

EDP-14

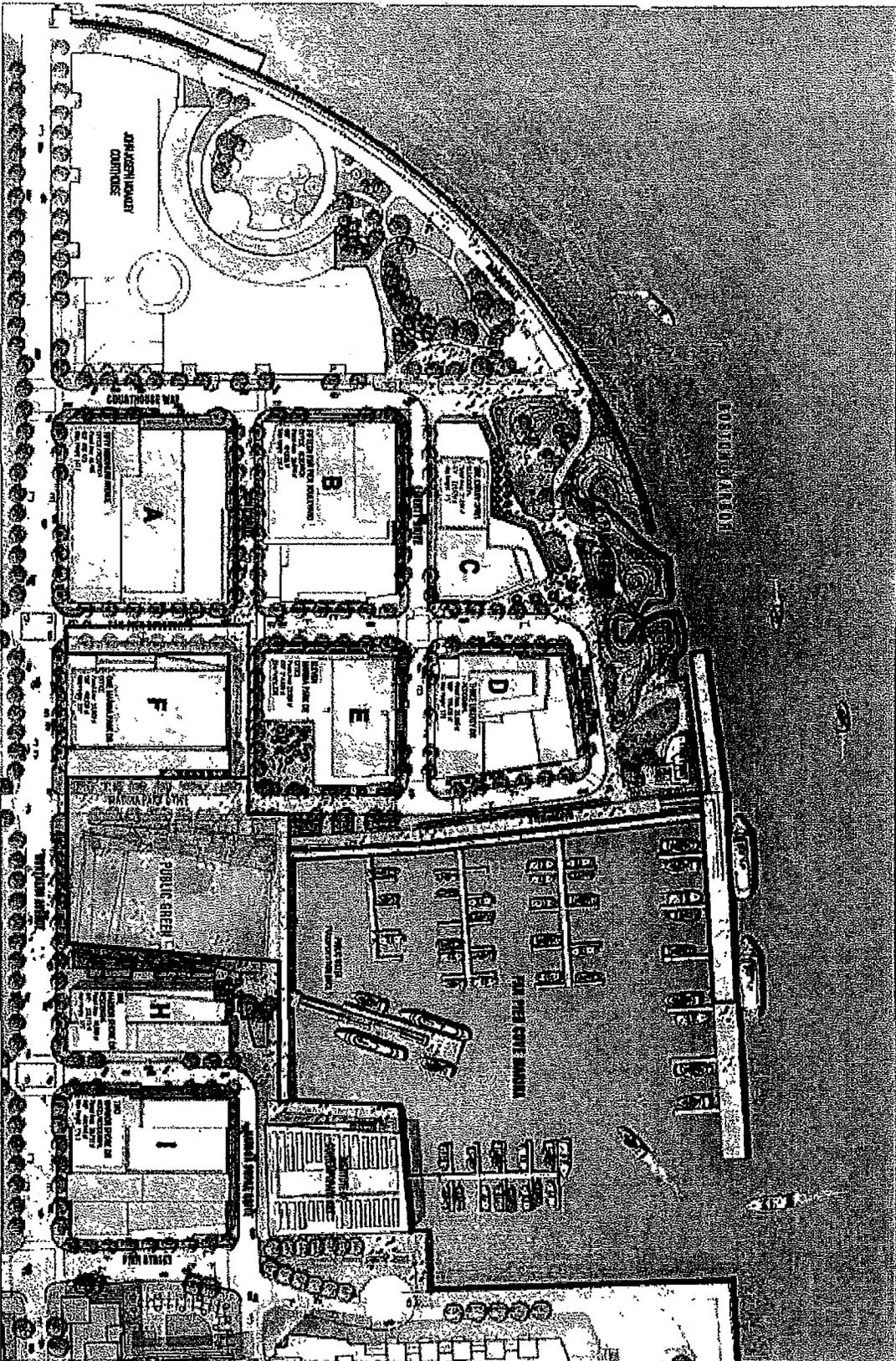
Fan Pier, Boston MA
10-May-11

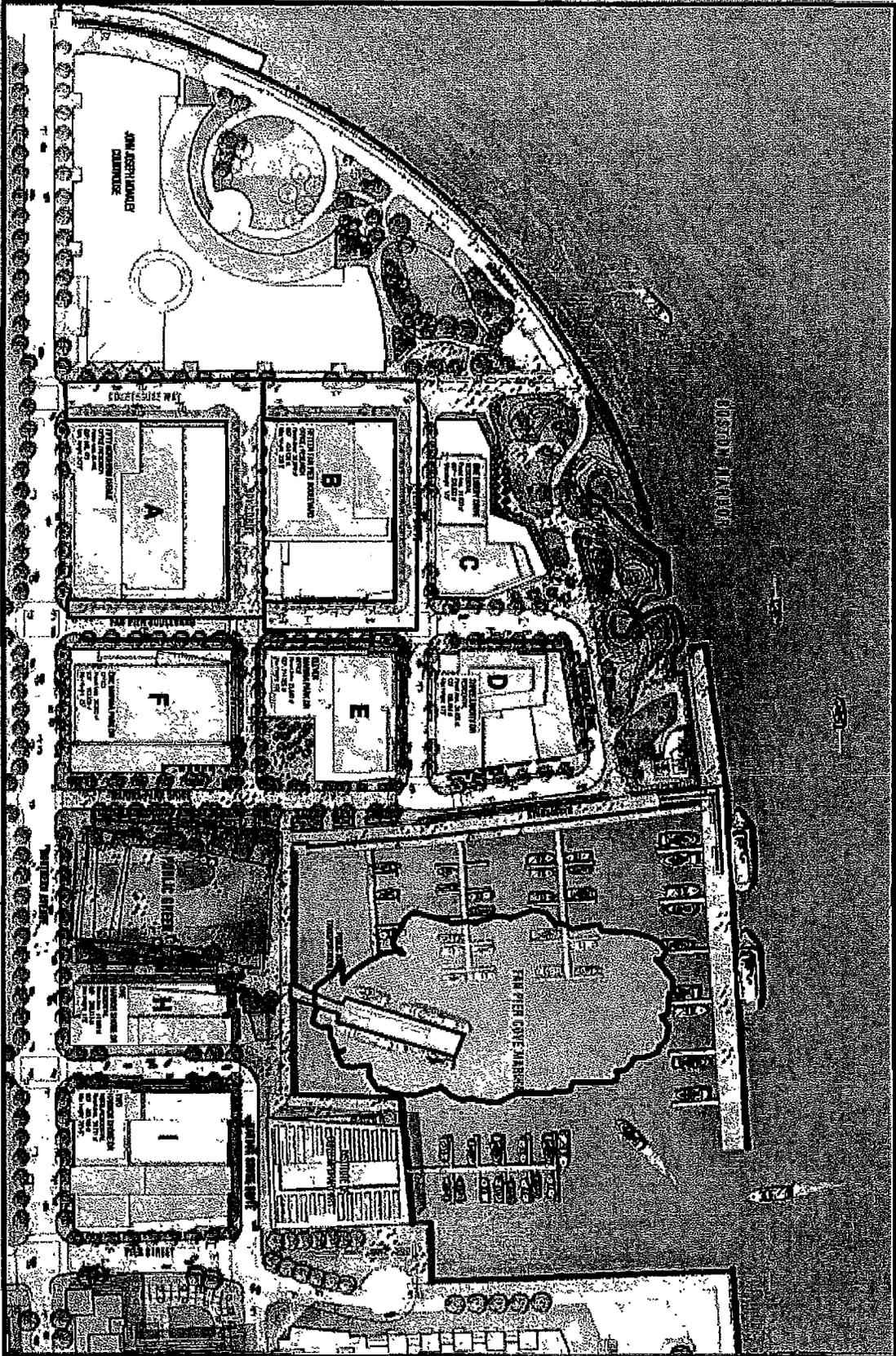
F A N P I E R

	Land Area (Square Feet)	Hard Cost	Soft Cost	Total
In Place Infrastructure Improvements				
Fan Pier Boulevard	10,100	\$ 1,690,000	\$ 670,112	\$ 2,360,112
Bond Drive	6,730	\$ 1,170,000	\$ 463,923	\$ 1,633,923
Marina Park Drive (NIC Finishes)	In P. Green	\$ 1,203,391	\$ 477,163	\$ 1,680,554
Public Green	64,962	\$ 4,470,000	\$ 1,809,598	\$ 6,279,598
Wave Attenuator / West Floating Dock	14,100	\$ 4,081,816	\$ 767,851	\$ 4,849,667
Harbor walk	5,320	\$ 1,064,000	\$ 200,154	\$ 1,264,154
Total In Place Infrastructure		\$ 13,679,207	\$ 4,388,801	\$ 18,068,008
Vertex Building Infrastructure Improvements (Preliminary Estimates)				
Fan Pier Boulevard	15,010	\$ 9,800,000	\$ 3,920,000	\$ 13,720,000
Bond Drive	10,575	Inc. Above	Inc. Above	
Northern Avenue	4,600	Inc. Above	Inc. Above	
Liberty Drive	7,000	Inc. Above	Inc. Above	
Courthouse Way	18,400	Inc. Above	Inc. Above	
Water Transportation Dock / Dredging	110,000	\$ 3,500,000	\$ 665,000	\$ 4,165,000
