. V. Santelli-Camille L. Lanza			1/38, 500a				780/667
G	33	563	2505	60x105	E. F. Nichols-Jas. R. Schneider Oran D. Robertson-E. F. Nichols	8/71-35, 209a 6/67-33, 832-						742/772 659/305
	34	580	2804		E. J. DeMartini-S. N. L. Portwood	3/68-32, 932						674/513
G	34	581	2808	60x105	C. V. Smythe-Marion N. Purcara J. A. Obuchrowski-Chas. V. Smythe	3/68-32, 000	10/37, 948a					802/949 674/805
H	34	583	2816	60x105	J. Pruett-Mick R. DeViney G. C. Bohrer-Jas. A. Pruett	5/71-35, 100-		1/45, 000h				834/430 734/247
	34	584	2900	60x105	R. C. Cole-Horace E. Trepagnier Jr.	4/69-29, 500v						695/126
D	34	585	2904	60x105	D. A. Taylor-Wm. L. Kerner E. L. Mackins-David A. Taylor	8/69-28, 172a 2/69-27, 397a						703/551 693/93

WILLOWDALE

JUDITH STREET

SD.	LOT	STREET NO.	SIZE	SELLER-PURCHASER	BEFORE 1972	1972	1973	1974	1975	1976	1977	CCB/ FOLIO
X	34	586	2908	60x105	L. Farina-Upton W. Giles III P.C. Tenwolde - Lawrence M. Farina				9/40,500h			844/779 819/753
X	34	588	2836	79/76x106	Succ. S.A. Gremillion-D. J. Clement J.E. Kennedy, Jr. - Guas. D. Gremillion	12/70-35, 602a 9/69-34, 310a		8/36,500-				726/18 702/859
G	35	543	2901	60x105	S. P. Martin-Robt. E. Barkley Jr. W. Verth Jr. - Samuel P. Martin Daniel F. Bourgeois - John W. Veith	2/69-33,500v 5/67-31510	5/39,275a					760/388 692/379 657/46
	35	546	2813	60x105	R. D. Poulton - Frank J. Ducote	9/71-31,083a						727/473
D	35	549	2801	60x105	J. W. Norwood Jr. - Thos. L. Maples Jr. L. Favret Jr. - John W. Norwood Jr. R. A. Backer Jr. - Lionel J. Favret Jr.	6/68-25,982			11/37,108a		1/46,900	880/716 848/22 678/922
	35	550	2721		Jerry E. Zoble - Jos. E. Meyer Jr.	1/68-28,600						670/523
	35	551	2717	60x105	A. G. Bernsburg - Douglas W. Black J. C. Perry - Albert G. Bernsburg	10/71-36,592- 1/69-34,000f						745/772 691/51
	35	552	2713	60x105	J. E. Cromwell - Wayne S. Simon R. H. Dotm - Josephine E. Cromwell D. J. Talbot - Pablo U. Joya Pablo V. Joya - R. H. Dotm		3/32,500h		11/25,415		5/46,400v 1/44,202v	890/360 881/78 785/588 849/834
D	35	553	2709	60x105	J. Howard - Harold J. Treadway Sr.				10/37,500			845/371
H	35	554	2705	60x105	R. M. Crenshaw - Jas. B. Finazzo Jr. R. Lambert - Ray M. Crenshaw						10/55,500h	906/114 855/100
	35	555	2701		Justres W. Vocke - David E. Sibley	7/67-33,300				2/47,500a		660/236
G*	33	557	2609	60x105	C. Loats - Lawyers Title Ins. Co. Lawyers Title Ins. Co. - W. R. Slawter					3/46,600c 5/47,000c		858/121 862/398
D**	33	559	2601	60x105	G. P. Knaak - M. A. Anderson S. E. Gauthreaux, Jr. - G. P. Knaak	2/69-26,537a	5/30,117					761/897 693/151

WILLOWDALE

MARCIE STREET (SOUTH SIDE)

SO.	LOT	HOUSE NO.	SIZE	SELLER-PURCHASER	BEFORE 1972	1972	1973	1974	1975	1976	1977	DOB FOLIO
E 11	132	5704	60x105	S.S. Lewis-A.P. Longo, Jr. B. Thigpen-S.S. Lewis					6/39,900		12,52,000	913/457 836/774
X 11	134	5712	60x105	H.L. Brockhaus-J.H. LaBarree						6/50,041a		866/39
X 20	236	5804	60x105	M. Maher, Sr.-J.B. Kelley III						3/31,000		857/411
X 20	238	5812	60x 105	A.L. Weintraub-C.C. Strattman B.B. Sansone-A.J. Weintraub P.J. Hobgood-W.R. Sansone	3/68 21,680		7/31,900	10/33,720a				825/133 795/389 673/834
X 21	437	5912	69/61x 106	E. Lewis-W.R. Leche					7/40,500h			839/184
H 21	440	5900	69/105	J.P. Murphy-J.H. Pardue O.A. Savola-J.P. Murphy, Jr.				6/47,100v			2/53,900h	884/158 815/507
H 22	410	6008	70x105	H.H. Purvis-R.H. Dakin, Jr. B.H. Wendorf-H.H. Purvis W.A. Clayton-R.H. Wendorf	8/71 35,000v 11/70 34,000h		8/39,000					797/897 742/815 724/149
A 22	411	6004	60x105	O.J.W. Duplantis Jr.- G.F. Barksdale R.K. Johnson-OJW Duplantis						6/44,000c	3/47,143	886/387 865/31
B 22	412	6000	69x106	S. Parker-W.W. Irwin				5/37,000h				813/865
	23	379	6108	69x105	J.B. Hurd-R.C. Grose L.A. Strickland-J.B. Hurd			8/43,000			6/51,500v	895/84 819/726
I 23	381	6100	60x105	E.C. Gillen-J.R. Ramsey							7/52,500c	897/411
H 24	347	6200	66xvd.	B.A. Ledbetter-J.M. Sharp J.W. Dubose-B.A. Ledbetter E.J. Lowery-J.W. Dubose R.W. Gullum-E.J. Lowery	4/71 36,064a	8/39,000h	8/42,421a				8/57,400h	902/874 797/428 768/572 732/66
D 24	457	6204	115/58x 105	D.W. Fitzwater-G.A. Heigle				6/36,107a				791/902
H 35	539	6400	70/109x 85	J.A. Greer, Sr.-L.F. Hutchins R.J. Shearon-Jesse A. Greer T.A. Przybylski-R.J. Shearon		10/39,000	8/42,000h			9/47,500a		872/653 796/993 773/333
C 35	541	6408		R.H. Daniel-B.A. Hugger			7/41,543a					794/136

WILLOWDALE

MARGIE STREET

	SQ.	LOT	HOUSE NO.	SIZE	SELLER-PURCHASER	BEFORE 1972	1972	1973	1974	1975	1976	1977	COB FOLIO
X	23	367	2517	60x105	G.R. Asprien-Feamley&Eger, Inc. J.R. Mottley-G.R. Asprien C.J. Bazile, Jr.-J.R. Mottley	9/71 30,277a 8/69 29,000E			5/36,587a				814/047 744/200 702/438
H	23	368	2521	60x105	P.R. Duran-W.E. Boyd	11/70 36,237a							724/829
H	23	370	2605	60x105	G.W. Zutz-C.L. Lindstrom		8/32,433a						770/200
X	23	371	2609	60x105	A.G. Noto, Jr.-D.J. Sanderson Succ. J.C. Coates-A.G. Noto R.F. Elbert-J.C. Coates	5/67 27,214				5/44,900		1/47,379	882/321 836/490 655/877
B	23	372	2613	60x105	R.A. Tardo-D.A. Sans C.D. Tyler, Jr.-R.A. Tardo				8/37,439a		9.5.80h		871/916 821/347
I	23	374	2701	60x105	D.K. Price-R.D. Coleman D.A. Smith-D.K. Price	6/71 32,000a 10/69 31,750a							736/707 705/467
	23	375	2705	60x105	R.I. Lovold-J.C. Kent	5/69 27,578a							697/912
	23	376	2709	60x105	W.T. Yearwood-J.C. Millette	4/69 30,536a							695/707
X	24	348	2720	58/91x 126/108	J.M. Midence-U.K. VanGuilder							12/41,000h	879/130
I	24	349	2716	60/80x 108/105	R. Trainor-R.C. Burdeart, Jr. T.L. Dempsey-R.E. Trainor	10/70 33,593a				11/45,450h			848/432 722/633
H	24	350	2712	60x105	E.F. Keller-T.O. Harvey, Jr.	10/71 35,500							747/279
X	24	352	2704	60x105	G.L. Clark, Sr.-J.P. Brooke, Jr. J.H. Elliott-G.L. Clark, Sr. W.P. Dill-J.H. Elliott, Jr.				9/39,476a 4/35,500v			3/44,971a	886/433 822/831 812,140
X	24	356	2608	60x105	E.H. Hamewinkel-R.J. Boubede, Jr.			4/32,915a					786/21
X	24	358	2600	60x105	S. Weber, Jr.-P.B. Bittle M. Davis-S.J. Weber, Jr.					12/41,500 11,39,500a			851/767 849/734
X	24	360	2516		W.C. Adams-D.H. Boyas	4/68 27,230							675/396
I	24	362	2508	60x105	B.B. Grace-E.A. Worley L.K. Haggard-B.B. Grace A.H. Trowbridge-L.K. Haggard	6/70 31,279a	2/32,792a		5/35,500				814/999 753/842 716/503

WILLOWDALE

ROSALIE STREET

SO.	LOT	HOUSE NO.	SIZE	SELLER-PURCHASER	BEFORE 1972	1972	1973	1974	1975	1976	1977	COB/FOLIO
X 13	104	5609	60x105	R.F. Duckworth-L.M. Bullock	1/71 24,625v							727/904
X 13	194	5717	60x106	F.P. Weber-R.A. Norman			6/27,000h					793/289
X 13	198	5701	60x105	J. Guess-D.M. Shoop W.L. Spath-J. Guess F. Lopez-W.L. Spath	8/71 23,800f		4/24,369a		6/30,612a			864/852 787/520 742/373
X 13	199	5641	60x105	R.S. Howell-V.T. Burger	10/70 26,000f							722/835
X 13	200	5637	60x105	G.W. Thornell-W.E. Prescott		9/21,922a						770/847
X 13	203	5625	43x126/ 105	J.J. Smith-P.J. Guidry B. Fournet-J.J. Smith P.R. Woods-B.R. Fournet D.B. Adams-P.R. Woods	7/68 23,100	11/28,200			6/32,470a		11/42,500	911/147 837/590 776/562 680/804
X 15	207	5624		W.P. Bennett, Jr.-G.M. Ashton	10/68 22,753							687/169
X 15	209	5632	60x105	H.L. Salaun, Jr.-D.R. Oakes		6/24,100f						764/293
X 15	211	5700		M.W. Knights-R.H. Rickerfor	11/67 20,066							666/948
X 15	213	5708	60x105	B.W. Shepherdson-O.C. Sublett III R.H. Bienvenue-B. Shepherdson	10/69 24,900a						6/38,900v	893/378 706/125
X 15	214	5712	60x105	R. Mathis-G.S. LaCoste W.F. Plunkett-R.C. Mathis	4/67 23,395				2/32,000v			855/851 655/280
X 16	216	5800	60x106	W.R. Burleson-R.G. Teen		5/24,500v						760/361
X 16	716	5804	60x105	E.J. McQuirk-R.D. Flagg, Jr.		12/33,852a						805/499
H 16	717	5808	60x105	W.C. Smith-P.L. Congdon C.F. Livers-W.C. Smith	2/69 31,186 8/67 29,822							692/261 662/509
A 16	718	5812	60x105	J.A. Koch-D.A. Estes	6/69 30,027a							698/700
C 16	719	5900	60x105	L.A. Carlson-W.S. Jay	5/71 27,458a							735/567
H 16	721	5908		S. T. Serocki-J.F. McConnell	8/67 29,500							662/197
A 16	722	5912		R.L. Willis-F.L. Fazenda, Jr.	11/67 26,507							666/946
A 16	723	6000	60x105	W.W. Opanowicz-R.M. Rod		6/33,700a						764/833
X 16	724	6004	60x105	W.J. Holt-Edw. M. Britt J.R. Smith-Morris J. Holt C.L. McGowan-Joy R. Smith T.S. Holden, Gen.-Chas. L. McGowan J.M. Ray-Thos. S. Holden	4/71-30,000a 10/69-28,500v	1/30,379a	5/31,542a				8/48,500v	900-460 789-281 753-605 732-771 706-169
H 16	725	6008	60x105	C.L. McGowan-Kyon Sil Lee D.D. Kelly-Chas. L. McGowan		1/33,370		6/41,000a				815-300 752-558
A 16	726	6012	60x105	E.L. Dunn-Roger F. Blitz R.L. Avera-Edmond L. Dunn Dale Trostle-Robt. L. Avera	12/70-31,250h 6/67-26,830	6/33,500h						764-189 725-582 657-914
B 16	727	6100	60x105	J. Aucoin-Jos. K. Kavanaugh G.F. Schneider-Jos. P. Aucoin				12/40,500v	9/42,500h			843-369 827-85
H 16	730	6112	60x105	S.J. Weber, Jr.-Bernard G. Jones Carter R. Cross-Stanley J. Weber III	7/67-24,523			8/35,700v				820-871 659-613
X 16	731	6200	60x105	M.M. James-Norman L. Ogan J.W. Wristers-Marvin M. James S. Jurgalsky-Jerry J. Wristers	8/71-25,500h				9/39,000h			894-714 844-211 742-583
G 16	732	6204		T. Allendorf-Roy E. Frischhertz W.M. Benard-Tod Allendorf	12/71-35,000h		12/36,500a					827-355 751-324
A 16	733	6208	60x105	C.B. Martin-Vernon C. Maurice James K. Bagley III-C.B. Martin	9/67-27,500	12/28,930a						777-754 664-937
X 18	217	5801	73/55x106	T.W. Mitchell-D. Rochelle D. Oldo L.B. Helwick-Thos. W. Mitchell		12/29,900v					9/42,900cs	904-406 779-220
18	696	7216	60x105	Succ. C. C. Wheeler-Fred J. Guthrie Vernon F. Cook-Clyde C. Wheeler	10/69-24,000a 8/67-26,776							706-459 661-840
18	700	6201	60x105	C. Chamberlain-Harold A. Moise III C.H. Marsh-C. Franklin Chamberlain Clarence W. Walter-Chas. H. Marsh	6/68-29,832 5/67-25,222			9/39,500h				844-371 679-12 657-40
D18	701	6113	60x105	D.M. Stewart, Jr.-A.H. Beniger, Jr. F.L. Mant, Jr.-Dudley Stewart, Jr.	7/71-27,868a 4/69-26,032a							738-596 695-95
C18	702	6109	60x105	B.S. Hall-Kirk M. Rouse F.D. Haygood-Barry S. Hall (Continued)			7/29,997a			12/45,500h		912-192 794-561

WILLOWDALE

ROSALIE STREET

SQ.	LOT	HOUSE NO.	SIZE	SELLER-PURCHASER	BEFORE						COM/FOLIO
					1972	1973	1974	1975	1976	1977	
18	702	6109	60x105	T.V. Barteky-Fred D. Haygood D.J. Blakely-Tibor V. Barteky	8/70-28,065a 2/69-27,500E						720-44 691-932
X 18	703	6105	60x105	H.A. Oden-John C. Gardner III N.L. & B. Jr. Mares-Hillary A. Oden	5/71-28,712 3/69-27,500E						733-978 694-674
A 18	704	6101	60x105	P.D. Giddens-Ernest D. Leblanc W.M. Blackman, Jr.-Paul D. Giddens J.H. Summers-Wm. M. Blackman, Jr.	8/71, 32, 500		7/38, 000h		8/43, 700a		870-551 817-503 743-195
H 18	705	6013	60x105	R.S. Carlyle-E. C. Hymel J.H. Tucker-Richd S. Carlyle	9/70-35, 592a 2/68-32, 940						720-838 673-198
X 18	708	6001		W.A. Moon, Jr.-Don Carter		4/29, 900v					758-248
H 18	709	5913	60x105	J.K. McLaughlin-Edw. T. Fontaine P. Fmara-John K. McLaughlin	1/70-31, 000a		12/41, 500h				~35-21 709-660
C 18	710	5909	60x105	B.E. Laird-Leonard Vicari L.J. Loucks-Billy E. Laird D.M. Bond-Loren J. Loucks L. Plett-Dan M. Bond	4/29, 500h 6/69-26, 625a 9/68-26, 629				6/37, 750a		864-839 759-130 698-550 685-109
X 18	711	5905	60x105	C. Sanders-Monte R. Burel			6/31, 200h				792-436
X 18	712	5901	60x105	G.A. Outlan-Edw. C. Norton	1/70-29, 000h						710-574
H 18	713	5813	60x105	T.C. Fowler-Julian W. Posey		12/39, 000v					778-87
X 18	714	5809	60x105	J.T. McClintock-Duane M. Kuske	8/70-34, 069a						719-371
27	649	6305	60x105	M. Krasnolucki-Danny J. Cavallino						11/54, 000	910-781
F 27	650	6309	60x105	A. P. Stiehler-Jos. D. Meyers	6/70-26, 394a						716-933
D 27	651	6313		A.E. Bachschmid-H.M. Jenson	9/68-26, 036						684-683
H 27	653	6401	60x105	D.A. Demello-Donald R. Feltey					8/49, 900h		870-251
X 27	654	6405	60x105	F.C. Spizale-Terrel A. Rhoton B.C. Bowen-Felix C. Spizale			9/32, 500		1/36, 528a		829-469 799-369
H 27	655A	6409	70x105	R.L. Rich-John E. Cave, Jr.			12/38, 900h				805-423
D 27	659A	6425	49x105	W.L. Cambre-Cary F. Gray					7/41, 000h		867-880
G 27	661	6433	60x105	H. Gauvreau-Geo. J. McMillan, Jr. J.R. Schneider-Harold J. Gauvreau K.W. Statham-James R. Schneider R.T. Black, Jr.-Kerneth W. Statham	9/71-27931a 3/23/70-27, 546-6, 500 cash-as of 4/68-26, 794				9/42, 000h 21, 046.69-5/4%-Pringle Assoc. Mort		845-298 744-382 713-23 675-54
A 27	662	6437	40/104x123/105	J.R. Hill-Jorge E. Cabellero David M. Hayes-John R. Hill C.J. Bergeron, Jr.-David M. Hayes	12/34, 000h 2/69-27, 432 3/68-27, 500						777-376 691-920 674-16
G 27	695	6301	60x105	M.J. & D.P. Bishop-Pioneer Securities						5/55, 099a	892-885
A 28	642	6408	65x105	J. Dooley-Peter Waes L.M. Reno-Jos. E. Dooley			12/34, 400h		6/41, 300h		838-2 777-613