Total Initial Bond Phase Hard & Soft Costs		\$ 13,300,000	\$ 4,585,000	\$ 17,885,000
Additional Bond Phase Public Infrastructure Improvements (Preliminary Estimates)				
Fan Pier Park and Pavilion	67,500	\$ 15,000,000	\$ 6,000,000	\$ 21,000,000
Public Green	21,500	\$ 3,000,000	\$ 1,200,000	\$ 4,200,000
Fan Pier Boulevard	20,942	\$ 3,865,000	\$ 1,546,000	\$ 5,411,000
Liberty Drive	13,944	\$ 3,100,000	\$ 1,240,000	\$ 4,340,000
Bond Drive	2,985	\$ 630,000	\$ 252,000	\$ 882,000
Marina Park Drive	27,355	\$ 2,810,000	\$ 1,124,000	\$ 3,934,000
Waterside Avenue	12,100	\$ 1,440,000	\$ 576,000	\$ 2,016,000
Harbor Shore Drive	21,625	\$ 4,500,000	\$ 1,800,000	\$ 6,300,000
Sea Wall Repair		\$ 2,500,000	\$ 1,000,000	\$ 3,500,000
Harbor walk	18,400	\$ 4,950,000	\$ 940,500	\$ 5,890,500
Wave Attenuator	6,000	\$ 3,000,000	\$ 570,000	\$ 3,570,000
Total Additional Bond Phase Public Infrastructure Improvements		\$ 44,795,000	\$ 16,248,500	\$ 61,043,500
Grand Total Public Infrastructure Improvements		\$ 71,774,207	\$ 25,222,301	\$ 96,996,508