WILLOWDALE

SELLS STREET

SQ.	LOT	STREET NO.	SIZE	SELLER-PURCHASER	BEFORE 1972	1972	1973	1974	1975	1976	1977	1978
H 25	511	2609	60x105	T.J. Whitaker, Jr. - J.E. Frank							9/55,000ca	904,135
E 25	512	2605	60x105	J.P. Rush, Jr. - D.R. Westbrook	11/68	30,784						538/356
F 25	513	2601	60x105	R.W. Rome - A. Dishong S. Craig III - R.W. Rome J.G. Hair - S.P. Craig III			6/32,500a		2/37,500		11/48,000	539/535 829/971 784/313
G 25	515	2513	60x105	H.F. Hansen - T.D. Rasco S. Kaleswich Jr. - H.F. Hansen	10/70	34,123a					3/50,500v	687/16 722/632
D 33	518	2504	60x105	L.M. Bravo - R.R. Rivers	12/70	31,538a						725/905
D 33	520	2512	60x105	P.B. Alker - J.H. Mercer				8/38,000v				621/196
X 33	521	2516		R.J. Edward, Jr. - R.R. Vignes	6/28	799						659/298
X 33	522	2600	60x105	L.N. Cotter, Jr. - M.M. Fricke							10/48,000h	905/934
D 33	524	2608	60x105	C. Veith - P. Ricard, Jr. W.M. Montero - C. Veith	3/70	31,000a 8/68 29,668						711/966 682/582
G 33	525	2612	65x105	S.C. Boudreaux - D.J. Talbot G. Malkasian - S.C. Boudreaux A.E. Spiers - G. Malkasian	12/69	35,400v -/68 35,400		3/39,925a				785/581 709/472 675/908
G 35	526	2700	65x105	C.P. Winders - B.J. Villars D.W. DiBoll - C. Winders			1/38,000				11/59,000h	377/696 753/533
F 35	528	2708	60x105	T.M. Parks - G.J. Blache A. Russo - T.M. Parks				5/39,000			5/44,297a	862/180 814/079
D 35	529	2712	60x105	U.S. Mueller - C.A. Hedrick	10/71	32,000h						746/730
H 35	532	2800	60x105	N. Simmons - A. B. Westerman R.R. Ward - N.F. Simmons N. Carlson - R.R. Ward			8/37,500h		12/46,500h			851/375 814/145 769/258
D 35	533	2804	60x105	M. Haganan - C. R. Stauss III D.M. Brant - M. Haganan	2/71	28,800v					6/39,638a	863/660 729/276
A 35	536	2816	60x105	J.L. Erichson - J.I. Wadsworth	8/69	26,847a						703/183
G 35	537	2900	60x105	H.R. Monnerjahn - R.V. Beck M.J. Maher - H.R. Monnerjahn	1/69	32,445		5/39,375v				790/650 690/963
X 36	497	2905	74' ft.	P.J. Goodman - J.J. Seghers J.L. Schneider, Jr. - P.L. Goodman A.J. Dixon - J.L. Schneider, Jr.	12/70	30,631a 7/69 30,837a 6/67 27,897						726/348 700/537 658/146
D 36	498	2901	60x105	J.M. Nurn - L.R. Guillo			6/32,500					764/488
H 36	501	2809	60x105	D.M. Ramona - W.A. Jennings D.M. Gibbons - D.M. Ramona J.D. Davis - D.M. Gibbons	5/71	33,900a 9/67 29,991		5/37,484a				814/928 736/810 663/209
D 36	503	2801	60x105	R.E. Pfeiffer, Sr. - J.L. Cozic C.E. Taubel - R.E. Pfeiffer, Sr.	11/70	30,629a 12/68 27,987						748/793 688/870
E 36	504	2721	60x105	L.M. Berner - M.B. McCrady M.A. Collins, Sr. - L.M. Berner				2/37,000h	8/42,600a			820/498 781/861
E 36	508	2705	60x105	E.G. Vaz, Jr. - R.D. Moore H.C. Taylor, Jr. - E.G. Vaz, Jr. W.V. Sutherland - H.C. Taylor, Jr.	9/70	30,000a 4/70 30,314a		3/24,500h				784/261 721/965 713/371

WILLOWDALE

WINIFRED STREET

<u>NO.</u>	<u>LOT</u>	<u>HOUSE NO.</u>	<u>SIZE</u>	<u>SELLER-PURCHASER</u>	<u>BEFORE 1972</u>	<u>1972</u>	<u>1973</u>	<u>1974</u>	<u>1975</u>	<u>1976</u>	<u>1977</u>	<u>COB/ FOLIO</u>
H 21	427	2509	60x105	T.M. Ludineo, Jr.-F.J. Larve			11/35,252a					804/445
H 21	428	2513	60x105	B.J. Troubatore, Sr.-S.K. Vale					1/40,000a			828/713
A 21	435	2709	70x105	R.R. Richwine-W.P. Veron							2/45,500h	883/895
X 22	413	2716	76x98	M. Forester-T.H. Kelley				5/40,500h				814/093
X 22	418	2700	60x105	W. Leche-H.F. Ryals Chrysler Corp.-W. Leche C.R. Macken-Chrysler Corp.	7/70 24,250c 9/68 27,566				7/36,500h			839/351 719/269 684/344
H 22	419	2612	60x105	J. Schmidt-S.D. Smith B.D. Nichols-J.G. Schmidt L.R. Thompson, Jr.-B.D. Nichols	10/67 30,200		12/42,075		9/43,500h			844/996 827/772 666/261
A 21	420	2608	60x105	J.T. Tuminello-J.D. Hufford T.W. Buckman-J.T. Tuminello	6/69 33,321a 8/68 30,199							699/992 682/501

WILLOWDALE

YORK STREET

SQ.	LOT	HOUSE NO.	SIZE	SELLER-PURCHASER	BEFORE 1972	1972	1973	1974	1975	1976	1977	CDB FOLIO
X 12	175	5709	60x105	J. Ryan-G.C. Trinchard T.F. Verneti-J. Ryan A. Hoy-T. Verneti					3/28,500	6/34,500h	5/39,115	892/934 865/149 831/303
X 12	176	5705	60x105	N.G. Guidroz-J. Carney						8/30,500h		870/592
X 12	177	5701	60x105	R.G. Miller, Jr.-D. Birdsall R.A. Mims, Jr.-P.G. Miller, Jr.	7/71 25,000v		7/28,277a					795/568 739/834
X 12	180	5613	60x105	W.E. Murphy-S.P. Ciulla, Jr. J. Vargas-W.E. Murphy M.S. Katz-J.F. Vargas	4/69 22,857				8/33,000v		1/38,434a	880/635 842/46 695/108
X 12	182	5605	60x105	L. Szekely-L.D. Rogers		6/26,322a						763/589
X 13	184	5608	60x105	J.W. Ritter-J.R. Rosolino F.A. Thornley-J.W. Ritter S.R. Drouinhet-E.A. Thornley R.E. Padgett-S.R. Drouinhet	8/71 25,004a		10/26,504a					801/212 742/309
X 13	186	5616	60x105	J. Short-R.A. Usner J.W. Sewell-J.R. Short		7/25,000			7/34,021a			839/517 765/861
X 13	189	5703	60ft. Front	N.B. Lafirteau-C.P. Bourne	8/69 19,671a							702/631
X 13	190	5704	60x105	S.K. Reger-R.M. Parnell	6/69 21,986a							698/854
X 13	191	5708		R.C. Wagner, Jr.-A. Militello	8/67 22,053							662/559
X 13	192	5712		L.A. McLaughlin, Jr.-L.C. Lucas	4/67 22,450							655/746
H 18	288	5804	65x105	J.S. Walker-J.J. Bredenberg F.L. Johns-J.S. Walker	8/68 26,900			7/41,612a				818/65 683/66
X 18	289	5808	65x105	N.E. Kelly-S.M. Rome C.J. Baragona, Jr.-W.E. Kelly H. Lohman-C.J. Baragona, Jr.	9/68 25,834 5/67 25,000				10/38,907a			873/766 685/622 656/539
A 18	290	5812		H.G. DiRuscio-F.J. Roseboroug	3/68 24,786							674/791
X 18	291	5900	65x105	J.F. O'Connell-R.C. Rehn	7/71 33,000h							740/612
X 18	293	5908	60x105	H.W. Fortson III-C. Garcia R.J. Bosch, Jr.-H.W. Fortson III D.W. Nana-R.J. Bosch, Jr.	9/68 27,224	12/33,900v				10/42,000v		874/586 779/275 685/484
X 18	299	6100	60x105	D. Perrin-R.H. Gaucheau B.D. Perrin-D.J. Perrin B.M. Ellington-B.D. Perrin	9/68 27,526 6/67 27,019					1/14,895a		853/703 684/992 657/858
X 18	302	6112	65x105	J.E. Fitzgerald-D.F. & L. Wren R.C. McMillan-J.E. Fitzgerald	6/68 26,500					6/39,955		863/679 678/887
X 18	303	6200	65x105	S.M. Hafer-Y. Praetorius J. Ozbozdag-S.M. Gray P.G. Pedersen-S.L. Ozbozdag	2/69 27,127a		12/34,972				5/41,000a	892/171 806/94 693/172
E 18	306	6212	65x105	H.W. Mead III - R.F. Mitcher F. Scorsone-H.W. Mead III					7/41,500h		9/53,000h	905/813 840/816
D 19	273	6113	65x105	C. Camp, Jr.-J. Gebhardt					4/31,000v			832/717
X 19	276	6101	60x105	B.C. Escher-W. Brough M.J. Rabalais, Jr.-B.C. Escher	8/71 23,788a 4/68 17,563							741/819 675/393
		6000		A.A. Anata-Roy E. Hoffman	3/68-27,500							673-728
X 19	281	5913		Nat'l. Residence Ser. -D.S. Monte J.B. Gaudin-Nat'l Residence Ser.	8/68-23,409 7/68-23,100							683-643 681-61
X 19	283	5905	60x105	R. Grosskopf-T. Morse & T.A. Spicale III					9/33,900h			845-187
X 19	284	5901	65x105	R.M. Bauer-Jeffery O'Donnell							5/43,200v	892-944
D 26	308	6301	65x105	R.R. Ward-Karl F. Haworth H.R. Williams-R.R. Ward James C. Henry-Van R. Williams			9/18,098a					772-189 718-641 660-717
F 26	680	6305	65x105	B.C. Jordan-Leonard J. Kuckelman	2/69-26,903a							692-868
X 26	682	6313	65x105	A. Stanton-Stanford A. Smith					8/42,000h			841-531
H 26		6409		H.H. Willey Jr-Richd. Darnenberg	8/68-30,500							685-801
F 26	687	6413		Ernest B. Green, Jr.-Jerry V. Freeman		7/67,29,000						660,594
X 27	671	6416	70x106	A.S. Bengel-Raymond A. Serfent J.A. Bertelsen-A.S. Bengel R.L. King-Jas. A. Bertelson	10/70-29,398a 8/70-9,192 (sold subject to mortgage) 1/68-28,750							722-437 719-759 679-594
H 27	672	6412	70/50x105	W. Maden & S. Crowe-Lloyd T. Bajon, Jr. D.L. Bonnett, Jr.-Walter J. Maden	11/8/69-32,236a					11/46,500h		878-75 703-233

WILLOWDALE

YORK STREET

<u>SI.</u>	<u>LOT</u>	<u>HOUSE NO.</u>	<u>SIZE</u>	<u>SELLER-PURCHASER</u>	<u>BEFORE 1972</u>	<u>1972</u>	<u>1973</u>	<u>1974</u>	<u>1975</u>	<u>1976</u>	<u>1977</u>	<u>.003, FOLIO</u>
X 27	673	6403		W. Ross-NockK. Wong								
G 27	676	6316		JacintoA. Meza-WallaceMann	10/67-30,000a				8/42,000b			841-743
D 27	678	6308	60x105	S.W. Ryals-Robt. Fabacher			9/26,000a					666-549
G 27	679	6304	69x105	F.Sicard-Geo. E. Tanner					2/40,500			799-560 829-879

VINELAND STREET

SQ.	STREET		SELLER-PURCHASER	1972	1973	1974	1975	1976	1977	1978	COB-FOLIO	YEARLY % INCREASE
	LOT NO.	SIZE										
A 17	11A	5200	49/79x91	Reynaud Const. Co. Jos. Melancon	VINE-	5/28,525(h)					789-272	
B 17	15A	5216	59x91	W.A. Saunders- John V. Barsam Reynaud Const. Co. Wayne Saunders	LAND NOT LIS-	3/32,500(a)					809-594	17.28
E 17	14A	5212	61x89	T.H. Estingoy- Murgt. W. Schally Reynaud Const. Co. Thos. H. Estingoy	TED IN	5/28,425		8/39,00(cs)			870-670 (39) 789-274	11.28
D 17	18A	5228	53x102/106	V. Mire-Arturo Melara Reynaud Const. Co. Vincente Mire	1972.	5/28,500(h)	10/-42,000(h)				847-363 (29) 789-910	19.92
E 17	17A	5224	55x98/102	M. Falls-Bobby L. Tribble Reynaud Const. Co. Monty S. Falls		5/28,800	4/-37,842(a)				834-328 (23) 789-918	16.44
18	2B	5040	60x93	Solar Gen. Contr.- Helen L. Minsch		9/23,500(h)					799-327	
18	3B	5036	60x93	S.Gerber-Barry T.Marcelle Solar Gen. Contr.- Sam P.Gerber		9/29,300	10/36,000				845/568 800/492	10.92
A 17	21A	5240	72/21x133/116	Reynaud Const. Co. Gary D. Lozado		5/26,800(v)					789-915	
B 17	20A	5236	50x11	Reynaud Const. Co. Murphy S. Spell		5/27,425(v)					789-916	
C 17	19A	5232	50x106/111	Reynaud Const. Co. Wesley D. Jordan		6/27,500(h)					791-152	
D 17	13A	5208	62x87/98	Richd H. Clewis Reynaud Const. Co. Richd H. Clewis		5/29,450(v)					-2/53,400 788-719	17.16
E 17	12A	5204	64x85	Reynaud Const. Co. Hazen H. Hoffpauir		5/29,875(v)					788-721	
F 17	16A	5220	57x94 (resold)	Reynaud Const. Co. Jules Scuderi, Jr.		5/28,025(F)					789-919	
7		5020		N. G. Chamberlain								

average 15.48

WABASH STREET

SO.	LOT	STREET		SELLER	PURCHASER	1973	1974	1975	1976	1977	COB
		NO.	SIZE								FOLIO
B	17	3A	5229 61x90	A. J. Sherlock - Carlos Muedano, Jr. Reynaud Const. Co. - Art. J. Sherlock III		4/28,650(h)			5/41,500(c)		863-249 786-104
C	17	7A	5213 61x90	M. P. Monk - Maurice C. Mazerat Reynaud Const. Co. - Mark P. Monk			5/32,221(a)				815-261 785-436
D	17	5A	5221 61x90	T. Braniff, Jr. - Earl E. Roberts Reynaud Const. Co. - Thos. J. Braniff, Jr.		3/29,600(v)		8/41,000(a)			842-400 785-431
E	17	6A	5217 61x90	W. Hartley, Jr. - Andrew B. Loup Reynaud Const. Co. - Wm. J. Hartley, Jr.		3/29,800(f)		10/39,191(a)			845-610 785-432
A	17	10A	5201 78/43x96/90	Reynaud Const. Co. Irwin F. Calligan, Jr.		3/28,450(h)					785-433
B	17	8A	5209 61x90	Reynaud Const. Co. Eugene R. Anderson		3/28,675(v)					785-437
C	17	1A	5237 43/80x97/90	Reynaud Const. Co. Alexander J. Diaz, Jr. A.J. Diaz, Jr. - Eugene O. Jenkins, Jr.		4/29,700(f)				6/49,500(v)	786-220 893-900
D	17	9A	5205 61x90	Reynaud Const. Co. Dominick P. Musso		3/29,600(v)					785-438
E	17	2A	5233 61x90	Reynaud Const. Co. Eric J. Durel		4/28,750(v)					786-101
F	17	4A	5225 60x90	Reynaud Const. Co. Homer A. Vinson, Jr.		4/28,550(v)					786-102

TERRYTOWN SUBDIVISION

Guardian Avenue - Jefferson Parish - Westbank

Sq.	Lot	Street No.	Size	Seller	Purchaser	1974	1975	1976	1977	1978	DOB/Folio	
A	79	8	736	60'x110'	S.B. Thompson A. Faircloth	Derrell H. Boggs Samuel B. Thompson		11/32,000		12/43,000		912/599 847/859
X	79	4	720	56'xVD'	C.P. Macmurray	Donald D. Goss			3/45,669		887/519	
A	90	14	805	61'xVD'	D.L. Stiles	Val J. Miller, Sr.			6/50,000(a)		894/455	
	90	13		60'x110'	J.L. Lane	Anna B. Velasquez				1/53,800cr	916/391	
X	89	19	812	60'x110'	I.N. McDonald, Jr.	Dennis Madere			9/39,000(h)		874/37	
E	90	11	817	60'x110'	T.A. Mako	Wendell O. Freeman			6/50,900(v)		896/836	
X	79	10	744	60'x110'	D.D. VanHooser	Thomas E. Behringer		5/39,500(v)			862/563	
X	89	17	804	63'xVD'	W.A. Fadaol	Russell A. Bouzigard		6/38,000(h)			864/152	
X	154	1	860	100'x80'	J. Morales	Klaud P. Schmidt		4/38,900(h)			859/399	
X	89	23	828	60'x110'	D. Beham	Donald P. Romero, Jr.	9/36,000(h)				843/559	
X	90	7	833	73/44x122'	L. Tucker	Boonrut Tamtraphol	4/35,000(h)				833/2	
X	77	12	741	60/79x100'	C. Jacobs	Lonnie M. McCartney	7/36,250(h)				838/914	
X	89	18	808	60'x110'	E. Laird #	B. F. Sanford & J.C. Savvas	1/32,453(a)				828/488	

Huckleberry Lane - Jefferson Parish - Westbank

	92	5	732	60'x110'	J.W. Sullivan	Alain Baker		6/38,472			865/971
	92	6	736	60'x110'	P.H. Maxwell	George H. Conrad, Jr.		7/40,500(h)			867/374
	92	11	756	60'x110'	R. Henry	Andrew C. Dillon, III		3/41,493(a)			857/979
F	86	28	825	60'x110'	J. Sedson	Eduardo G. Puente		7/42,844(a)			868/225
F	154	10	828	66/61x110'	T.W. Summerford L. Malonado	Djalma de Luna Braga Ted W. Summerford	5/43,900(h)	6/44,965(a)			865/947 835/556
	92	34	749	60'x110'	C.W. Moon	Ronald P. Orgeron		7/43,122(a)			866/487
	92	3		60'x110'	MEIC Mtg. Corp.	Mtg. Guaranty Ins. Corp.		10/35,068			861/111
	92	14	768	61/56x110'	D.P. Brown	Douglas J. Corcoran		10/37,000			876/66
	93	36		60'x110'	W.L. Prats, Jr.	Janet F. Bonura			6/44,000(h)		897/462
E	154	4	804	61'xVD'	H.V. Baker, III	Klem DO			5/46,851(a)		893/615
	93	35	745	60'x110'	M. Joynes	Jerry Mullins	4/28,750(F)				833/86
A	86	33	805	60'x110'	T. Blake, Jr.	Burbank Colony	5/45,965(a)				834/796
F	86	32	809	60'x110'	J.L. Veccia	Jack M. Woynowski			12/53,000(h)		913/543
B	93	28	773	60'x110'	K.G. Smith	Malcolm A. Jurisich			11/52,000(h)		910/116
A	154	5	808	60'110'	J.R. Clooney, Jr.	Clinton E. Lauman			10/58,500(h)		906/643
	92	7	740	60'x110'	P.A.G. Hootman	Charles A. Burlette, Sr.			3/48,174		888/8
	92	8	744	60'x110'	J.V. Wilson	Wm. H. Parker III			1/39,500(v)		883/823
	92	9	748	60'x110'	L.M. Nowlia, III	George L. Jeffries			3/42,000(h)		887/59
	92	13	764	60'x110'	Mtg. Guar. Ins. Corp. G.W. Glidewell # G. Glidewell	John R. May MEIC Mtg. Corp. Mary Heindel	3/44,300(a)	6/3,000	2/41,900(v)		885/576 864/249 832/516
	93	24	789	60'x110'	I.T. Shutan J.A. Majolia	Harold Pose, Jr. Tilda T. Shutan			6/42,000(h) 9/36,500(cs)		896/957 872/282
D	154	7	816	60'x110'	S.H. Turner, Jr.	Marinko Piacun			8/51,500(h)		903/946
	93	33	753	60'x110'	S.L. Savoie	Douglas F. Young			7/42,300		898-935

TERRYTOWN SUBDIVISION

E. Lexington Avenue - Jefferson Parish - Westbank

Sq.	Lot	Street No.	Size	Seller	Purchaser	1974	1975	1976	1977	1978	COB/Folio
105	39	953	60'x110'	R.S. Westerhaus	Joseph F. Arkesheilm			6/44,000			863/729
112	22	816	89/30x110'	G & J. Rhodes	Equitable Life Assur. Soc.-U.S.		3/39,750				841/800
104	43	817	49/80x110'	Builders Div.Svc.Inc.	James L. Hutchinson Clarence F. Kern	12/43,600(v)	8/40,100(a)				842/269 828/350
104	42	821	49/80x110'	Builders Div.Svc.Inc.	Eugene Stanson		4/39,900				833/606
104	40	829	60'x110'	Builders Div.Svc.Inc.	Lowell C. Burmaster		4/43,500				834/254
104	39	833	60'x110'	Builders Div.Svc.Inc.	Wm. A. Eckhardt		1/46,400(F)				828/490
104	37	841	60'x110'	Builders Div.Svc.Inc.	Felipe J. Suarez	11/42,824(F)					826/589
114	21	844	60'x110'	Builders Div.Svc.Inc.	Samuel O. Buckley, III		6/41,900				863/549
104	36	845	60'x110'	Builders Div.Svc.Inc.	Wm. H. Fulton		4/45,500(v)				834/250
104	35	849	60'x110'	Builders Div.Svc.Inc.	James Chambers, Sr.		3/42,500				831/865
114	23	852	60'x110'	Builders Div.Svc.Inc.	Guillermo Alvarez		4/38,900				833/887
104	32	861	60'x110'	Builders Div.Svc.Inc.	Frank Gibbons		2/42,400				830/627
104	30	869	60'x110'	Builders Div.Svc.Inc.	Larry Davis		4/42,300				833/86
104	28	877	75'x110'	J.L. Williams, Jr.	Donald L. Richbourg	11/41,923(a)					826/908
105	52	901	75'x110'	S. Larga	Fabio Fernandez		2/44,006(a)				829/910
115	19	912	60/70x128/165'	T. Tourek	David L. Beham		8/43,612(a)				841/394
114	22	848	60'x110'	Builders Div.Svc.Inc.	Paul Torres		4/41,500				833/690
105	45	929	60'x110'	G.B. Harry	James L. Betramson			12/50,000(cs)			879/276
114	24	856	60'x110'	R.T. Schultz Builders Div.Svc.Inc.	Larry V. Williams Ross Schultz	3/42,161	6/50,184(a)				864/349 831/270
104	33	857	60'x110'	R.T. White III	Carolyn R. Boudreaux			7/57,500			867/344
104	29	873	60'x110'	W. Beamer	Wm. T. Gafford	12/53,717					850/533
105	50	909	60'x110'	F.O. Dollar	Robert F. Lance			5/43,500(v)			862/516
115	22	924	60'x110'	R.L. Horn W. Duplantia	Guy J. Falgout, Jr. Ray L. Horn	8/41,912(a)	9/51,500(h)				872/550 842/17
115	25	936	60'x110'	C.W. Burhoe	James M. Barefield			9/42,000(h)			873/585
A	105	42	941	60'x110'	D. Neary	Clyde V.W. Popowich	10/49,500(h)				846/206
E	105	37	961	60'x110'	A. Stanekiewicz	J. Rodney Dickerson		2/44,000(F)			855/451
D	105	36	965	60'x110'	T.T. Wall, Jr.	Carl J. Loria, III		5/47,483			862/445
A	105	34	973	60'x110'	J.B. Krenex, Jr. R. Vaughan	Michael J. Naquin James B. Krenex, Jr.	5/44,500	7/54,449(a)			868/494 836/157
	115	20	916	60x128/112'	G. Puls, III P.R. Camiola	Phillip M. Worthington George Puls		12/49,500(v) 1/43,000(h)			913/666 882/935
	104	41	825	59/61x100'	R. Hayes R.A. Ray Builders Div.Svc.Inc.	Donald K. Wood Robert Hayes Robert A. Ray	4/43,500	7/49,970(a)	10/58,531(a)		907/377 868/820 833/942
	115	23	928	60'x110'	D.H. Meekins	Robert G. Loisel			10/55,000(h)		907/661
	104	38	837	60'x110'	M.S. Young Builders Div.Svc.Inc.	John S. Rockweiler, Jr. Michael Young	4/39,900		3/51,998(a)		886/73 833/608
	114	20	840	60'x110'	A.J. Keil	Gerald R. Gilbert		10/52,000(cs)			874/571
	105	47	921	60'x110'	G.C. Marler H. Hebert, Jr. J. Mabry, Jr.	Dr. Laurence D. Mackey James Mabry, Jr. George C. Marler	2/39,815(a) 6/40,218(a)		8/54,900(v)		901/53 829/900 838/445
	105	46	925	60'x110'	W.G. Reece	Ronald L. Clark		12/52,311(a)			879/193
	115	28	948	60'x110'	S.W. Cooper	Pak Chou Wong			6/50,500(a)		895/55

TERRYTOWN SUBDIVISION

E. Lexington Avenue - Jefferson Parish - Westbank (Cont'd)

Sq.	Lot	Street No.	Size	Seller	Purchaser	1974	1975	1976	1977	1978	COB/Folio
115	29	952	60'74x 70'110	P.E. Stephenson	Frank E. Osborn III				2/53,500(cs)		385/403
105	38	957	60'x110'	J.B. Duplantis	Charles E. Terry				7/49,900(a)		398/984

So. Glencove Lane - Jefferson Parish - Westbank

	106	5A	2160	53'/79'x 110'/101'	W. Shryver	Rachel N. Craven		3/42,934(a)			857/963
A	108	29	2125	60'x110'	J. Patrick	John L. Wakefield		3/47,013(a)			957/917
	110	47A	821	70'x110'	V. Klucz	Henry G. Shows, Jr.	6/50,250(h)				338/326
	85	7A	824	70'x110'	R.E. Robertson	Southland Finance Corp.	1/28,566(a)				828/729
	110	40	853	60'x110'	Security Realty Co. L. LeQuin	Larry J. LeQuin Lewis D. Holmes, Jr.	10/41,000				824/525 338/407
	84	16		60'x120'	M. Zimmerman	Charles J. Baldwin	2/42,176(a)				329/928
	107	5	2084	60'x120'	Singer	James W. Calhoun	5/42,900(v)				834/849
	107	14	2132	60'x120'	Housing Co.	Michael L. Guise, Jr.	11/38,900				825/879
D	108	18A	2165	60'x192'/ 118'	M. Tessman	Jaeson Brown	3/42,000				832/425
	106	11A	2184	60'x100'	D.P. Canty	Oscar Riess III			12/50,500(h)		913/434
	107	8A	2172	60'x100'	Mitchell Homes	Laurent D. Fontaine			11/45,000(h)		912/2
A	109	35	2005	55'xVD'	R.E. Carver	Dickey R. Murphy			10/57,000(h)		908/209
	110	41		60'x110'	S.K. Paulson R.J. Biscoglia R. Lambert	William R. Barton Stephen K. Paulson Raymond J. Biscoglia			10/56,500 1/51,664		907/584 882/641 854/36
D	109	29	2029	60'x110'	H.J. Horton, Jr. # J. Christensen	John W. Holden Harold Horton, Jr.	2/40,500(v)		2/49,500(h)		885/624 829/994
	84	13	2048	60'x120'	J.C. Kagel	Timothy D. Schmuck		10/44,500(h)			875/601
D	109	21	2061	60'x110'	P.E. Griggs R. Chabaud, Jr. Empl. Trans. Corp	Richard W. Repp Employee Transfer Corp. Paul E. Griggs	11/11,250		8/52,000(v)		903/132 847/954 848/185
F	109	20	2065	60'x110'	D.G. Santti W. Wall, Jr.	Bernard J. Loria, Jr. Dale G. Santti	7/42,500(h)		6/50,000(h)		896/446 840/86
F	108	35	2101	75'x110'	C.G. Tyrian, Jr.	Gerald W. Purser			6/52,900(h)		896/684
	107	8	2108	60'x120'	M.E. & W.J. Vinglas	James Edwin Gross			7/48,000(cs)		899/912
	108	17A	2169	63'x112'	J. Mitchell II	Clifford J. Lanman, Jr.	5/44,035(a)				837/370
	110	44A	837	70'x110'	F.L. O'Neal	Ernest H. Mitchell		7/56,500(h)			868/90
	110	43A	841	70'x110'	K. Siegman W.L. Remige	Charles D. Lilly Kenneth Siegman	10/45,200(a)		4/54,500(h)		858/614 824/3
	85	14	848	60'x110'	F.D. Richardson	Raymond F. McCluer, Jr.		7/49,000			868/428
	110	46A	825	70'x110'	Security Rty.Co.Inc. E.M. Coppersmith H.A. Petrosky 1st Hmstd.&Sav.Asso.	Frank Richardson Harold J. Kowalchuk 1st Hmstd.&Sav.Asso. Edw. M. Coppersmith	9/42,500 9/1,000s 10/39,000(h)		7/50,000		823/477 866/269 823/576 825/571
E	109	22	2057	60'x110'	H. Lege	Robert A. Clifford		3/40,269(a)			857/705

TERRYTOWN SUBDIVISION

So. Glencove Lane - Jefferson Parish - Westbank (Cont'd)

	Sq.	Lot	Street No.	Size	Seller	Purchaser	1974	1975	1976	1977	1978	OOB/Folio
F	108	24	2145	60'x110'	I.G. Elckes, Jr.	Samuel J. Ware		12/43,500(h)				850/95
B	108	20A	2157		W.C. Davis	Paul J. Albert			5/40,000(a)			860/669
	106	7A	2168	60'x101'	T.E. Jennings	Orlando Garcia-Piedra			6/49,488(a)			864-145
					S.M. McKenzie, Jr.	Theodore Jennings		3/45,614(a)				831/411
	84	15	2056	60'x120'	Empl. Trans. Corp.	Lester J. Broussard		10/42,500(hv)				846/878
					R. Johnson	Empl. Trans. Corp.		4/8,090				833/976
	105	32A		75'x113'	T. Reed	Michael A. Reed			3/11,500(h*)			856/513
					M.A. Reed	John D. Vlosich			7/11,500			767/287
	107	13	2128	60'x120'	T.P. Hart	Wm. S. Young				3/47,918(a)		886/304
X	108	26	2137	60'x110'	D.L. Crane, Sr.	Ramon A. Figueroa				8/49,486(a)		903/665
					R. Laramie	Donald L. Crane, Sr.		8/39,605(a)				841/996
	106	2A	2148	60'x120'	N.W. Martisen	Ralph J. Bertheaud				3/46,500(h)		886/997
	106	9A	2176	60'x100'	S.L. Sanders	Mitchell Homes				5/46,457(a)		893/820
	84	14	2052	60'x120'	D.C. Klosterman	Vernon L. Carpenter				5/46,000(v)		892/289
	106	8A	2172	60'x100'	C.E. Bills	Mitchell Homes				5/46,500(cs)		893/445
	107	2	2072	60'x120'	P.M. Vogel	Michael P. Halter				8/49,200(h)		903/887
					L. Garrett	Peter M. Vogel		4/43,700(h)				858/307
	107	10	2116	60'x120'	S.D. Feagin, Jr.	Stevan G. Spencer				8/48,500		900/996
X	108	19A	2161	42'xVD'	L.E. Robison	Donald R. Miller				4/48,000(v)		890/870
E	109	34	2009	35'xVD'	A.S. Johnson	Valerie M. Robotton				5/48,500		892/653
					E.S. Wiesendanger	A.S. Johnson, Carol Whitney		6/44,000				864/411
X	109	32	2017	60'x110'	J. Ory	Edward W. Gernon		8/40,000(h)				843/119
Laurel Avenue - Jefferson Parish - Westbank												
A	117	39	2117	60'x110'	C.E. Dye	John E. Furbee				11/58,000cs		911/70
					R.H. Garrett	Charles E. Dye		7/52,900(h)				868/408
X	108	6	2144	60'x110'	J.N. Stephens	Lynn McCulough & Daryl L. Lovelace				10/53,500(h)		909/116
B	109	2	2016	67'xVD'	J.L. Wolk	Allan A. Montreuil				7/44,182(a)		898/923
					D. Crane	James L. Wolk		9/42,006				842/922
F	110	35	2017	60'xVD'	R. Turner	Gary L. Brady				1/52,293(a)		883/211
					R.W. Kehlenbach	Richard Turner		4/47,500(v)				860/586
E	110	34	2021	60'x110'	J.P. Prevost	Clarence J. Montesino				5/50,800(E)		891/588
F	109	4	2024	60'x110'	W.F. Bodner, Jr.	Timothy L. Cox				3/48,900(E)		887/785
F	109	5	2028	60'x110'	D.C. Gorman	Lorraine H. McCoy						878/891
D	110	31	2033	60'x110'	W.D. Brown	Billy J. Gurn		11/45,860(a)				890/339
X	117	37	2125	60'x110'	L. Roberts	John P. Selig				4/52,500(E)		901/440
F	117	32	2145	60'x110'	J. Aberconbie	Alvin J. Thompson				8/50,200(v)		904/914
A	117	27	2165	60'x110'	C.R. Newell	Delgene O. Phillips				9/52,000(v)		903/611
A	117	23	2181	64'xVD'	J.R. Pettway	Richard E. Elliott				8/58,000(v)		874/331
D	108	16A	2184	64'x100'	A.L. Larose	Francisco Colon		10/53,900(v)				902/551
										8/53,000(h)		

TERRYTOWN SUBDIVISION

Laurel Avenue - Jefferson Parish - Westbank (Cont'd)

	<u>Sq.</u>	<u>Lot</u>	<u>Street</u> <u>No.</u>	<u>Size</u>	<u>Seller</u>	<u>Purchaser</u>	<u>1974</u>	<u>1975</u>	<u>1976</u>	<u>1977</u>	<u>1978</u>	<u>COB/Folio</u>
X	110	30	2037	60'x110'	J.F. Young	Aline D. Wedge				8/52,000(h)		903/605
A	117	31	2149	60'x110'	R.A. Duplantis	Wm. W. Nichols E. Marlin Cc.				8/58,500(h)		903/889
A	110	32	2029	60'x110'	A.E. Williams	Wayne L. Broussard			6/49,000			864/78
F	110	29	2041	60'x110'	B. McHarney	Dennis A. Barthorst			1/43,878(a)			853/948
E	110	28	2045	60'x110'	L.M. Meyer	James M. Wessel			8/46,900			870/657
F	117	42	2105	60'x110'	I.P. McDonald	Michael L. Walker			4/45,522(a)			860/397
F	108	3	2132	60'x110'	J.L. Caulfield	Edward D. Lutenbacher			9/47,906			872/953
	108	10	2160	60'x110'	R.D. Bostick, Jr.	Len W. Owens			6/46,031(a)			864/160
F	108	7	2148	60'x110'	J.E. Huggins J.E. Shumock	Robert E. Borison James E. Huggins	12/42,556(a)		6/46,500(h)			865/567 827/839
X	109	3	2020	60'x110'	B.R. Pack	Richard C. Quarles, Jr.			5/46,500			861/309
F	109	16	2120	60'x110'	P. Gebhard	Byron W. Porter		11/42,500(h)				848/261
A	109	17	2116	60'x110'	Prud. Ins. Co. of Am. O.O'Quin	Hal W. Cohoon Prud. Ins. Co. of Am.		12/46,300 10/46,300				850/688 847/316
D	117	30	2153	60'x100'	J. Wright	Cynthia H. Reilly			4/45,368			859/181
F	108	11	2164	60'x110'	J. Courtney	Michael D. Barnhart		8/39,000(h)				842/757
E	109	11	2052	60'x110'	T. Vise	Hans Holmes		2/38,999(a)				830/895
	117	23			Singer Housing	James R. Pettway	11/42,900					826/483

HOLIDAY PARK - PLANTATION ESTATES

HOLIDAY DRIVE (Subjects Only)

SQ.	LOT	HOUSE NO.	SIZE	SELLER-PURCHASER	1972	1973	1974	1975	1976	1977	OOB/ FOLIO	
C	27	107D	1940	76x100	S.M. Rose-M.G. Velasquez							
A	27	93C	2336	75x108/116	J.A. Towers-B.N. Borne			9/47,000h			730-552	
C	27	85C	2524	86x107/115	O.K. Lipscomb-Lionel Grows			2/50,000h			737-25	
B	27	84D	2534	70x107/100	W.S. Williams-R.L. Roark					10/58,500v	746-631	
A	27	82E	2544	70x100	H.P. Clemons-J.D. Robinson, Jr. Succession E.G. Wagnon-H.P. Clemons					10/62,000v	746-595	
D	27	80D	2576	70x100	J.R. Derda-A. Maribroue G.L. Hillman-J.R. Derda		9/41,319			12/62,500h	750-117 724-282	
C	27	79D	2600	70x100	S.G. Held-A.A. Collins C.G. Didier-S.G. Held	2/42,000			11/53,000		743-429 704-542	
A	27	75A	2700	90x100	W.B. Stewart-F.S. Pettingill H.B. Miles, Jr.-W.B. Stewart	8/34,500				11/60,500h	747-645 713-339	
A	27	69A	2754	79x100	J.C. McLean, Jr.-P.M. Rice						718-201 710-107	
								2/45,000			728-580	

HOLIDAY PARK - PLANTATION ESTATES

BECK

SQ.	LOT	HOUSE NO.	SIZE	SELLER-PURCHASER	1972	1973	1974	1975	1976	1977	CR/
X	#	291	1900	52x71x100	B.R. Poole-Kenneth T. Ahlstrom E.L. Bahmmer-Billy R. Poole					10/54,000h	740-164 724-122
X	6	324	1919	48/92x100/109	Brook W. Adams-Thos. L. Carcen						734-294
X	8	288	1926	63x100	J.N. Treadway-Brook W. Adams J.J. Bongard-Rex D. Niven, Jr. Rex C. Crowder, Sr.-John J. Bongard Wm. E. Berrie-Rex C. Crowder, Sr.	12/38,900v				10/45,270a	714-41 740-163 730-320 711-424
X	8	287	2000	63x100	B.G. Christian-Emmett Gray	11/37,596-					713-056
X	8	285	2020	63x100	A.J. Castro-Richard Conti					11/63,000c	751-34
X	8	63	2034	40/61/51x101/108	R.E. Knippenberg-Gerald V. Grant						741-595
X	8	281	2048	64x93	V.P. Nachazel-Clifford W. Hawk Edw. R. Griffin-John T. Nally	7/33,500h	6/43,975a				713-235 716-460
X	7	303	2055	63x100	B.R. Thacker-John M. Filwiler J.J. Zlober-Bruce R. Thacker					11/50,900h	742-229 729-164
X	7	304	2063	63x100	D.E. Hand-Michi. F. Keating			7/43,500a			724-66
C	8	277	2100	64x94	A.L. Egleson-John E. Lofton E.P. Langston-Arth. L. Egleson					6/53,600h	745-198 722-157
B	8	275	2171	64x95	John Commeyre-Morris A. Clyde				7/39,000h		730-395
X	8	274	2128	60x95/95	R.C. Cryder-Allen Dean Taylor Samuel C. Berry-Ray C. Cryder					10/54,859a	746-567 733-371
C	7	306	2129	63x100	T.L. Day-Chas. E. Dokey, Jr. J.L. Gregory-Terry L. Day L.W. Rucker-John L. Gregory					5/52,500	747-124 729-566 710-664
X	7	309	2135	63x100	Wm. W. Sharber-Robt. C. Harcher		6/43,000h				714-449
C	7	310	2145	63x100	S.M. Hasen-Patrick A. Erasan C.G. Hulsey-Syed M. Hasen J.S. Howell-Carroll G. Hulsey					10/42,750h	746-566 731-600 723-535
X	8	272	2146	64x96/95	D.H. Aldridge-Robt. K. Gray			3/40,500h			724-460
D	16A	178A	2200	67x96	Raymond Gibbs-Edw. R. Griffin	8/42,500-		11/40,900-			710-257
B	16A	179A	2210	64x97	J.R. Hepner-Cornad B. Olson Ann M. Klees-Joni R. Hepner					3/49,000h	747-365 735-237
C	16A	190A	2220	64x97	J.R. Stutch-Jorge A. Mendana Michl. W. Bell-Jas. R. Smith F.T. Connolly-Michl. W. Bell					4/52,500-	748-64 730-326 721-92
X	16A	181A	2220	64x98/97	Van Felco Inc-Delbert E. Dachtner D.H. Finch-Van Felco Inc.					8/34,000 8/54,000	743-22 738-700
X	16A	183A	2236	64x98	K.A. Schwarz-Donald W. Blanchard, Jr.					6/57,000	748-255
X	15	211	2237	70x100	J.F. Lupkin-Jos. L. Graves L.E. Crawford-Jim F. Lupkin					5/54,711	737-291 731-213
X	15	210	2245	60x100	R.J. Overly-Edgar Byron O. Overly					9/59,500c	744-547
C	15	209	2253	60x100	Richd. Hundza-Warren St. Pierre Jos. Precup-Richd. A. Hundza		3/37,500a			6/48,000v	738-587 717-203
B	16A	185A	2254	67x98	J.S. Emple-Michl. J. Denkowski			6/46,500h			727-49
X	16B	186A	2300	64/99x99	Rodney C. Wing-John K. Russell D.J. Bernard-Rodney C. Wing		2/40,000			11/48,000a	732-635 714-166
X	15	206	2309	50x100	M.E. Rowe, Jr.-Peter I. Galatas			9/43,000h			723-246
C	16B	187A	2310	62x99	R.W. Featherstone-David W. Lynd					3/56,000v	740-616
A	15	205	2317	60x100	Irving R. Yancey-Robbin S. Marshall				2/40,776a		726-654
X	16B	188A	2318	62x99/100	Geo. D. Moate-Geo T. Weyenberg				7/45,000h		733-268
D	15	204	2325	60x100	Robt. Hiebner, Jr.-Chas E. Ray L.A. Nelson-Robt. J. Hiebner, Jr.		12/43,500h			5/45,700	733-157 721-297
X	16B	189A	2326	62x100	W. Wesley-Robt. E. Longacre		8/39,000h				715-661
X	15	201	2355	161/76x100	J.T. Marvel-Edw. Sowers Schweizer John J. Bardgette-John T. Marvel					5/48,500h	739-280 730-147
A	16B	193A	2358	58x147/113x100	D.A. Talbot-Jas. K. Ballou J.K. Ballou-Lawrence J. Miller		3/44,000h			8/47,750h	717-226 726-202
X	16B	195A	2366	57/129x102/147	J.J. Hourin-Thos. L. Arnold Jas. C. Carter-Jas. J. Hourin					8/68,300h	747-447 708-471
C	15	221	2371	96x118	Chas. W. Lockhart-Richd. G. Ghiselin				9/44,000h		730-595
D	16B	196A	2374	60x100	A.W. Hackman-John S. Williams J.E. Gueydan-A.W. Hackman					6/61,500h	746-253 730-326