In Place Infrastructure Improvements

F A N  P I E R
The Fallon Company



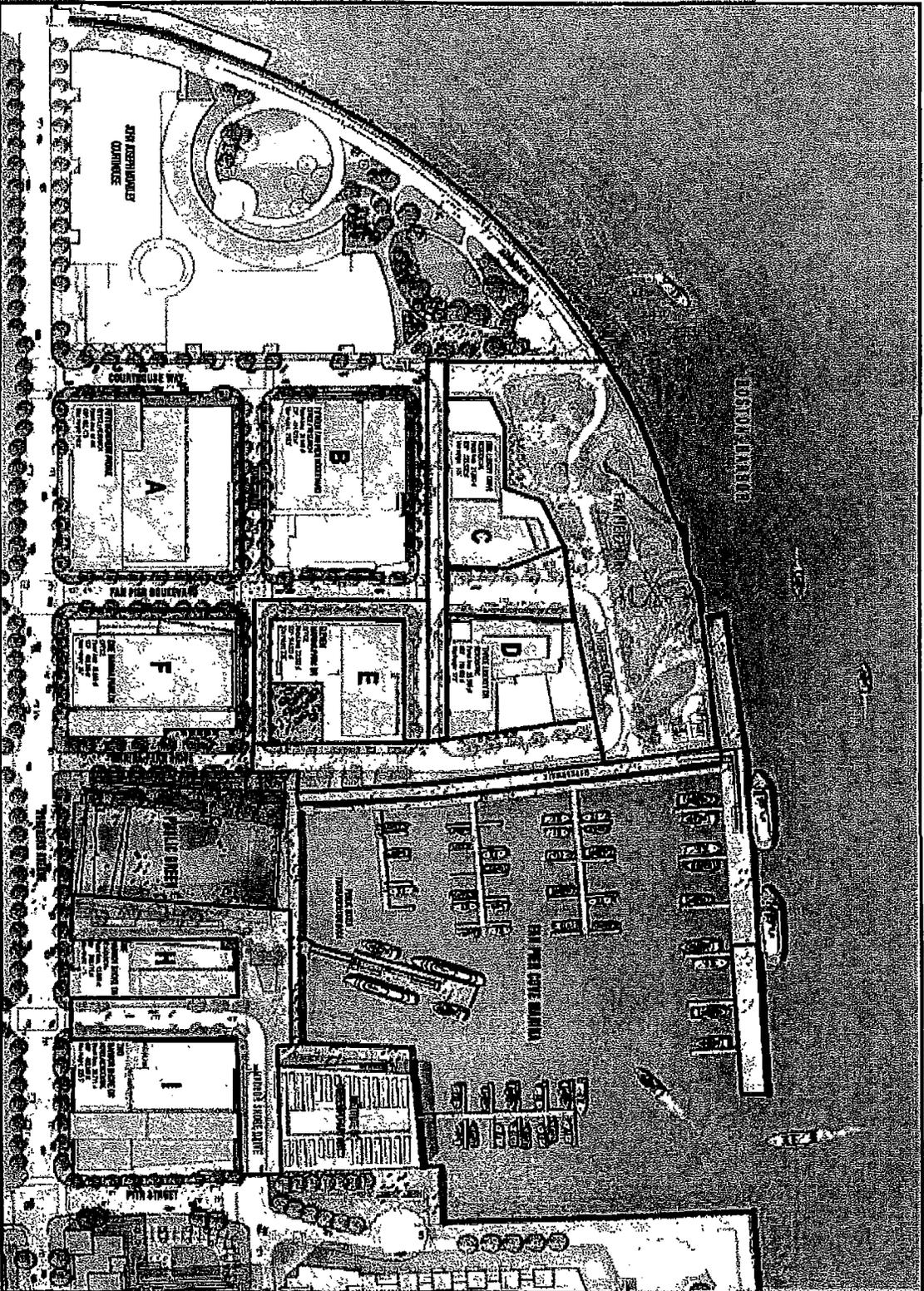


Vertex Buildings Infrastructure Improvements

F A N  P I E R [®]
The Fallon Company

Additional Bond Phase Public Infrastructure Improvements

F A N  P I E R
The Fallon Company



Myrna Putziger

From: Richard Martini
Sent: Wednesday, July 06, 2011 11:53 AM
To: Sloan-Rossiter, Susan
Cc: Kremer, Susan; Robert Chihade; Drew Leff; Myrna Putziger
Subject: RE: Fan Pier - Infrastructure Costs

Susan,

I thought it might be helpful to answer some of your questions/requests below in advance of our meeting tomorrow.
Thx. Richard

From: Sloan-Rossiter, Susan [mailto:ssloanrossiter@VHB.com]
Sent: Monday, June 27, 2011 11:26 AM
To: Richard Martini
Cc: Kremer, Susan; Robert Chihade; Drew Leff; Myrna Putziger
Subject: RE: Fan Pier - Infrastructure Costs

Hello Richard,

Susan and I thought it would be helpful for us to outline the information we think would be most helpful to receive from you. We understand that all of this information may not be available and think meeting to review your assumptions in addition to the requested information will be very helpful. We are also suggesting a site walk of the "as built infrastructure".

VHB's task is to review engineering plans and construction cost estimates and assumptions for the infrastructure improvements and make an assessment of the appropriateness of the cost estimate; are the cost estimates reasonable.

Information Provided to Date

Phase 1 – In-place Infrastructure

- master plan
- Construction cost per street, 82% of the public green, wave attenuator/west floating dock and harborwalk (does not include public amenities).

Phase 2 – Vertex (Parcels A and B)

- construction drawings for both Parcels A and B
- Preliminary bids broken out by major work efforts, but not by typical roadway bid pay item.

Phase 3 – Additional Bond Phase

- master plan
- Approximate costs per street, park, remaining public green, sea wall repair, harborwalk and wave attenuator. These costs include public amenities.