HOLIDAY PARK - PLANTATION ESTATES

CONET

SO.	LOT	HOUSE NO.	SIZE	SELLER-PURCHASER	1972	1973	1974	1975	1976	1977	OOB./ FOLIO
X	7	323	2000	175x100	P.C. Tucker-Wm. C. Bostick, Jr.					12/49,000a	750-130
X	6	327	2027	63x100	D.L. Osterkam-Edw. T. Sullivan		7/40,700h				716-583
X	7	320	2028	65x100	C.H. Sawyer-Marvin H. Richards			10/42,900h			730-684
C	6	328	2035	63x100	Bryan Coatney- Jerry D. Ross				1/44,000a		736-64
X	7	319	2038	65x100	D.S. Grice-Harry J. Rouyer, Jr.		4/36,162a				722-620
C	7	318	2100	65x100	M.H. Marietta-Gisela S. Mital			8/43,000h			729-324
C	6	330	2101	63x100	A.J. Benintende, Jr.-Claude McNully		2/38,595a				721-466
X	7	316	2120	65x100	Dryades Savings-Edwin F. Krebs E.C. Lockte-Dryades Savings				4/18,200- 5/48,200-		735-363 738-383
X	7	315	2128	65x100	W.W. Dover, Jr.-John C. Varley				2/46,900-		734-174
C	6	333	2129	63x100	R.L. Baham, Jr.-Jay G. Glakoney				7/49,500h		736-447
C	7	314	2136	65x100	M.H. Zatzlau-Hans A. Zander Ben L. Olson-M.H. Zatzlau		8/41,900v		10/52,400v		739-182 719-28
X	6	334	2137	63x100	J.S. Jenkins-Douglass S. Barr Suren Mital-Jas. S. Jenkins		9/38,500			10/53,700cr	745-595 720-15
X	6	335	2145	10/55x111/100	M.J. Frey-Jos. W. Hampton W.R. Scroggs-Michl. Fryer			7/47,500h		3/57,900v	742-525 726-166
X	7	313	2146	65x100	R.F. Pohler-Harlan P. Cross		9/41,000s				719-113
X	7	312	2154	74/75x100	M.O. Dearden-Dr. Gary T. McDonald			3/43,300h			722-522
X	16	213	2310	60x100	T.A. Collins-Eug. G. Barnes			1/44,451a			719-441
C	15	214	2318	60/65x100	Danny D. Caudle-John T. Hochheimer				1/44,000a		725-500
X	14	230	2321	69x100	R.N. Appenfeller-Byron W. Gebaut			2/41,328a			723-445
C	15	215	2326	60/65x105/101	Thos. L. Reeves-Chas H. Scambrough		1/39,000h				718-109
A	14	229	2329	69x110	John D. Page-Donald L. Sullivan			4/52,960a			731-72
X	15	216	2334	60x112	Arth. A. Centry-Franklin H. Sanders			4/43,000v			730-71
D	14	228	2339	69/62x121/117	H.G. Thomas-Chas E. Carpenter		7/47,975a				717-572
D	14	226	2357	69/62x122/120	Jerry Hamman-Jack F. Minor			5/45,262a			731-109
X	14	225	2367	69x120/114	N.C. Gagliano-Thos A. Nelson		1/40,000h				714-50
A	14	223	2401	63/60x120/123	Succ. Wm. L. Littell-Robt. M. Redhead, Jr.				9/44,913a		743-180
A	14	70	2411	67/60x123	H.C. Parker III-Geo. R. Hayes, Jr.	3/38,250h					705-597
X	21	68A	2501	54/60x122/113	J.B. Tipps-Chas J. Vedros, Jr.					12/68,000a	749-174
X	21	67A	2509	55x113	P. Hauck-Thos. R. Keller					4/56,000h	747-11
A	21	66B	2517	55/60x108/109	Jane T. Schenck-Andrew P. Kraus				1/47,000a		735-128
A	21	66A	2525	55/60x115	Eric W. Vetter-Jonathan C. McCarter				2/53,500h		734-231
X	21	65A	2531	50/73x105	J.P. Christmann-David H. Ward Edwin D. Lamb-Jas. P. Christmann		9/42,500		3/50,000h		736-163 719-55
A	21	64A	2539	50/65x105/100	L. R. Sims-Chas. S. Aplin, Jr. Robt. J. Jennings-Lyle R. Sims	7/38,500		1/42,600h			722-409 713-236
X	21	62B	2601	65x100	G.J. McKigney-Chas. M. Parham John M. Simpson-Geo. J. McKigney	6/30,000h				6/51,900h	748-158 710-174
C	22	111C	2608	60x100	H. Portenheimer-Grace E. Decker				11/53,000h		739-249
X	22	111D	2616	60x100/117	D.H. Whitten-Harold W. Hunt				7/42,212A		731-992
D	22	112B	2624	60x100	C. McDermitt-Louis A. Texidor J. Davis-Carroll McDermitt		12/40,000-			7/58,000h	748-358 719-350
A	21	59B	2627	60x100	J.D. Schaffer-Ernest B. Green, Jr.			8/45,500h			728-227
C	22	114B	2640	60x100	W.W. Corners-Peter L. Collon					7/54,000h	748-274
X	22	116C	2700	50x100	Peyton H. Hines-Jos. R. Aubin			12/36,900v			727-381
A	21	56D	2701	60x100	R.J. Stilbotts, Jr.-Chas. W. Peterson				9/52,000h		741-52
X	22	116D	2708	60x100	R.A. Lawson-Don G. Bilbrey			4/37,500v			722-576
D	21	56C	2709	60x110	R.D. Larrick-Scott R. Eshelman J.M. Daley-Robt. D. Larrick		10/41,400v			5/58,350h	748-94 721-93
X	21	55B	2717	50x100	F.C. Masset, Jr.-Harrington J. Murphy M.M. Florence-Fredk. C. Masset, Jr.			5/39,000a		9/47,445a	740-55 733-167

HOLIDAY PARK - PLANTATION ESTATES

CORET

SEC.	LOT	HOUSE NO.	SIZE	SELLER-PURCHASER	1972	1973	1974	1975	1976	1977	COB/ TULJO
X	22	118B	2724	50x100	Jack. C. Mason Jr., Fred A. Krebs T.W. Kaugher, Jr.-Jack C. Mason, Jr. Roe E. Andrews-Thos. W. Kaugher, Jr. 9/28,095				6/41,500	5/45,382a	737-334 726-35 711-431
X	21	54B	2725	60x100	L.L. Geer-John R. Hooks					1/43,000h	740-440
C	22	119B	2732	60x100	R.J. Ward, Jr.-Henry G. Hethcoat J.R. Ellis-Rebt. J. Ward 9/37,500v				5/40,945a		723-679 709-483
X	21	52B	2741	70x68x100	W.R. Treadway-Willie Ralph Headstream D.L. Dudenhof-Wallace R. Treadway E.A. Schoenhardt, Jr.-David I. Dudenhof, Jr.					4/11,000cs	6/61,900- 745-193 734-380 719-555

PLANTATION ESTATES-HOLIDAY PARK

OPERNICUS

SQ.	LOT	HOUSE		SEALER-PURCHASER	1972	1973	1974	1975	1976	1977	DOB/ FOLIO
		NO.	SIZE								
X	2	491	4118 64/35x100	V.L. Morse-Kenneth D. Patrick H.M. Hurley-Howard A. Nelson H.A. Nelson-Virn L. Morse	10/31,500h	9/39,760				9/54,900cs	744-536 713-524 719-109
X	28	492	4119 66/62x100	C.R. Newman-Henry Jos. Bourg						11/58,000h	750-131
X	28	494	4133 64/56x93/99	Farris Mitchell-Dean C. Barnum D.C. Barnum-Wm. R. Janowsky		8/40,750	5/41,284a				723-22 720-403
C	3	455	4134 57x100	Colonel Purdy Robinson-Lucius J. Tucker					8/50,500h		741-1
X	28	495	4147 84x115	R.J. Melancon-Jos. D. Lewis Jr.					2/46,500h		738-214
X	3	456	4148 68/76x100	R.F. Plank-Andrew Wingfield					10/52,000		743-207
C	6	339	4400	Earl L. Cottrell-Gary B. Levy Jas. A. Utz-Robt. R. Berry Robt. R. Berry-Earl L. Cottreal	1/34,025a 8/38,312a			7/43,462a			731-349 707-482 711-321
X	13	391	4401 59/67x100	Wm. M. Hughes-Richard W. Collins Paul D. Burgess-Wm. N. Hughes	13/10,297a			10/46,500v			731-553 711-594
X	13	392	4411 63x100	Jack Malone-Jas. C. Hudson	9/38,500h						712-496
X	6	338	4412 63x100	Jas. C. Johnson-John Coalter	6/36,000						709-179
C	13	393	4419 63x101	W.J. Mouton-Ronald D. Rogers		9/40,800					722-15
X	13	226	4435 60x106/107	Succ. Rene Nunez-Ralph F. Capdeville H.C. Pray-Rene Nunez		8/42,000a			8/46,500		743-64 721-28

PLANTATION ESTATES-HOLIDAY PARK

CUFID

	SQ.	LOT	HOUSE NO.	SIZE	SELLER-PURCHASER	1972	1972	1974	1975	1976	1977	CON/CLIQ
X	23	21B	2621	60x100	Stephen J. Seyl-Julius Langlais				7/43,881a			731-288
X	24A	15	2626	60x107	R.L. Klauzinski-Jas. A. Longaker					9/46,000h		740-116
X	23	22A	2629	50x100	R.D. Winters-Richd. Z. Klauzinski			1/36,500-				722-237
X	23	24A	2645	60x100	J.H. Schap, Jr.-Jos. C. Rice, III						6/45,000	746-226
					F. Grines-Jas. Carothers Carper						8/52,400h	745-298
X	23	26A	2661	60x100	W. Obier-Martin-Robt. E. Stiles		5/33,000h					714-410
X	23	27A	2669	60x100	Marie C. Theobald-John E. Nolan, Jr.				5/38,500h			730-150
B	23	29A	2625	50x100	Sebastian J. Patemiti-Robt. H. Messer				5/53,400h			732-125
					J.H. Dunn-Sebastian J. Patemiti			6/48,500h				725-78
X	24B	9	2700	70x140	H.E. Doak-Nicholas C. Speers					1/2 inc. 12/937c		751-157
					F.C. Cardella-Henry E. Doak					7/45,000v		737-542
X	23	30A	2711	60x100	Frank Pooman-Donald R. Salsburg				4/37,900v			731-38
X	24B	6	2726	65x141	H.F. Rutledge-John E. O'Dowd, Jr.			4/35,500				722-580
X	24B	2	2810	65x141/142	Peter E. Kemp-Leo O'Donnell	11/32,000-						713-593

GALLINGHOUSE

X	23	85A	2618	50x109	E.T. O'Brien-C.E. Vermotzy						7/52,000a	748-269
					C.L. Wichizer-E.T. O'Brien		2/35,901a					717-197
X	23	87A	2632	50x101/105	V.A. Friese-R.J. Mira					8/43,000h		736-624
X	23	88D	2646	60x100	F.F. Burgess, Jr.-C.J. Aucoin					6/47,000h		736-370
					C.M. Girard-F.F. Burgess, Jr.	6/36,000						710-166
C	22	105A	2661	60x100	B.J. Medford-Jos. A. Gaztambide			6/52,073a		6/55,923a		735-498
					E.A. Herring-B.J. Medford							726-35
					J.R. Crowley-E.A. Herring		9/47,000h					719-75
	23	91B	2670	60x100	L.C. Wade-J. H. McCusker III						11/53,000h	749-72
A	23	93B	2700	60x100	J.H. Arrington-G.W. Lazaro				6/44,684a			731-184
					R.J. Thompson-J.H. Arrington			3/38,750v				720-230
X	23	94B	2710	60x100	S.M. Arnold-D.J. Caruso				8/45,430			729-316
					M.P. Bishop-J.L. Arnold			7/37,250v				727-71
X	22	103B	2711	63x100	G.B. Heisey-G.K. Kibodeaux					9/43,963		733-511
					R.L. Cobb-G.B. Heisey			6/42,000				728-44
X	22	102B	2717	60x100	R.D. Woo-C.H. Lorenzen		8/37,500					716-694
A	22	101B	2725	60x100	Ed. Strassel-G.S. Cambron						8/62,000	748-404
X	22		2733	60x100	R.T. Jones-M. Fields						1/49,500v	743-601
X	23	97B	2740	60x100	R.C. Cox-Nobuo Hayashi		7/35,900					715-542

PLANTATION ESTATES-HOLIDAY PARK

EASTER LANE HOUSE										
SO.	LOT	NO.	SIZE	SELLER-PURCHASER	1973	1974	1975	1976	1977	COB/Folio
X 3	469	2001	54x105	W. J. Lannes III-Anna D. Reese R. Radakovich-W. J. Lannes III	1/38,000h				6/58,500	745/241 715/81
X 3	467	2019	63x100	P.W. Richardson-A.M. Harrison					5/48,500h	748/61
X 4	472	2020	65x100	J.T. Hobbs-Thos. J. Ingersoll			12/47,000h			737/31
X 3	465	2035	63x100	R.M. Herman-H.J. Lovekamp		5/44,500a				720/566
X 4	570	2056	65x100	J.D. Libiez-C.T. Fair					6/53,000v	744/189
X 3	462	2061	63x100	Employee Transfer-T.L. Levy F.L. Heuler-Employee Transfer Corp.			11/43,500 7/20,177			729/588 731/320
C 4	571	2100	65x100	R.M. McCormic-L.F. Kenny W.L. Green-R.M. McCormic		3/40,500		9/49,500		741/86 723/542
X 4	572	2110	65x100	J.C. Bugg, Jr.-N.T. Cowley		6/38,500				728/36
X 3	460	2111	72x110	R.L. Hill- T.R. Bulloch B.G. Altman-R.L. Hill	1/36,000v			3/43,874		734/331 714/54
C 3	458	2133	86x104	S.A. Tace-M.L. Rachelson L.J. Sarber, Jr.-S.A. Tace	10/38,500v				5/48,500h	747/188 719/154
X 4	575	2134	57/62x 100/104	J.S. Janik-B.J. Martin J.J. Mann-J.S. Janik		4/35,000			6/53,500v	746/194 719/632
X11	561	2200	65/73x 100	K.M. Savage-C.H. Corliss					1/56,000h	743/571
X28	497	2227	50/60x 165	J.H. Adams-S.D. Qubty Potere Inc.-J.H. Adams		2/44,900h			2/56,000h	739/439 721/509
X28	498	2235	63/64x 141	R.P. Harper-E.D. Faulk			7/46,500			732/181
X11	5B	2244	62x100	E. Rloskat, Jr.-C.W. Richardson		3/40,545a				723/491
X28	501	2311	61/71x 115/102	D.O. Cole, Jr.-C.D. Crowe				6/48,500h		737/374
X11	568	2312	79/55x 98/100	R.T. Hazell-V.M. Richardson, Jr.					10/53,900v	745/547
D28	506	2349	61x100	K.E. Arnold-B.T. Starkey, Jr.			7/46,000			730/371
FIESTA DRIVE										
A 28	954	4118	60/74x 140	J.J. Koepfel-K.C. Court L.A. Vondy-J.J. Koepfel		3/42,000			5/58,000	747/196 723/510
C 28	955	4126	60/81x 122	E.T. Salathe, Jr.-R.V. Collins		3/9,500h				720/280
C 28	508	4128	77/96x 100	W.M. Jones-S.N. Neel			7/55,251a			731/398
C 16B	71B	4400	65/66x 100	R.V. Tedesco-E.W. Shallin	9/35,500h					719/49
D 16B	73B	4418	69x100	E.A. Hendricks-F.J. Schulte			8/44,000h			732-248
X 23	80	4419	68/65x 105	H.R. Messinger-L.R. McCrocklin, Jr.	7/41,500h					714/627
A 16B	74C	4426	68/61x 100	S.E. Anderson-G.L. Mabney J.A. Good-S.E. Anderson G.H. Troxell, Jr.-J.A. Good	1/45,000h	10/56,000		11/66,132a		740/191 726/353 714/35
B 16B	76B	4446	54x100	C.O. Morrison-J.W. Beasley			11/49,000h			732/605
X 16B	78A	4508	54/49x 100	L.T. Nesbitt, Jr.-T.B. Davisaon		7/34,300				719/49

PLANTATION ESTATES-HOLIDAY PARK

MAC ARTHUR BLVD.

SO.	LOT	HOUSE NO.	SIZE	SELLER-PURCHASER	1972	1973	1974	1975	1976	1977	COB/ FOLIO	
X	25	123	4118	65x90/94	E. Canulette-Ruben E. Villagram							
X	25	124	4126	65x99	B.F. Davis-Anne C. Smith Jr. John C. Mitchel-Benj. F. Davis		4/33,000v	11/36,453a		6/32,000		736-386 727-323 718-300
X	25	125	4134	65x100	Altha A. Monea-M.P. Schwarzenbach, Jr.		2/18,225					714-146
X	25	128	4218	65x100	H.H. Brock-Wm. W. Johnson Jr.	9/37,000						712-495
X	25	129	4226	65x100	C.V. Booth-Thos. J. Wood							712-495
X	25	40	4334	69x100	F.P. Durn--Clark L. Fox F.J. Shick-Francis P. Durn		9/29,204	2/30,000a			12/61,500cs	753-114 722-488 719-58
X	13	2A	4341	67/68x104/100	L.S. Salvador-Richard Alfred Carr		3/41,500					717-220
X	25	35	4434	70x102/104	V.E. Holland-Jas. D. Estopinal			3/35,370a				723-509

MEDIANELLE DRIVE

X	2	432A	1915	64x100	D.L. Forney-D.A. Anderson R.G. Martin-D.L. Forney P.E. Schumacher-G.A. Burk D.H. Edgington-P.E. Schumacher C.A. Burk-R.G. Martin			12/42,000a		6/54,800v		746-272 724-533 718-138 709-468 723-39
C	2	434A	1927	53x116xvd	R.A. Meyer-A. Bisso		5/39,000h					714-423
X	3	435A	1933	53/91/95 x118/222	A.C. Greig-R.L. Scott Wm. Fulton-A.C. Grieg		2/37,090a 2/36,125 8/37,240a			5/44,000	5/55,000	744-178 732-95
X	2	436	1935	41/13/89 x100/118	M.E. Sharp-H.C. Choate	8/35,500h						710-346
X	3	443	1942	63x100	J.A. Niemeyer-C.E. Thayer C.E. Thayer-Wm. C. McClaughry				6/51,500h		1/53,276	734-579 743-587
X	2	438	1955	65x100	D.L. McMullen-Wm. H. Glung, Jr. G.A. McClelland-D.L. McMullen			10/39,357a		2/43,000h		735-198 724-410
X	3	444	2000	65x100	D.K. Byrd-C.J. Kemington T.J. Burnett, Jr.-D.K. Byrd	9/71/35,900					6/54,000h	748-140 707-186
X	2	439	2001	65x100	A.C. Lyles, Sr.-D.C. Sanson				10/42,000h			731-577
X	3	445A	2010	62x100	M.K. Gilbertson-G.T. Neal D.E. Lidke-H.K. Gilbertson R.H. Koerner-D.E. Lidke		11/39,000h		9/44,900h		1/53,920a	740-376 732-370 721-206
X	2	483	2021	61x110	C.W. Boyd-V.G. Shaver						1/51,000	743-609
X	2	484	2029	65x100	Wm. B. Manson-E.W. Emmons		3/36,500h					715-213
X	3	447	2030	65x100	J.M. Morris, Sr.-B.J. Morris			9/39,500h				733-472
X	3	450	2110	56/70x 104/100	J.M. Mayfield, Jr.-K.J. Anderson S.L. King-J.B. Mayfield, Jr.				3/39,000		6/53,200	745-261 722-551
C	2	487	2111	63x98/110	F.G. Dinoto-J.G. Schmidt J.G. Schmidt-T.N. Lennox T.N. Lennox-W.L. Copening		11/40,500		7/39,000 7/39,000			721-267 728-123 728-123
X	3	453	2134	62x100	C.L. Bowers-C.A. Harman J.D. Boyett-C.L. Bowers A.L. Leslie-J.D. Boyett				7/40,000	5/41,700h	9/47,000v	741-58 730-156 724-96
C	2	490	2139	68/58x96	Robt. M. Rice-J.F. Moore					8/51,500h		743-43

PLANTATION ESTATES-HOLIDAY PARK

FRANCER STREET

	SQ.	LOT	HOUSE NO.	SIZE	SELLER-PURCHASER	1972	1973	1974	1975	1976	1977	COB/ FOLIO
C	13	177	2301	65x100	H.A. Beryman-Richard H. Gersten	3/39,900v						704-632
X	13	172	2343	60/77x100/126	J.C. Smith-Seymour Marx	10/44,000						709-514
X	13	169A	2363	51x123	Robt. Bezigian-Lynn C. Shannon				7/55,000h			732-232
C	13	168A	2371	63/79x104/100	Shirley Hayes-Bobby R. Harris		5/40,750h					716-390
D	13	167A	2401	67x109/104	D.T. O'Brien-Burton S. Stewart Paul L. Korvas-Dennis T. O'Brien		10/50,087	9/53,000				724-326 723-161
X	13	166A	2411	65x113	H.E. Holcombe, Sr.-Billy J. Ralscoe Wm. B. Bean-Hosea E. Holcombe, Sr.	9/45,000				4/60,000		740-643 713-451
X	14	235A	2412	65x100/105	J.E. Call-Edw. F. Miesch R.D. Luker-Jack E. Call Succ. Fred Dyjhulzer-Ronald D. Luker		9/40,000h	7/43,500v		8/51,930		748-467 731-350 723-114
A	14	236A	2420	65x116	C.R. Blomberg-Billy R. Poole					10/55,000h		741-232
D	14	237A	2428	65x121	T.A. Brown-Mark B. Puckett R.W. Donaldson-Thos. A. Brown					7/59,900h		748-304 730-612
X	13	164A	2431	65x123	Chas Majors-Michael B. Tepovich	6/48,750h						718-505
D	13	159A	2465	64x134	John Lowe-Dudley L. Mern					8/52,500h		739-54
C	14	244	2476	58/68x119/116	C.R. Peterson-Thomas P. Lang et al						10/60,000	746-517
C	21	245	2500	70/50x117/125	Chas. R. Turner-Chas. M. Thames			7/41,500a				726-176
A	20	157	2501	59/121/66x108	J.C. Berry-Michi Brechtel				6/45,000h			729-155
X	21	246A	2510	70/69x125	Richard L. Brown-Ronald Bifani				8/52,000h			733-394
C	21	247A	2522	73/55x120x127	Roy S. Reed-Raymond K. Whelan					4/46,250h		736-324
X	21	249A	2532	73x104	Edw. L. Weitz-Roy I. Swanson	6/44,000h						714-514
X	20	152A	2537	67x105	Potere, Inc.-Edw. D. McCarthy	7/47,700h						714/618
B	21	250A	2542	66x100	M.R. Smith-Bhagway Gupta David Majors-Malcolm R. Smith					9/62,500v	11/75,900h	748-658 743-80
D	21	251A	2552	68x100	B.F. Heinrick-Louis Sanchez-Navarro		8/43,500h					724-201
C	20	149	2563	60x100	Paul E. Pilkington-Wm. F. Rachal	9/38,500v						711-432
X	21	255	2618	60x100	C.E. Bollinger-Jas. J. Jaubert	11/1-34,112a						708-291
C	20	146	2619	60x100	H.M. Penton-Arthur S. Cramer, Jr.	4/39,000						705-647
X	20	145	2627	60x100	J.E. Spaulding-Kenneth C. Mabley A.A. Kancher-Jas. E. Spaulding		6/37,000a		7/47,500			736-484 718-513
C	21	257	2634	60x100	G.S. Smith, Jr.-Stuart Hirsch						7/52,000h	748-303
A	21	258	2642	60x100	R.A. Jardine-Chas. E. Davis W.E. Aeschbach-Robt. A. Jardine					3/51,000h	5/60,000h	746-183 737-135
D	20	143	2643	60x100	J.K. Callaway-Kenneth D. Norton						2/50,000h	742-471
C	21	259	2700	60x100	S.J. Black-Kenneth C. Marley L.R. Nott, Jr.-Sloan J. Black	4/32,500					8/52,500	745-432 707-676
X	20	142	2701	60x100	John W. Ault-Jacob W. Lehman			12/37636a				726-527
C	20	141	2711	60x100	John E. Carr-Hubert A. Wiechert				3/43,943a			724-687
X	21	261	2716	50x100	J.B. Atterbury-Lloyd Breaux Albert T. Shukas-Joe. B. Atterbury		1/35,000				3/53,474a	740-622 721-443
X	21	263	2730	50x100	Geo. Lewis-Charles S. Voothies	12/34,000						711-692
A	21	264	2738	68x100	L.C. Powell-Gregory L. Duffy					9/68,900		744-538

HOLIDAY PARK

ST. NICK DRIVE

SO.	LOT	HOUSE NO.	SIZE	SELLER-PURCHASER	1972	1973	1974	1975	1976	1977	DOB/ FOX TO
X	5	357 1933	61 /72x103 /113	J.P. Higman, Jr.-Lawrence A. Boston	8/42,032a						615/648
C	6	350A 2010	60x100	Geo. W. Stozhl-Robt. F. Kiesling				11/43,000h			731-665
X	5	359 2011	63x110	M.E. Ruebush-Douglas G. Mitchell J.M. Jones-Milton E. Ruebush		2/38,000h				9/49,840h	747-510 716-167
X	5	362 2035	66x100	G.D. Jackson-Thos. S. Ballard						10/59,200v	746-587
C	6	347A 2036	60x100	L.B. Williams-Guy W. Smith		3/39,200a					714-207
X	5	364A 2051	62x100	J.W. Hughes-Phillip A. Garrett				2/36,417-			714-610
X	6	345A 2052	66x100	Theo. Miles-Troy W. Michie, Jr. E.C. Arnold-Theo. T. Miles B.M. Sanderson-Eilon C. Arnold	7/40,000v	8/43,748a			5/49,160a		738-424 717-646 712-331
X	5	365 2101	65/63x99/100	John Snyder-Cary M. Becker						8/51,000h	736-667
C	6	343 2110	62/69x104/100	Equit. Life Ass.-John R. Krail Richd. A. Turner-Equitab Life	4/36,500- 4/36,000-						713A-8 708E-131
X	5	369 2139	70/61x114/109	D.G. Gurley-Henry W. Kemmerly, Jr.					7/50,000h		736-409
X	5	370 2149	70x115	A.O. Sherick, Jr.-Jos. Q. Cipiano				8/43,600a			732-252
X	12	372 2213	63x114	W.F. Leruth-Coerte A. Voothies					10/60,000h		742-173
X	13	390 2216	65x100	Dale D. Lindholm-Wm. B. Goss			5/47,200-				720-521
X	13	389 2224	63x100	Chas. E. Chadwick-Francis A. Wilson	9/39,900h						709-427
X	12	374 2229	63x114	D.W. Martin-John G. Koch M.T. Jenkins, Jr.-David W. Martin	10/38,500	5/40,000h					717-357 713-553
X	13	388 2232	63x100	T.B. Price-Edw. C. Tyson						6/56,000h	747-239
C	13	387 2240	63x102/100	J. Bruskotter-John J. Sodenstrom					3/44,650h		735-239
X	12	376 2247	63x114	Joe C. Greer-Jos. A. McQueen			7/45,600v				726-106
X	13	386 2250	63x102/104	J.G. Bryant-Jos. M. Millen				8/41,900v			731-423
X	13	384 2310	62/63x109	Chas W. Walker-Algiers United Meth.Ch	2/37,000a						707-487
X	12	378 2311	63x114	B. Waldrap-Adam W. Arizmendi						6/55,500a	746-294
X	13	554 2320	63x111	E.J. Le Ruth-Earl R. Schultz					6/3,000h		734-642
A	13	924 2400	63x118/116	W. Cunningham-Richard B. Meyer						10/70,000c	746-523
C	12	926 2401	63x114	H. Patterson-David W. Kennedy Jas. R. Moffett, Jr.-Harrell Eugene Patterson		6/42,000h		4/50,500h			734-360 725-78
X	26	929 2501	69/90x116/115	A.G. Andrews-Edw. P. Strassel						7/84,000-	747-381
D	20	920 2510	65/55x122/125	D.S. Crosbie-Jack R. Cochran		6/39,900h					718-508
C	26	930 2511	59/61x115/108	Louis V. Sierra-Iranklis E. Liokis			4/40,000h				721-617
X	20	919 2520		N.B. Gallagher-Fredrick W. Kraemer III		1/36,607a					716-47
D	26	931 2521	59/66x106/108	J.C. Denney-Henry J. Ahydel	8/40,500h						712-395
X	26	932 2529	59/78x106/110	Jas. Erler-Benj. G. Cuoto	9/40,000h						713-431
A	20	918 2330	65/55x123/114	Jas. Crosbie-Robt. D. Winston, Jr.					5/52,000a		738-493
D	20	917 2538	65/55x100/114	H.L. Widener-Edw. L. Thome Peter Perani-Harrell L. Widener		12/40,000v	12/47,223a				725-455 723-330
C	26	935 2545	59/62x102	A.C. Hayes-Wayne H. Grimes A.E. Hill-Aubrey Hayes	12/38,500h				11/50,235h		744-669 711-675
C	20	916 2546	60x100	Max N. Langston-Harry G. Thrailkill				6/41,904a			733-188
D	20	915 2554	60x100	E. Donaldson, Jr.-Robt. W. Hindle Oto C. Sims, Jr.-Edw. L. Donaldson, Jr.			4/39,900v		6/51,300v		735-600 720-306
A	20	914 2562	60x100	C.T. Dean, Jr.-Dennis R. Miers A. Bohannon, Jr.-Claire T. Dean Frank Ber-Avril R. Bohannon, Jr.				9/52,000h		8/63,500c	747-413 729-451 717-81
A	26	938 2567	60x100	R.L. Nichols-Ray Cochran M.W. Entreklin-Robt. L. Nichols Mrs. D.G. Brooks-Edw. A. Kunz	7/38,500h		7/43,500h			5 /60,000-	747-167 724-107 711-231
D	20	913 2570	60x100	R.J. Berk-Howard Murphy		7/44,159a					716-522
A	26	939 2575	60x100	J. Goffredo-Stephen T. Day						3/50,500h	734-259

HOLIDAY PARK

ST. NICK DRIVE

SO.	LOT	HOUSE NO.	SIZE	SELLER-PURCHASER	1972	1973	1974	1975	1976	1977	COB/ FOLIO
20	911	2600	60x100	Lovick P. Thomas-Margaret C. Thomas				½ int		10/25,430a	746-499
26	941	2601	60x100	J.E. Curtis-Ernest R. Brooks C.R. Crowley-Jon E. Curtis		5/37,723a		7/45,978a			730-391 715-393
20	910	2610	60x100	Red J. Jervon-Jas. L. Hingle, Jr.	3/42,000-						705-534
26	942	2611	60x100	Jackie E. Ricker-Mrs. H. Murphy W.S. Allen-Jackie E. Ricker	8/40,721a		8/44,858a				726-250 709-343
20	908	2626	60x100	Sam Katz-Don C. Miller David L. Goren-Sam Katz H.D. Wilson- David L. Goren		12/41,500a 10/12,095a(deed to extinguish debt)					722-307 720-71 712-212
20	906	2642	60x100	Jos. Hart-Roy L. Dooley P. McKinnon-Jos. F. Hart Richd. Risley-Philip S. McKinnon	10/37,000h			11/47,500h	7/52,367a		736-480 733-639 712-559
26	946	2643	60x100	E. Hoffman-Basil B. Amiller					5/48,771a		735-391
20	905	2700	60x100	Jesse S. Edwards-Sharon W. Shumock		12/44,798a					723-352
20	904	2710	60x100	J.M. Speers III-John A. Van Pelt						11/62,700h	751-50
26	948	2711	60x100	S.P. Johnson-Wayne E. McNeely	8/40,000h						712-399
26	949	2717	51x100	Earl Bates-Orrville C. McDaniel K.N. Foerster-Earl F. Bates Fred E. Davis-Kent N. Foerster	8/36,500	8/36,500		6/44,006a	8/53,500h		741-27 733-255 710-305
20	902	2724	60x100	R.E. Tredinnick-Billy C. Davis				9/46,500h			729-433
26	950	2725	60x100	Ewell F. Hartzog-David A. Myers			6/46,000a				725-43
20	901	2732	60x100	J.M. Morrison-Mrs. Burges R.T. Halfacre-John M. Morrison	6/40,500-	8/45,502a					717-638 713-198

HOLIDAY PARK

VALENTINE COURT

	<u>SQ.</u>	<u>LOT</u>	<u>HOUSE NO.</u>	<u>SIZE</u>	<u>SELLER-PURCHASER</u>	<u>1972</u>	<u>1973</u>	<u>1974</u>	<u>1975</u>	<u>1976</u>	<u>1977</u>	<u>COB/ FOLIO</u>
X	5	423	1920	66x100	Mrs. J.M. Fontenot-Carl O. Hartwell					11/23,114a		741-345
X	4	420	2000	65x100	H.J. Holley, Jr.-Earl L. Bahnmeier						11/54,000v	747-669
X	4	591	2001	43/28/92/103x100	P.A. Morris, Jr.-Garland R. Cain		6/40,500-					714-501
X	4	589	2019		N.W. Layfield-Richd. W. Armstrong, Jr.	2/37,900-						705-484
X	5	416	2040	65x100	C.H. Cole, Jr.-Jas. G. Gooding	9/37,500v						712-445
X	4	586	2045	64x100	L.C. Lehmann-Wm. H. Reardon			2/41,000-				719-486
C	5	415	2050		M.P. Ramber-Percy D. Bagwell	5/36,166a						711-66
X	5	414	2060	65x100	G.W. Acklin-Philip J. Straug						6/55,000h	746-271
X	5	413	2100	65x100	L.S. Kincl, Jr.-Terren D. Bass						6/54,000h	744-287
C	4	584	2101	65x100	J.S. Stewart, Jr.-Kaye E. Stabler Ms. J.V. Ory-Jas. S. Stewart, Jr. E.C. Kimball-Randall J. Ory		8/39,000h 2/35,298a				12/58,500h	751-154 721-15 717-159
C	5	412	2110	62/72x100/103	J.W. Frederick-Kenneth C. Marley R.I. McArron, Jr.-John W. Frederick, Jr. R.F. Travaglio-Russell T. McArron		6/39,500h	6/44,517		11/47,046a		740-207 728-41 717-505
X	4	582	2121	70/59x93/99	R. Witherspoon-Jackie M. Shall John C. Yeager-Ronnie Witherspoon, Sr.					8/50,900-	7/53,203a	748-376 739-17
X	4	581A	2131	70/34/19x95/93D	G. Stephens-Neil F. Anderson L.H. Edmond III-Daniel G. Stephens				10/40,000h	12/50,000-		741-370 731-634
C	5	408	2144	17/65x114/116	James C. Hilton-David E. Manning	7/37,000-						709-272
X	5	407	2152	74/65x115/114	G.H. Troscclair-Arthur D. Young	3/38,500						705-623
C	11	560	2201	81/73x100	C.J. Pusateri-Lee E. Haskin W.M. Chappelle-Cosmo J. Pusateri	8/39,300					7/53,000h	746-411 713-303
X	11	539	2213	65x100	Glenn P. Carson-Goldoni E. Flack A.R. Brown-G.P. Carson		1/41,000h	6/43,076a				726-61 717-58
X	12	404	2220	67x114	Equitable Life Ass.-A.C. Herbert Dennis D. Allen-Equitable Life				12/46,000 12/48,000h			732-574 729-648
X	12	401	2246	67x114	D.M. Miller-Gareth E. Allenone		8/40,700h					716-654
C	12	33	2312	67x114	L.A. Mac Pherson, Jr.-Jas. F. Kluckliger	11/40,000v						713-604
X	12	397	2330	67x114	T. Conger, Jr.-Robt. H. Turner C.D. McMillin-Thurston Conger, Jr.					11/46,000h	1/55,000a	741-486 732-607
B	12	393	2420	62/72x114/115	W.L. Yedckley-Dan'L. R. Aldridge T.L. Recker-Wayne L. Yedckley					3/56,000	2/61,000h	742-522 736-227
X	26	548	2522		S.S. Hoffman-M. Eug. Wright, Jr.			6/46,900				733-170
X	27	511	2525	62/13x59/118	G.T. Wierzbicki-Tom Gibbons S.D. Bichler-Gregory T. Wierzbicki				2/48,000v	12/60,000a		741-432 727-531
X	27	512	2533	62/71x106	L.M. Hendricks-Randall J. Parrish	3/42,994						707-651
X	27	514	2551	66x100	F.E. Hopkins-George D. Madsen					1/56,000h		736-25
X	27	515	2559	65x100	R.O. Campbell-Chas. G. Sauls Jos. A. Roy-Roy O. Campbell B.M. Shepard-Jos. A. Roy		3/40,000	6/44,250			12/64,450h	749-151 725-93 718-239
X	27	516	2567	62x100	H.L. Johnston-Thomas M. McGraw Robt. E. Burns-Howard L. Johnston					1/47,000a	12/66,500v	750-145 722-436
C	27	517	2575	62x100	Chas A. Shaw-Wilbur S. Williams E.V. Weaver-Chas. A. Shaw	9/41,500v		10/49,000a				725-335 711-495
X	26	542	2580	68x100	A.M. Rubenstein-Luther F. Rogers, Jr.		9/52,000					722-6
B	26	541	2590	68x100	Benj L. Goepfert-Geo. O. Ferguson, Jr.			7/49,500-				726-91
C	27	519	2591	62x100	Don P. Meltzer-Wayne M. Johnson					3/50,000-		734-317
A	26	540	2598	68x100	J.A. Wanamaker-John H. McCandless				5/46,900			729-110
D	27	529	2599	62x100	R. Davis-Jos. P. Tynan G.C. Scott-Robt. Davis				7/44,482a		5,53,500h	748-118 732-201
C	27	522	2613	65x100	W.D. Blalock-Jos. E. Warner Jos. E. Warner-Wm D. Blalock M.A. Chaudoin-Eleanor T. Warner		7/46,900h	9/51,996a		11/53,000h		742-234 726-318 714-601
X	26	537	2620	70x100	A.C. Marshall-David J. McAnchie Rolland E. Smith-Alice C. Marshall				10/51,500h		4/58,500a	745-37 731-584
X	27	524	2629	65x100	J.A. Lawrence-Clifton R. Heury		5/44,000h					714-425
C	27	526	2701	64x100	P.F. Constantine-Diego V. Martinez Chas. P. Menard-Dr. Patrick J. Constantine K. Arnold-Chas. P. Menard				10,46,000h		7/54,000h	747-298 730-627 711-419

HOLIDAY PARK

VALENTINE COURT

	SC.	LOT	HOUSE NO.	SIZE	SELLER-PURCHASER	1972	1973	1974	1975	1976	1977	DOB/ FOLIO
X	26	532	2720	66x100	Henry Dolson-Dan A. Navarro			7/49,000h				725-128
B	27	526	2721	65x100	J.L. Hepkin-Jas. H. Baskett J.P. Lawson-John L. Hepkin				9/46,000h		4/62,000v	747-42 730-523
C	26	531	2728	65x100	H.V. Pazos-Ralph F. Primerano						3/60,500h	739-643
D	26	826	2732	60x100	Jan. C. Kiefer-Jas. B. Humphrey W.S. Taylor, Jr.-Jan. C. Kiefer			7/40,700h		6/48,800h		734-615 724-46
A	26	825	2740	60x100	V.F. Ailetto-Karl D. Erbacher					10/59,000-		740-162
X	27	824	2742	65x100	J.P. Dimmerling-Barbara P. Ellis Edw. F. Sayegh-Jas. P. Dimmerling G.R. Foster, Sr.-Edw. F. Sayegh A.B. Develschoward-Gerald R. Foster 7/38,702a		2/40,984a	1/39,622a		12/53,304a		739-298 722-446 716-173 710-229

PLANTATION ESTATES-HOLIDAY PARK

VIKEN STREET

	<u>SO.</u>	<u>LOT</u>	<u>HOUSE NO.</u>	<u>SIZE</u>	<u>SELLER-PURCHASER</u>	<u>1972</u>	<u>1973</u>	<u>1974</u>	<u>1975</u>	<u>1976</u>	<u>1977</u>	<u>DB, FOLIO</u>
D	25	478	4211	60x100	I.T. Stronge, Jr.-Jas. O. Stanley Jr.	12/40,840v						711-692
X	25	134	4329	50x100	L.A. Rogers-Louis I. Reinach, Jr.	8/36,500h						712-403
X	25	51A	4343	59/60x101	P.G. Pizdeck-Chas. D. Smith J.A. Alvenus-Patricia G. Stinchcomb		5/42,000a			6/52,584a		728-563 715-413
X	25	49B	4401	59/60x100	Theodore Scott-Kenneth Randall					1/40,400v		734-71
X	25	47B	4417	50x101	G. Frederick-Frank J. Beninare III						11/47,700cr	753-14
X	25	46C	4423	60/61x102/101	Eugene H. Winder-Frederic Kastler			4/36,955				722-630
X	25	45C	4439	51x104	Frank S. Peace-Gerard J. Noonan				2/40,500h			738-33
X	25	44B	4447	62/61x103	D.W. Krummer II-David B. Anderson			5/38,500v				720-632
X	25	43B	4455	63x103/101	Equitable LAS-Theron H. Pace E.R. Jones of U.S.-NY Corp.-Equitable LAS Wm. F. Goodwin-Edw. R. Jones					10/49,250-	2/50,500	742-471 743-197 710-194

SLIDELL COUNTRY CLUB ESTATES

SEC.	LOT	HOUSE NO.	SIZE	SELLER	PURCHASER	1972	1973	1974	1975	1976	1977	COB-FOLIO
<u>SOUTH BRADLEY DRIVE</u>												
1	201			L.S. Prokop-Wm. G. Counts							11/56,000v	850/451
	212			W.DeBosier-So. Standard Homes R.L. Frost-Harvey E. Johnson		2/6,300 7/35,300(h)						654/317 674/29
<u>NORTH BRAXTON DRIVE</u>												
	10	108 x 150		C.B. Cooper-Paul L. Landry		12/47,000						694/23
	253			Circle R., Inc.-Raymond C. Whedon			8/44,500					710/935
	254	100 x 150		N. Fortenberry-Palmer L. Click J.H. Jenkins-Norman W. Fortenberry C.B.S. Builders-Norman Fortenberry		10/6,750	10/46,000(a) 4/41,550(h)					715/737 689/239 702/247
	255	100 x 147		D.T. Greer, Jr.-Allen J. McKean G.H. Taylor-Dewitt T. Greer, Jr.			1/38,000(h)	8/46,916(a)				736/275 696/491
	256			H.W. Poque-Saml. R. Steele, Sr.		6/51,900						671/211
2	257	100 x 147		N.V. Abernathy-Eugene J. Bourgeois							11/54,000cs	8-8/347
2	258			B.I. Duke-Ozro E. Ewers J.H. Jenkins-Jos. Braud Bldrs, Inc. Jos. Braud Bldrs.-Baprett I. Duke		4/6,750 8/41,633			5/55,500(a)			5-3/317 062/114 683/83
2	259	103 100 x 150		R.J. Vinson-Daniel T. Sullivan, Jr. G. Guidry - R.J. Vinson			1/46,400(h)		10/56,500(v)			769/67 696/968
	260	105 100 x 150		R.T. Pike-John N. Chancellor, Jr.						12/52,103(a)		808/581
	261	100 x 150		W.H. Halsey-Lester G. Harton				6/53,500(a)				732/804
	263	100 x 150		Marris, Inc.-Milton Soulier		9/6,890						632/88
<u>CARLISLE COURT</u>												
	323			So. Standard Homes-J.F. Wilkinson		4/39,360(h)						661/190
	324	vd x 195		Circle R., Inc.-Jas.W. McCaron R.J. Richardson-Circle R., Inc.			12/78,690 6/14,200					717/40 707/678
	325	vd x 190		W.R. Schelihase/-Ralph H. Boisblanc P.D. Fountain, Jr.-Walter R. Schellhase			1/13,000	1/77,000				723/45 695/866
<u>NORTH CORBY DRIVE</u>												
1	66	100 x 150		H.R. VanBrunt, Jr.-Jean G. VanBrunt							11/21,205	
	67	100 x 150		E.R. Hicks-Edw.A. Vajmar		8/42,300						680/303
	70			D.R. Gulpeper-Martin A. Smith, Jr.						11/5,600(s)		804/304
1	123	164 115/75 x 150/155		W.F. Pohlman-R.J. Stuckart A.V. Vinding-Kenneth E. Krzyzek K.E. Krzyzek-W.F. Pohlman R.W. Winters-J.V. Vinding			10/49,500(a) 4/40,923(a)	8/52,000(a)			(1978)-1/65,500	856/109 715/634 737/546 663/85
	125	167 100 x 150		M.J. Poretto-Eugene A. Pilon P.R. Lalumiere, Jr.-Mario J. Poretto						7/54,900 5/50,500(a)		793/17 755/588
<u>COUNTRY CLUB BOULEVARD</u>												
1	5	86/20 x 174/106		W.E. Chaney Const.Co., Inc.- Edw. J. Rupert E.J. Rupert-W.E. Chaney Const.Co., Inc.					9/60,800 5/12,500			766/100 753/227
	6			W.M. Arnold-Jeff T. Holman						3/16,500(h)		780/601
	14	214 90/110 x 151		S.S. Tucker-Jos. E. Brown							1/52,500	810/787
1	15	100 x 150		P.W. Cain-Geo.W. MacArthur				6/45,500(h)				756/630
	16	100 x 130		K.G. Atkinson-Ray D. Murrs						3/48,500		778/773
	20	441 100 x 130		J.H. Meaux, Sr.-Eugene Migotsky				10/52,500(h)				768/662
	23	435 100 x 130		C.F. Claxton-Patrick T. Taylor							5/65,000(h)	823/758
	27	105 x 130		J.F. Dobbs-Myrtle R.M. Nuber						11/58,000(a)		804/739
	28	150 x 130		S.Hitchcock-Arthur A. Calte						7/52,500(v)		794/606
	36	409 100 x 140		R.P. Dickey-Chas.M. Easterling						8/67,500(h)		796/719

SLIDELL COUNTRY CLUB ESTATES

SEC. LOT	HOUSE NO.	SIZE	SELLER - PURCHASER	1972	1973	1974	1975	1976	1977	COB-FOLIO
COUNTRY CLUB BOULEVARD - (Contd.)										
	39	100 x 130	J.W. Hill-W.T. Gansert F.W. Pfaff-Jimmy W. Hill				11/47,500		9/52,900cs	842/666 770/281
	45	424 105 x 130	R.J. Dinjar-John H. Hall					9/68,000(h)		799/563
	46	422 150 x 130	J.N. Fowler-Julius A. Mire, Jr.					7/56,248(a)		793/516
1	63	100 x 150	R.E. Stanton-Jas. A. Ruff			2/54,000(a)				723/411
	64	100 x 150	L.E. Byrd-Mr. B. Doan		4/36,624(a)					703/613
1	65	100 x 150	P.C. Little-Jerry D. Scoggins J.A. Brown-Paul C. Little		1/34,737		6/42,000			757/761 696/313
	129	334 100 x 150	D.F. Peterson-John B. Delaha J.J. Eckle-Dale F. Peterson		8/49,500				7/62,500(h)	832/6 712/68
	131	100 x 150	J.E. Barber-Jack Hocutt		7/40,000(h)					707/916
	132	46/80 x 150	H.L. Lavender-Ramon Sperandio A. Swede, Jr.-Harold L. Lavender		1/34,907(a)				8/52,000(a)	835/518 969/677
	134	100 x 150	Pollard Estates Dev. Corp.- So. Standard Homes So. Standard Homes- Daniel P. Bauer	10/6,350 7/38,800						636/109 676/275
1	135	324 100 x 150	D.P. Bauer-Kenneth P. Simon Kenneth P. Simon-Robt. Fellman				9/52,000(h)		(1978) 2/62000(h)	764/759 862/115
	136	318 100 x 150	C.W. Krieger-Philip R. Brock W.F. Toler-Chas. W. Kreiger, Jr. W.J. Hewitt-Mr. F. Toler J.N. Chancellor-W.J. Hewitt	7/44,825(a) 7/44,825(a)	11/55,332(a)				8/60,500(a)	841/165 719/295 711/611 678/224
	138	100 x 150	L.P. Ramirez-Albert A. Lovell		4/41,300(h)					701/338
1	139	100 x 150	C. Sparzman-Herman A. Trosclair				4/27,000			753/345
	140	310 113 x 150	E.W. Sanders-Johnnie W. Bennett B.A. McArdle-Ernest W. Sanders					6/50,500	8/57,500(h)	834/271 758/723
	145	105 x 150	S.A. Fahrion-David A. Larson J.C. New-John J. Meehan J.J. Meehan-Sam A. Fahrion	12/36,465(a) 5/37,206(a)				9/49,200(v)		799/738 647/375 667/376
	149	120 x 150	W.J. Pastorick-Raymond R. Duane	5/40,560(a)						682/102
1	169	100 x 150	P.M. Dollar-S.L. Dollar(Same Name)			12/23,600				745/592
	171	100 x 150	J.M. Carlin-So. Standard Homes So. Standard Homes-A.E. West	2/7,000 2/42,200(h)						633/54 651/318
	172	100 x 150	Marquette Co.-John R. Richardson K.E. Parks-Marquette Inv. Corp.					10/44,000(a)	5/43,000(a)	823/374 767/147
1	173	100 x 150	W.E. Langan-Jesse J. Loving		9/41,000(h)					714/70
1	175	100 x 150	C.A. Hanson-Carroll R. Gray			2/47,000				724/322
1	177	100 x 150	F. Arnold, Jr.-Geo. W. Thompson, Jr.			4/50,000(a)				727/815
	179	100 x 150	J.M. Clemens-Geo. E. Severs		6/19,700(a)					705/725
	180	100 x 150	J.L. Laslie-Vincent B. Fashia		3/49,500					699/187
1	183	100 x 150	J.E. Becker-Robt. G. Devine			7/19,943				734/431
	185		A.T. Terry, Jr.-John F. Galvin					10/50,000(a)		802/777
1	188	100 x 150	J.E. Queen-Benj. V. Groninger		10/55,000(a)					716/99
	189	90/140 x 158/150	W.J. Evers-Bobby G. Redd					3/65,000		778/380
	190	91/80 x 159	Falcon Homes, Inc.-Billy D. Swafford		1/42,500(h)					696/374
1	193	100 x 150	G.P. Hara-Harvey L. Morgan		11/35,036(a)					719/567
	194	111 x 150	W. Clements-Manis, Inc. Manis, Inc.-Jerry Williams	2/8,000	4/48,500(h)					687/300 703/212

SLIDELL COUNTRY CLUB ESTATES

SEC. LOT	HOUSE NO.	SIZE	SELLER - PURCHASER	1972	1973	1974	1975	1976	1977	COB-FOLIO
<u>COUNTRY CLUB BOULEVARD - (Contd.)</u>										
	195	202	110 x 150	D.C. Bailey-Ivan M. Jones L.S. Smith-Delbert C. Bailey S.M. Sakwa-Lee Stanley Smith		3/39,750	2/43,973(a)		7/62,000(h)	831/205 724/137
	197		100 x 150	C.J. & G.L. Fritchie-Lorne W. Hicks					3/30,000(v)	817/868
	198		100 x 150	R.C. Irons-Jos. A. Stephary				11/49,000		771/188
<u>NORTH DABNEY DRIVE</u>										
1	93	114	73 x 150	V.R. Smith-Burnham Jesselyn D. Murphy-Virgil R. Smith J. Norwood, Jr.-Denis Murphy	9/38,000(h) 10/33,524(a)		9/49,650(a)			738/626 687/268 637/221
	95		100 x 150	W.J. Gugler-Jerry V. Cochran	10/51,500(h)					689/39
	96		100 x 150	D.H. Minzell-Gordon R. Gain E.H. Youngblood-David H. Minzell D.C. Blitz-Earrest H. Youngblood	4/32,500	5/35,496(a)			8/49,000(a)	836/37 703/945 660/35
	97	106	100 x 150	W.R. Hamer-Jas. B. Noble					6/56,500(h)	826/570
	98	102	108/151 x 85/102	D. & R.E. Groat-John D. Davis & C.R. Fox, Jr. P.L. Landry-Ronald E. Groat M.Burns-Rodney M. Hornor					5/51,000(h) 1/42,000	6/61,000(a) 830/90 787/34 1/42/883
	100	103	100 x 150	D. Dugas, Jr.-Theodore A. McLeod				6/66,200(h)		790/575-587
1	101		100 x 150	S.G. Martin, Jr.-Huey D. Clark			10/46,000			742/321
	103		100 x 150	R.P. Ewing-Elmory A. Morgan	8/41,676					683/380
1	104		100 x 150	R. H. Kramer-Donald G. Levy			8/40,000			738/294
<u>HUNTINGTON DRIVE - ADJACENT TO I-12</u>										
	71	358	53 x vd	G.E. Hinton-B.E. McDaniels B.G.H. Dev., Inc.-J.G. Irwin, Jr.	2/5,000 6/45,000					652/39 668/368
	72	356	110 x 143	Falcon Homes, Inc.-Ronald W. Tweedel Pollard Estates-Falcon Homes, Inc.		6/44,300 11/13,500(Includes Lot 73)				705/514 692/623
	73	354	100 x 143	Falcon Homes, Inc.-Jos.H. Miller Pollard Estates-Falcon Homes, Inc.		11/61,000 11/13,500(Includes Lot 72)				717/814 691/623
	74	352	100 x 143	Pollard Dev.Corp.-Jas. J. Braud J.J. Braud-Daryl W. Warner	12/6,750	6/42,000				694/669 705/186
	75	350	100 x 143	R.J. Sweeney-Han Tai					(1978) 2/43,500cs	858/113
	77	346	100 x 143	J.C. Kelley-Jack P. Harrison				10/53,000		802/56
	78	344	100 x 143	G.I.Lindah III-Employee Transfer Corp. Employee Transfer Corp.-Jos. R. Armstrong				3/19,177 7/43,000		781/492 794/726
	79	342	100 x 143	Neal Const. Co., Inc.- Hanson Const. Co., Inc. F.C. Treadway-Chas.E. Fields, Jr.	9/6,000		6/51,000 (h)			688/259 731/479
	80	340	100 x 143	T.W. Alley-Elegant Homes, Inc. Elegant Homes, Inc.-Jos. C. Glake, Jr. J.C. Blake, Jr.-Peter J. Griefff		7/10,600(Includes Lot 81) 9/38,000			6/47,973(a)	678/311 715/433 791/169
	81	338	100 x 143	T.W. Alley-Elegant Homes, Inc.		7/10,600(Includes Lot 80)				678/311
	82	336	100 x 143	B. Allen Const. Co.-Robt.A. Carter, Jr. T.W. Alley Dev.Corp.- B. Allen Const. Co.		3/39,500(h) 7/13,500(Includes Lots 834 & 245)				699/917 675/17
	83	334	100 x 143	B.Allen Const. Co.- Kenneth T. Corey T. W. Alley Dev. Co.- B. Allen Const. Co.		12/42,500(h) 7/13,500(Includes Lots 82 & 245)				694/26 675/17
	85	330	100 x 143	R. L. Ashby-John C.Holmes, Jr. J.H. Parsley-Robt. L. Ashby Pollard Estates-Falcon Homes, Inc. Falcon Homes, Inc.-James H. Parsley			10/15,850(Includes Lot 190) 11/41,000	1/53,000(a)	6/56,473	828/550 747/398 672/279 692/9
	87	326	100 x 127/135	H.R. Morneyahn-Otis M Pollard, Sr. O.M. Pollard, Jr.-Robt. V. Weiss, Jr. R.V. Weiss, Jr.-Jimmie A. Juliana Falcon Homes, Inc.-H.P. Morneyahn			11/47,276(a) 12/49,526(a)		7/62,500(h)	743/310 746/259 831/152 705/89
	88	324	100 x 143	Falcon Homes, Inc.-Terry M. Davis T.M. Davis-R.L. Hinshaw		4/39,900(h)		5/51,000(a)		701/483 755/685

SLIDELL COUNTRY CLUB ESTATES

SEC.	HOUSE LOT NO.	SIZE	SELLER - PURCHASER	1972	1973	1974	1975	1976	1977	COB-FOLIO
<u>HUNTINGTON DRIVE - ADJACENT TO I-12 - (Contd.)</u>										
	89	322	100 x 117	Falcon Homes, Inc-Bernie L. Pittman	5/35,000(h)					704/255
	90	32C		Polland Estates Dev. Corp. - Joseph Braud Bldgs., Inc. J. Braud Bldgs., Inc.-I.B. Buckles, Jr. "Same as For Lot 90"			7/7,500(Includes Lot 91) 9/49,600(Includes Lot 91)			736/33 766/98
<u>HUNTINGTON DRIVE - OFF OF INTERSTATE</u>										
1	105			H.F. Donnes, Jr.-Vernon C. Cory		4/37,415(a)				727/84
	109		100 x 150	H.E. Hilkes-Chas. W. O'Neill, Jr.				8/51,000cr		835/478
	110		100 x 150	D.R. Ekberg-Kendall G. Hinman, Jr.				8/58,500(v)		796/196
	113		100 x 150	J.M. Braud-Han Tai	7/38,000(h)					674/183
	116		100 x 150	W.Otto-Gerald W. Gay			7/42,500			760/188
1	117	345	100 x 150	R.T. Jones-Jos. L. Francis	9/41,000					714/356
	118	347	100 x 150	M.H. Payne-Dwight E. Arnold			5/54,000			785/688
	119	349	100 x 150	B.Allen Const. Co.-Carl L.Wild	5/42,500(h)					704/423
	121	353	100 x 150	J.F. Bowski-Louis J. James S.A. Holditch-J.F. Bowski		3/40,904(a)			10/51,500cs	847/457 724/925
<u>NORTH JAYSON DRIVE</u>										
	279		100 x 150	R.J. Kearney-Chas. E. Couvillion		3/35,500(s)				725/748
2	282	217		W.E. Chaney Const.-John W. Scalfo R.F. Morrow-W.E. Chaney Const. Co.			8/14,000	7/68,000(h)		794/138 762/624
	284		80 x vd	Coldway Trans., Inc.-S.N. Morrill	9/38,000(h)					632/255
	285		B.G.H. Corp.	-Geo.E. Bisbee, Jr.	1/47,000					696/394
	286		36 x vd	B.E. McDaniel-F.H. Goodson	9/45,000					686/17
2	288	214		W.L. Lively-Michl A. Hawert M.B. Tuttle-W.L. Lively				8/52,500(h)		796/451 713/688
	290	210	100 x vd	R.S. McQuincy-Edw. G. Gmezak McDaniel Homes, Inc.- Raul S. McQuivey	12/37,475(h)		8/49,900(a)			736/652 644/205
2	291		52 x vd	J.P. Bennett-Geo. T. Omega So. Standard Homes-J.T. Bennett	12/42,319		10/54,910			742/182 694/4
2	292	206	50 x 134 x vd	A.P. Calaruso, Jr.-Jos. W. McCaffery, Jr. E.A. Sullivan-Anthony P. Calaruso, Jr.			10/54,518		9/68,500	842/123 741/544
2	293	204	33/99 x 134/146	S.R. Helfer-Robt. G. Sanders				9/56,500(h)		799/527
	294		80 x 146	C.E. Love-Geo. W. Piper		11/30,000				717/121
<u>SOUTH JAYSON DRIVE</u>										
3	190	102	91/80 x 159/158	C.E. Shipp-Wm. A. Wachter B. D. Swafford-Chas. E. Shipp Falcon Homes, Inc.-Billy D. Swafford		1/42,500(h)	10/54,500		4/61,000cr	822/256 766/630 696/374
	337	114	100 x 164	J.G. Glenn-Jas. G. Seil J.G. Sell-Lorin W. Good Marco Land, Inc.-Jerry L. Glenn	9/43,975	4/46,000				714/149 687/146
3	338			Sticker Const. Co-R.N. Henegan F.G. Spiess, Jr.-Sticker Const. Co., Inc.			6/14,500	9/60,500		764/519
3	339			M.L. Hamilton-Theodore S. Miller E.P. Robert-Melvin L. Hamilton			5/70,000(a) 6/65,000			785/803 757/253
	341		100 x 158	E.P. Robert-Conway B. Benson					4/85,000(h)	821/33
3	342			N.J. Rogers, Jr.-Wm.A. Swansburg				7/57,500		791/589
	343	101		C.G. Calongne-Edward G. Fisher, Jr. Jos. Braud Bldgs.-Geo.C. Calongne J.A. Davis-Jos. Braud Bldgs., Inc.		6/10,500	5/60,630		9/79,000(h)	841/628 755/617 732/465
	344		100 x 201	Marco Land, Inc.-Chas.D. Burks	2/39,800(h)					652/153
	345		100 x 201	Coldway Trans., Inc.-W.R. Wilcox	2/38,500(h)					652/213

SLIDELL COUNTRY CLUB ESTATES

SEC.	LOT	HOUSE NO.	SIZE	SELLER - PURCHASER	1972	1973	1974	1975	1976	1977	COB-FOLIO
<u>SOUTH JAYSON DRIVE - (Contd.)</u>											
3	346	107	100 x 201	J.R. Lynch-Bernard J. Heinke, Jr. Coldway Trans., Inc.-Jos.R.Lynch	8/45,500(h)				1/57,000		775/421
	347		76 x vd	Marco Land, Inc.-Murray D. Poller		8/49,500(h)					711/833
	348		100 x vd	Empire Homes, Inc.-R.C. Weber	9/42,500						686/350
<u>LONDON DRIVE</u>											
2	204	95 x 203		T.A. Temple-Jas. H. Brannon			10/54,044(a)				741/552
	205	95 x 203		1st Bmk Slidell-Roberta C. Crellin					6/42,500		790/515
2	209	328	95 x 204	L. L. McCarthy, Jr.-Terry Affolter				8/51,951(a)			762/110
	210	95 x vd		So. Standard Homes-Frank G. Swarr	11/38,000						642/164
	213	100 x 204		J.M. Trapani, Jr.-Keghan T. Tachjian D.E. Quinn-John M. Trapani, Jr.				4/47,500	1/47,500		775/429 752/584
	214	100 x 204		E.V. Triplett-Edw. L. Donaldson, Jr. E.B. Foseman-David W. Hubbell	6/42,186(a)				6/57,500		790/107 669/334
	216	46 x 216		L.B. Reuther-Herbert H. Stevens, Jr.	7/35,445(a)						675/34
1	223	95 x 210		R.E. Jaskot-Geo.C. Pfaff, Jr.		11/52,000					719/111
	224	95 x 210		E. Magnus-C.B. Almond, Jr.	8/36,500(h)						682/158
	229	95 x 210		V.Kall-Michael J. Egli J. Staur-Victor Koll			4/37,908			9/56,000(v)	842/271 738/424
2	230	95 x 210		T.B. Fowler-Richard R. Foll				7/51,500			760/26
	231	65 x 210		R. Jensen-Arnold L. King	4/31,404						663/170
<u>LOOP DRIVE - ADJACENT TO I-10</u>											
	240	228	95/150 x 265/240	A.T. Hesby-Joseph L. Odum H.W. Hickman-Allen T. Hesby			10/47,500(a)			7/61,000	832/206 741/718
	242	224	100 x 150	Werner H. Keidel-Terrell E. Harbin Builders Comp, Inc.-Werner H. Keidel		7/45,000			(1978) 2/64,500		860/617 708/308
	243		100 x 150	J.H. Jenkins-Jerry A. Brown	6/36,000(h)						673/394
	244	220	100 x 150	J. Braud Builders-Jos.L.LaJaunie, Sr	11/39,500(h)						692/824
	245	218	100 x 150	B. Allen Const.Co.-Robt. J. Hyde		4/44,500					701/656
	246	216	100 x 150	W.D. Gardner-Daniel D. Johnson C.M. Cornelius-Hillis D. Gardner C.F. Rauthier-Chas.M. Cornelius Mans, Inc.-Chas. F. Rauthier			7/49,000	7/53,750(h)		3/61,400	818/319 759/403 734/289 712/254
	247		100 x 150	Bill Allen Const.Co.-T.W. Alley B. Allen Const.Co.-J.E. Bearden, Jr	2/49,000 7/36,100(h)						655/69 674/285
	248	212	100 x 150	Circle R., Inc.-John R. Richardson John R. Richardson-L.H. Blakely	10/39,500(v)			12/57,800			689/127 771/813
	249	210	100 x 150	Neal Const.Co., Inc.-Thos.F. Landreth, Jr.	4/45,000(L)						702/250
	252	204	53 x vd	Q.T. Hinton, Jr.-John L. DeLee J.H. Jenkins Cost.Co.-R.A. Beran R.A. Beran-Quincy T. Hinton, Jr.	9/6,750	7/41,750				2/57,006(a)	813/500 688/270 708/811
<u>LOOP DRIVE - OFF OF INTERSTATE</u>											
	265	211	100 x 150	J.C. Carlisle-Bruce J. Bienvenu W. E. Chaney Const.-J. C. Carlisle	8/37,750					1/62,000(h)	811/241 682/89
	266			W.E. Chumey Const.-J.J. Foster	11/40,800 (v)						692/425
	267	100 x 150		D.M. Gerwin-Robt. A. Baker So. Std. Homes-D.M. Gerwin		12/50,000					721/176 690/191
	268	100 x 150		D.M. Demuth-Fletcher W. Cochran					5/57,000(v)		787/619
	270	221	100 x 150	G.R. McNickle-Terrel A. Barrios Edw.C. Hanson-G.R. McNickle Mans, Inc.-Edw. C. Hanson III	8/46,900(h)		10/37,500(a)			12/68,450	852/42 742/629 683/30
	271			R.C. Orr-Alex M. Sturrock, Jr.	7/35,500						675/21

SLIDELL COUNTRY CLUB ESTATES

SEC.	LOT	HOUSE NO.	SIZE	SELLER - PURCHASER	1972	1973	1974	1975	1976	1977	COB-FOLIO
<u>MARGON COURT</u>											
	151		103 x 150/143	J.E. Richardson-Bob L. Van Tuyl		1/42,881					696/547
	152		108 x vd	C.S. Weber-Othiel Alsop		8/17,821(a)					711/753
	153		52 x vd	W.W. Watson-Marion Gapp		2/43,459					798/754
	155		55 x vd	R.W. Winters-W.W. Cunningham P.L. Schrock-R.W. Winters	3/35,000(a)				1/42,000(h)		775/770 656/314
	160	311	100 x 150	W.T. Lawrey-Raymond C. Hammond, Jr. L.H. Dunham-W.T. Lawry			1/43,500		3/57,500(h)		781/602 722/434
	161			R.A. Morgan-Circle R., Inc. Circle R., Inc.-Viola D. Elken				10/44,812(a)			767/621 779/603
	162		61 x vd	C.M. Quigley, Jr.-Louis E. Brucksieck Hanson Const.Co.-C.M. Quigley, Jr.	7/46,260(h)					5/67,500(h)	823/751 674/189
	167	318	115 x 150	M.B.H. Jetton-David P. Barnes, Jr. M.C. MacMurrough-Elden V. Jetton R.W. Weir-M.C. MacMurrough	2/47,484			4/54,000	5/59,500		788/451 752/399
<u>NORTH RANDALL DRIVE</u>											
	233		100 x 150	J.S. Checkan-John J. Dingler, Jr.		10/52,500(a)					715/658
	234		100 x 150	L.A. Pitt-Thos.R. Hicks	11/42,156(a)						691/917
	235		100 x 150	A.Whittington-W.K. Strange R.D. Hilton-Alex Whittington	1/34,455(a)				3/44,728(a)		779/101 681/41
	237			So. Std. Homes-R.E. Rathbun	7/39,860(h)						674/278
	273		105/91 x 150	N.J.A.Parsons-Russell Sutton, Jr. W.E. Chaney Con.Co.-W.D. Parsons			12/60,000			7/71,500(a)	830/92 745/642
	274	112	90 x 150	E.L. Berg-Jos. W. Hackett R.G. Meyers-Eric L. Berg		8/42,500				4/56,700(v)	817/629 712/84
	276		90 x 150	D.Q. Smith-Paul M. Borgatti		11/45,000(v)					717/403
	277		119 x 150	R.L. Nix-Nicholas A. Daniloff					11/82,000(cr)		806/300
<u>SOUTH RICKFORD DRIVE</u>											
1	216		46 x vd	H.H. Stevens-Mingyang See		9/38,744(a)					714/573
1	219		150 x 150	M.J. Duffy-Stephen W. David M.R. Simms-Michl J. Duffy				3/45,386(a)			765/335 736/622
1	220			Anthony H. Lasseigne-A.H. Lasseigne, Jr.						11/57,000(a)	848/287
<u>PINEWOOD DRIVE</u>											
	295		100 x 150	Hanson Const. Co.-Walter P. Halse		12/45,500					693/724
	296		100 x 150	Pro.Const., Inc.-Roland Decrauel	12/53,000(h)						695/347
2	297		100 x 150	R.L. Smith-Anthony J. Vrana J.R. King-Richard L. Smith E.A. Broden-Jas. R. King McDantel Homes-Elissa A. Bowen	8/47,000	9/51,000	12/59,000		11/64,460(v)		805/777 745/884 713/291 683/242
	299	182	100 x 150	W.S. Ezell-Alan H. Norton J. E. Sticker, Inc.-W.S. Ezell		10/50,900(a) 4/45,500(h)					715/667 701/814
2	296	184	100 x 150	M.J. Mayell-J.Peter Johnson Sticker Const. Co.-Michael J. Mayell		4/46,250	10/58,200				743/192 702/289
	300	180	100 x 150	Robt. T. Hastings-Wm. James Costas Sticker Const. Co.-Robt.T. Hastings		4/45,900				7/67,500	837/488 701/972
2	301			B.O.Cox-Dan W. Barry Slidell Bldrs.-Bobby O. Cox		6/65,000			8/89,500(h)		795/299 705/827
	305		100 x 150	J.R.Fitzgerald-Wm.F. Barrett			6/62,500(a)				732/786
	307		100 x 150	P.N. Fuller-Gordon R. Hamilton D.R. Durden-Paul H. Fuller			6/67,000(a)			8/87,500(a)	833/311 733/344
	309		100 x 150	S.B.O. Lippert-August J. Penkava		8/51,969(a)					711/310
	310		100 x 150	D.R. Nolan-John Jos. Gunther			1/48,152(a)				722/425
	311		100 x 150	W.F. Hakes-Wm. E.King, Jr.		10/50,510(a)					716/738
2	312		100 x 150	P.J. Greene-Kenneth J. Guffey				5/48,000			755/191

SLIDELL COUNTRY CLUB ESTATES

SEC.	LOT NO.	HOUSE SIZE	SELLER - PURCHASER	1972	1973	1974	1975	1976	1977	COB-FOLIO
PINWOOD DRIVE - (Contd.)										
	313	100 x 150	T.F. McNamara-Hugh E. Neaver			1/51,500				723/37
	315	105 x 99	Bldrs. Components, Inc. - Jos. J. Schmodelback	8/44,000(h)						679/184
	321	vd x 150	Bldrs. Comp., Inc. - Ralph Parker		8/52,000(h)					712/950
	322	110 x 99	Bldrs. Comp. - Jas. C. Parker, Jr.	8/44,000(h)						679/187
3	327	126 110/74 x 180	T.M. McCluskey-Russell C. Pickett James G. Schmidt/TR-Thos. N. Lennox T.N. Lennox-Thomas M. McCluskey Coldway Trans., Inc. - W.S. Brasher	2/46,000(h)			8/53,000 8/53,000	8/61,000		797/396 763/753 763/260 655/71
	328	110 x vd	So. Std. Homes - Robt. D. Murphy	3/40,700(h)						658/338
3	329	115 x 130	E.C. Crain, Jr. - Leroy C. Pool					8/61,800(a)		797/448
	334	121 x vd	F. Hughey-Douglas D. Angela Bldrs. Comp., Inc. - Fred Hughey	9/48,000		5/61,000(a)				732/597 685/361
	335		J.W. Weldon, Jr. - John D. Smith		8/50,969(a)					713/103
	336	100 x 130	Marco Land Co. - Paul J. Enochson	5/41,000						664/12
	349	100 x 150	D. Haman-Employee Transfer Corp. R.F. Morrow-Drew Haman		4/49,500(h)				11/30,268	848/858
	350	100 x 150	Delightful Homes, Inc. - N.H. Sather	5/42,450(h)						665/41
3	351	102 85 x vd	J. Dubbs-Chas. Schimmel, Jr. So. Travel Hms. Corp. - John A. Dubbs			3/54,000		1/28,300		774/631 724/842
3	358		R.T. Dunn-Eldridge Dugas, Jr. J.W. Buttrey-Robt. T. Dunn		7/53,100			6/64,000		790/224 709/746
3	360	109	J.E. Douglass-Howard H. Russell T.L. Tedrow-John E. Douglass J.B. Peterson-Thos. L. Tedrow Marco Land, Inc. - J.B. Peterson	7/40,000(h)		11/49,475(a) 7/47,331(a)		4/51,500(a)		784/753 744/668 735/599 674/23
3	361	100 x 161	J.L. Mattery-Edwin L. Kippler, Jr. Bill Allen Const. - Verdell W. Mattery	3/50,800				6/67,500(a)		758/478 658/331
	363	100 x 161	D.R. Christiansen-P.L. Greenwood		11/50,318(a)					719/569
	365	123	R.J. May-Jas. M. McKisic D.L. Starr-Robt. J. May			7/59,470(a)			4/65,250	821/652
3	366	125 100 x 160	K.W. Embry-John D. Vetter C.E. Schauss-Kenneth W. Embry			7/54,000(a)		12/58,500		772/602 734/90
	367	100 x 180	L.F. Abbotts-Gladys K. Menard		10/65,000					716/446
3	368	100 x 160	J.W. Klerk-Herman J. Byrnes					9/66,500		799/234
3	369		S.C. Johnson-Waldo H. Schock					3/49,500(a)		750/807
	370	111 x 140	M.G. Campbell, Jr. - Wm. C. Probst		11/65,000(a)					718/938
3	371	120 x 140	J.H. Manger-Henry C. Townsend, Jr. Bldrs. Comp., Inc. - John H. Manger	8/45,000(h)			7/59,637(a)			759/637 682/153
	373	153 110 x 140	So. Std. Homes - Wm. P. Brigg Pollard Estates Dev., Inc. - So. Std. Homes, Inc.	4/27,750		11/45,500				717/668 659/195
	375	100 x 140	So. Standard Homes - Edw. Priestas			2/48,400				724/408
	376	95 x 140	R.L. Frost-Walter Krzymowski			6/55,883				733/346
3	377	100 x 140	W.P. Daniels-Otis E. Sanford J. Buttrey, Inc. - Wm. P. Daniels		4/51,800(h)			6/59,000		757/663 702/98
5	378	100 x 140	C.F. Lennon-Johnny L. Reeves J.W. Buttrey-Clifford F. Lennon	7/48,000(h)					9/66,500cs	840/69 674/32
	379	100 x 140	J.W. Buttrey-Earl M. DeRouen, Jr.			2/45,000				724/111
	380	100 x 140	B. Allen Const. - Frank A. Bailey	10/52,800(h)						690/491
3	381	100 x 140	L. Makosky-Howard A. Perez B. Allen Co., Inc. - Frank Makosky	11/50,000(h)			5/53,000			753/259 692/170
	382		B. Allen Const. Co. - Geo. M. Brooks	10/50,600(h)						691/191
	383	100 x 140	Bill Allen Const. Co. - Eugene Zetka	5/42,450(h)						663/238
	384	100 x 140	A.E. Hawkins-Martin Marietta Corp. M. Marietta Corp. - David A. Cardot C.J. Bodenhamer-Albert E. Hawkins Distinctive Homes, Inc. - Geo. J. Bodenhamer	1/46,000			3/58,500(a)		5/69,000 5/69,000	824/646 824/658 751/417 596/240

SLIDELL COUNTRY CLUB ESTATES

SEC.	LOT	HOUSE NO.	SIZE	SELLER - PURCHASER	1972	1973	1974	1975	1976	1977	COB-FOLIO
<u>PINEWOOD DRIVE - (Contd.)</u>											
3	385	179	100 x 140	F.H. Ugolini-Loyd J. Fischer W.G. Perry-Jimmy W. Carpenter J.W. Carpenter-Francis Henry Ugolini Stickler Const. Co.-Wm.G. Perry			10/51,000(a) 1/54,000		8/60,915(a)		797/253 715/662 685/288
	386		100 x 140	Stickler Const. Co.- Stonewall J. Craft		11/42,000(h)					692/396
	387		100 x 140	B.Allen Const.-H.W. Copeland	7/42,116						676/1
	388		140 x 140	W. Hanson-John B. Winch	10/63,000(a)						691/637
	389		119 x 140	J.J. Denson-Walter L. Oulliver Hanson Const.-Jas.J. Denson	7/45,354(h)	6/46,000					705/368 674/180
	390		125 x 140	Pro Const., Inc.-E.F. Stasney	10/46,000(h)						691/574

				SLIDELL COUNTRY CLUB ESTATES							
SEC.	LOT	HOUSE NO.	SIZE	SELLER - PURCHASER	1972	1973	1974	1975	1976	1977	COB-FOLIO
<u>PINEWOOD DRIVE - (Contd.)</u>											
3	385	179	100 x 140	F.H. Ugolini-Loyd J. Fischer W.G. Perry-Jimmy W. Carpenter J.W. Carpenter-Francis Henry Ugolini Stickler Const.Co.-Wm.G. Perry			10/51,000(a) 9/43,950(v)		1/54,000	8/60,915(a)	797/253 715/662
	386		100 x 140	Stickler Const. Co.- Stonewall J. Craft			11/42,000(h)				685/288
	387		100 x 140	B.Allen Const.-H.W. Copeland			7/42,116				692/396
	388		140 x 140	W. Hanson-John B. Winch			10/63,000(a)				676/1
	389		119 x 140	J.J. Denson-Walter L. Oulliver Hanson Const.-Jas.J. Denson			7/45,354(h)	6/46,000			691/637
	390		125 x 140	Pro Const., Inc.-E.F. Stasney			10/46,000(h)				705/368 674/180 691/574

SHERWOOD FOREST

SHERATON DRIVE

<u>SECTION</u>	<u>LOT</u>	<u>HOUSE NO.</u>	<u>LOT SIZE</u>	<u>SELLER</u>	<u>PURCHASER</u>	<u>DATE</u>	<u>PRICE</u>	<u>COB/FOLIO</u>
3	487	11610	100 x 150	Henry N. Bretz	Jon Wave Morar	1-78	\$84,000c	2618-132
1	495	11445	90 x 150	Wm. D. McCharen	Ms. C. I. Kelleher	5-78	\$70,000	2573-095
4	480	11935	50 x 150	Howard S. Billings	N. S. Desmarais	6-76	\$60,000h	2505-274
2	494	11467	90 x 150	John F. Reilley	Hugh Holderich	10-75	\$74,000c	5453-516
		11000	95 x 197			10-77	\$54,500	

SHERWOOD FOREST

SHERBROOK DRIVE

<u>SECTION</u>	<u>LOT</u>	<u>HOUSE NO.</u>	<u>LOT SIZE</u>	<u>SELLER</u>	<u>PURCHASER</u>	<u>DATE</u>	<u>PRICE</u>	<u>COB/FOLIO</u>
2	249	11834	100 x 150	R. B. Holloway	S. W. Critchfield	5-77	\$44,500h	2573-899
3	240	11841	100 x 150	Chas. G. Hoover E. J. Jeansonne	Wm. A. Lewis Chas. G. Hoover, Jr.	4-76 3-74	\$40,570a \$35,800c	2488-315 2352-311
1	253	11650	100 x 150	Wm. A. Belding	Hollie M. Carter	2-76	\$43,900h	2475-649
4	243	11935	100 x 150	Jos. J. Sqwyer	George D. Stack	6-75	\$38,500v	2428-221

SHERWOOD FOREST
SHERWOOD FOREST BOULEVARD

<u>SECTION</u>	<u>LOT</u>	<u>HOUSE NO.</u>	<u>LOT SIZE</u>	<u>SELLER</u>	<u>PURCHASER</u>	<u>DATE</u>	<u>PRICE</u>	<u>COB/FOLIO</u>
5	388		96 x 150	T. V. Bagwell	R. Chambers	8-76	\$85,000h	2517-663
6	422		96 x 150	D. S. Russell K. A. Hammock	K. A. Hammock G. R. Fowler	5-77 3-78	\$45,979a \$58,000h	2568-805 2633-894
71	425		100 x 150	G. R. Cannon E. H. Jordan	E. C. Bacon G. R. Cannon	4-77 9-76	\$58,500 \$45,900	2568-080 2521-214
8	466		110 x 150	D. C. Antrobus, Jr.	F. H. Spend	6-75	\$45,500v	2428-206
28	626		106 x 160	W. J. Mayeux	E. E. Lear	11-74	\$67,450a	2395-152
32	740		95 x 160	Amer. Investment	J. B. Hilkena	4-75	\$39,000c	2417-043
177	755		105 x 150	D. H. Gynn	S. J. Culotta	4-76	\$548,000a	2485-044
390	520		100 x 150	R. K. Pratt	W. S. Wright	4-75	\$38,827	2417-587
348	1173		110 x 150	M. P. Mock E. E. Lear	N. Lang, Jr. M. P. Mock	10-75 11-74	\$53,491a \$45,389a	2455-564 2396-012
352	1265		95 x 150	R. A. Beckman	Noah L. Faigout	7-76	\$62,500h	2511-497
353	1277		92 x 153	R. H. Maughan	J. R. Pope	3-77	\$49,900	2556-717
354	1293		90 x 153	D. B. Robertson	J. B. Rogers	1-78	\$55,000h	2620-113
370	1336		90 x 150	B. Chaumont National Residence	C. J. Washispack B. W. Chaumont	6-74 1-74	\$40,937 \$38,000	2367-374 2343-079
358	1351		95 x 150	H. C. Carney	M. P. Mock	2-77	\$65,000	2552-427
361	1423		115 x 150	Runnymede, Inc. M. R. Downs	M. G. Robinson Runnymede, Inc.	3-75 9-74	\$73,000a \$80,000a	2410-588 2384-231

SHERWOOD FOREST
WESTBROOK DRIVE

<u>SECTION</u>	<u>LOT</u>	<u>HOUSE NO.</u>	<u>LOT SIZE</u>	<u>SELLER</u>	<u>PURCHASER</u>	<u>DATE</u>	<u>PRICE</u>	<u>COB/FOLIO</u>
4	305	919	85 x 150	O. J. Blanco	R. A. Champion	7-77	\$45,500h	2585-296
2	206	744	100 x 150	John S. Nelson	Arthur J. Young	6-77	\$54,000c	2579-101
1	209	664	101 x 150	John W. Brophy	Mary J. L. Smith	10-75	\$45,500h	2450-449
3	309	846	95 x 150	Mack J. Alonzo	J. F.O. Reinne	2-75	\$54,200c	2405-333
5	307	955	85 x 150	A. T. Abadie	Robert H. Finlay	3-78	\$62,300c	2636-152

SHERWOOD FOREST

ASHBOURNE DRIVE

<u>SECTION</u>	<u>LOT</u>	<u>HOUSE NO.</u>	<u>LOT SIZE</u>	<u>SELLER</u>	<u>PURCHASER</u>	<u>DATE</u>	<u>PRICE</u>	<u>COB/FOLIO</u>
3	405	1209	125 x 150	Louis Golden	Wm. S. Fairbanks	8-75	\$50,750c	2444-183
7	415	1367	100 x 150	M. J. Felps, Jr.	G. E. Rooney	4-75	\$64,050c	2414-363
1	459	1110	67 x 215	R. C. Beecher	Lars G. Lund	4-74 1-78	\$54,128 \$80,000	2354-414
5	400	1232	95 x 150	Albert C. Doyle	Guy B. Wirth	8-78	\$76,500c	2589-108
2	403	1180	125 x 150	Wendl Shiflett	Clinton C. Aubert	5-76	\$23,500c	2494-402
4	406	1221	100 x 150	J. G. Terhoeve	Cornelia UnHal	7-76	\$55,000a	2511-250
6	407	1233	100 x 150	Nora R. Hodges	David B. Pitzer	3-78	\$58,000c	2633-011

SHERWOOD FOREST

FAIRHAVEN DRIVE

<u>SECTION</u>	<u>LOT</u>	<u>HOUSE NO.</u>	<u>LOT SIZE</u>	<u>SELLER</u>	<u>PURCHASER</u>	<u>DATE</u>	<u>PRICE</u>	<u>COB/FOLIO</u>
3	275	11734	120 x 148	C. M. McCarstle	Jose Lima	9-77	\$58,000c	2594-483
5	262	11865	100 x 150	Ms. R. E. Aucock Maxine J. McKay	Mabel J. Armer Rodney R. Litke	6-77 10-76	\$55,250c \$49,500	2576-542 2529-236
2	258	11725	125 x 162	Ken J. Daapit	Ed Kaltenbacher	1-77	\$77,500c	2546-792
6	269	11976	101 x 257	David Eberback Mary S. Bergeron	Jack R. Goldberg David Eberback	9-75 7-74	\$57,240 \$50,000c	2445-445 2374-218
1	257	11665	77 x 150	A. S. Heroman	Rich G. Barraa	3-74	\$35,800c	2352-311
4	274	11820	125 x 150	P. T. Bernard	Mark R. Haik	5-74	\$33,000c	2360-726

SHERWOOD FOREST

GLENHAVEN DRIVE

<u>SECTION</u>	<u>LOT</u>	<u>HOUSE NO.</u>	<u>LOT SIZE</u>	<u>SELLER</u>	<u>PURCHASER</u>	<u>DATE</u>	<u>PRICE</u>	<u>COB/FOLIO</u>
10	929	12763	85 x 139	J. M. Wacehr	A. R. Crech, Jr.	2-78	\$64,000	2630-072
9	919	12666	88 x 140	John D. Payner	D. Mike Downing	10-77	\$62,900h	2603-409
8	917	12640	88 x 140	Chas. R. Marin	Chas. Jos. Curtis	4-77	\$47,000c	2567-660
2	77	11333	125 x 157	Robt. Sweasingen	F. B. Casanova	5-76	\$36,600a	2496-403
3	81	11433		Emanuel Longo Richard H. Delatt	Thurst Woodward Emanuel Longo	10-76 4-76	\$73,322a \$70,000h	2530-268 2487-619
5	89	11635	100 x 150	Gil S. Parker, Jr.	Ferrol Fuselier	8-76	\$43,500h	2518-385
7	93	11755	112 x 167	Robt. E. Waltman	Terry R. Jones	8-76	\$46,900v	2518-085
4	101	11612	100 x 150	A. B. Wiggins	Gary R. Gregory	6-75	\$45,900c	2428-172
6	24	11666	100 x 164	Robert Clifford	D. A. Breechen	7-75	\$34,000c	2374-038
1 West	15	1125	120 x 160	Robt. D. Litt	Walt A. Grisham	5-77	\$58,000c	2573-679

SHERWOOD FOREST

LITTLE JOHN DRIVE

SECTION	LOT	HOUSE NO.	LOT SIZE	SELLER	PURCHASER	DATE	PRICE	COB/FOLIO
7	94	436	100 x 150	K. W. Davis, Sr.	John H. Tabony, Jr.	2-78	\$52,500a	2528-314
8	133	463	100 x 150	Eric E. Crake	Nancy P. Mills	2-78	\$58,500h	2630-432
9	122	536	100 x 150	Wm. W. Sabbagh	J. A. Koty	12-77	\$45,000c	2616-776
5	130	365	156 x 139	Chas. B. Redman	M. J. Guillory, Jr.	10-77	\$65,585a	2604-538
1	44	305	85 x 189	Dav. J. Gardner	Alice M. Pace	8-77	\$44,500	2591-606
6	95	426	110 x 150	Glen Wakerfield	John H. Tabony	7-76	\$59,613a	2512-538
2	127	335	100 x 150	Ed. L. James	A. H. Johansson	5-74	\$49,739a	2364-688
				Walter R. Watson	John N. Bankston	10-76	\$34,900c	2530-257
10	46	10896	91 x 154	Joel L. Thomas	Walter R. Watson	2-74	\$26,390a	2348-720
4	44	350	85 x 189	B. S. Gerald, Jr.	Robt. K. Kinderer	4-76	\$41,000c	2488-540
3	48	340	141 x 158	Wm. E. Coleman	D. J. Gardner	10-74	\$32,500v	2388-531
11	26	12020	90 x 143	R. H. Chariton	K. M. Elmore	3-78	\$69,900v	2636-289
				R. M. Millburn	J. N. Yglesias	4-78	\$42,000c	2643-374

SHERWOOD FORESTMILLBURN DRIVE

<u>SECTION</u>	<u>LOT</u>	<u>HOUSE NO.</u>	<u>LOT SIZE</u>	<u>SELLER</u>	<u>PURCHASER</u>	<u>DATE</u>	<u>PRICE</u>	<u>COB/FOLIO</u>
1	459	1110	67 x 215	Arthur J. Nash Lars G. Lund	Peter R. Mansur Arthur J. Nash	2-78 5-77	\$80,000a \$73,000	2627-258 2573-899
3	450	11563	92 x 150	Wm. G. Robinson	Chas. J. Inzenga	3-77	\$57,500	2558-736
5	446	11719	86 x 160	Jon W. Morar Wm. H. Gallmann	Steven R. Ward Jon. W. Morar	12-76 6-76	\$72,000a \$65,000c	2545-186 2497-563
4	468	11552	90 x 150	Francis Gebhart	Friedrich Puls	7-76	\$57,800a	2507-124
6	441	11943	85 x 150	R. H. Maughan	F. Wm. Stewart	6-75	\$48,900a	2433-103
2	453	11517	92 x 150	K. N. Robertson	Robt. N. Box, et al	6-74	\$49,000c	2371-652
7	479	11970	100 x 150	Carol T. Pettey	J. A. Hoffpauis	3-78	\$69,900a	2636-747

SHERWOOD FOREST

MOLLYLEA DRIVE

<u>SECTION</u>	<u>LOT</u>	<u>HOUSE NO.</u>	<u>LOT SIZE</u>	<u>SELLER</u>	<u>PURCHASER</u>	<u>DATE</u>	<u>PRICE</u>	<u>COB/FOLIO</u>
7	121	11725	110 x 170	Glenn F. Cresens	Yang Hua Hu	2-78	\$47,472	2625-341
9	155	11820	100 x 150	F. A. Cangelosi	Ed Leon Coen, Jr.	12-77	\$56,900c	2612-519
3	113	11463	100 x 150	Art L. Magee	P.V. Ponthier	6-77	\$44,000c	2574-428
16	143	11945	106 x 150	Peter R. Aube	John L. Carbo	5-77	\$38,500c	2570-415
15	150	11934	100 x 150	Dean M. Wallis Wm. S. Fairbanks	Marc J. Scher Dean M. Wallis	5-77 9-75	\$45,000c \$35,800c	2572-765 2448-055
8	157	11754	125 x 150	Jos. N. O'Keefe	Daryl N. Burke	5-77	\$58,000m	2571-050
6	158	11724	100 x 150	T. Paul McDevitt	Gary L. Black	3-77	\$45,000c	2556-721
13	262	118651	100 x 150	Rodney R. Utke	Rebecca Aycock	3-77	\$49,422	2562-274
4	117	11565	100 x 150	M. Hohenberger F. B. Casanova	Man'l E. Knight M. Hohenberger	8-76 11-74	\$44,934a \$36,206c	2519-737 2395-040
10	137	11825	125 x 150	Jeff D. Williams	Daryl R. Foushee	10-76	\$45,100a	2535-073
2	168	11454	100 x 150	Wm. Ray Harris James R. Adams	Wm. R. Tindall, Jr. Wm. R. Harris	5-76 10-74	\$32,684 \$29,824a	2491-301 2387-725
14	151	11924	100 x 150	Don L. Britt	Artin B. Haymon	9-75	\$36,953a	2447-308
5	159	11680	100 x 146	J. Myers, Pump, Sr.	Jesse Waldroup	9-75	\$24,700a	2449-387
1	172	11350		R. T. Bahlinger	Judith M. Baker	7-75	\$32,250h	2437-005
12	153	11840	100 x 150	Sam N. Lee	Ralph W. Butler	2-74	\$32,464a	2347-363
11	154	11836	100 x 150	Ronnie Thaxton	Ballard, Jr.	9-74	\$32,000c	2387-090
17	590	12342	92 x 150	Joseph I. Junks	L. D. Mouch	5-78	\$57,000	2652-224

SHERWOOD FOREST

PARKWOOD DRIVE

<u>SECTION</u>	<u>LOT</u>	<u>HOUSE NO.</u>	<u>LOT SIZE</u>	<u>SELLER</u>	<u>PURCHASER</u>	<u>DATE</u>	<u>PRICE</u>	<u>COB/FOLIO</u>
3	195	11821	100 x 154	Jim C. Thompson Chas. R. Bergeron	C. H. Mandell Jim C. Thompson	7-77 10-76	\$56,800 \$41,000a	2586-767 2532-082
1	186	11555	100 x 150	Fount Smothers Eugene R. Schultz	Weldon L. Smith F. T. Smothers	3-76 8-75	\$57,000a \$54,000c	2477-500 2444-132
5	196	11841	110 x 155	Stuart Graham	Chas. M. Stanton	4-76	\$45,000h	2490-642
6	213	11860	100 x 150	John H. Lease	Harvey Wm. Pryor	7-76	\$46,903a	2507-039
2	194	11775	97 x 152	Ken J. Smith	Robt. S. Cary	9-74	\$34,357a	2383-149
8	198	11930	100 x 150	Chas. E. Graham	John H. Lease	7-74	\$39,000a	2373-380
7	198	11925	100 x 158	Norton L. Golden	Ken W. Streeter	9-74	\$36,960a	2385-095
4	214	11840	100 x 150	L. Phillip Reiss	Milham S. Howie	2-74	\$64,958a	2345-275

SHERWOOD FOREST

ROBIN HOOD

<u>SECTION</u>	<u>LOT</u>	<u>HOUSE NO.</u>	<u>LOT SIZE</u>	<u>SELLER</u>	<u>PURCHASER</u>	<u>DATE</u>	<u>PRICE</u>	<u>COB/FOLIO</u>
11	967	12628	100 x 139	Allan K. Gistedt	B. P. Savant	2-78	\$65,000a	2628-762
12	973	12686	85 x 139	Stephen E. Vise	Jack B. Wilhite	11-77	\$53,750a	2608-012
13	977	12762	85 x 139	Ray J. Gaillard	Audis C. Hill	10-77	\$55,450v	2600-533
4	7	11465	125 x 150	Julia G. Young	Harry W. Crute	8-77	\$46,500c	2590-540
10	25	11646	100 x 150	Wm. M. Sleigh	Jane H. Berlin	8-77	\$52,000	2589-094
9	14	11645	100 x 150	Bob Swearington Beny Bouser	Lester Lemoine R. E. Swearington	2-77 4-76	\$42,390a \$35,190b	2551-822 2489-540
6	10	11555	75452	Walt R. Bankston	Lewis Edw. Jones	1-77	\$42,000c	2550-441
7	27	11620	100 x 150	Jimmie Hammond D. M. Gilland	James A. Shelton J. G. Hammond	11-76 5-76	\$39,000a \$34,000c	2538-154 2425-044
2	4	11425	100 x 150	R. H. Patience, Jr.	J. A. Carter, III	1-76	\$21,059a	2404-307
3	6	11455	100 x 150	Frances S. Honea	Wm. E. Cooley	12-76	\$39,500c	2463-730
5	9	11545	125 x 150	John P. Elliott	W. J. McClanahan	9-76	\$40,000c	2447-091
	22	11736	100 x 150	C. C. Speller, Jr.	Jack E. Dismukes	5-76	\$27,149a	2362-111
1	40	11122		Dell B. Tribble	W. E. Berthelot	4-75	\$29,500a	2418-157
8	12	11623	100 x 150	Harold E. Amos	Peter H. Lattu	3-78	\$51,000v	2637-545

NORTH SHERWOOD FOREST - ARCHERY

SEC.	LOT	STREET NO.	LOT SIZE	SELLER	PURCHASER	1973	1974	1975	1976	1977	1978	CGB FOLIO
5	9	11335	100 x 175	M. J. Lanasa - J. A. Panson R. G. Thevenot -						2/2/59,900(h)		2624-754
9	46	11824	91 x 154	M. J. Lanasa R. Hinderer - W. T. Mott			9/25-52,000(c)			6/21-47,158(a)		2449-447 2578-463
10	55	12023	100 x 174	V. H. Roppolo - C. J. Remondet, Jr.						4/25-42,750(v)		2567-084
8	49	11720	100 x 174	R. Revuelta - M. Nassar M. B. Price - M. T. Cole				11/2-46,500(h)			5/57,306	2536-626 2651-566
7	54	11610	100 x 174	M. L. G. Newell - L. Wm. Reissener				12/6-47,000(c)				2451-553
2	57	1890	100 x 174	D. A. Pepe - D. D. Harlow					3/11-41,800(v)			2479-421
6	58	11516	100 x 174	W. B. Day - B. H. Miles					11/30-48,000(c)			2540-477
4	63	11320	105 x 176	C. L. Hill - J. E. McClary B. J. Murphy, Jr. - C. L. Hull			10/3-56,621(a)		7/16-64,900(c)			2510-431 2388-188
1	8	1879	116 x 178	J. B. McClary - Wm. C. Baker				11/25-39,500(c)				2460-243
11	25	12024	100 x 175	W. Tessier - R. Neugent				7/7-38,234(h)				2434-193
3	60	1896	105 x 174	J. V. Dustafano - P. Stepfenhart			1/29-40,400(v)					2344-308