Desired Information

For the In-place infrastructure, VHB would like to see the quantities and prices broken out by typical roadway items (bid forms) as well as the civil plans for the construction. If these are unavailable, any sort of plan beyond the master plan would be helpful, as would a cost breakdown of major items of work. If none of the aforementioned is provided, then the costs could be reviewed through a site walk with the owner and a

description of work (esp. underground) from the owner. There are no bid forms or breakouts for the in-place items as this work was not envisioned as a separate breakout when initially bid or constructed. If you apply the estimates recently received from Turner, we believe you will see that the costs submitted with our application are conservative and understated. For instance Fan Pier Boulevard, which should include a soils and foundation/structure premium as it is in a former slip area, is carried in the initial submission at \$167/SF, when it should have probably been carried at \$235/SF, or an additional \$685K. In addition, we did not submit any costs for the actual premium of \$800K related to the existing seawall at the intersection of Northern Ave. and Fan Pier Boulevard that we had to work through/around during construction of One Marina Park Drive. We will be happy to walk the site for informational purposes, but frankly as noted above, the most informative costs will be actual bids as part of the Vertex Buildings.

For the Phase 2 (Vertex) work VHB would like to see the quantities and prices broken out by typical roadway items (bid forms). Additionally, the following specific items are requested:

- Limits of mill & overlay and full depth pavement for Courthouse Way and Northern Ave. Please look at initial submission – I think it's clear what' mill and full depth.
- A typical roadway section showing pavement and base depths for all roadways. Will provide PIC drawings if not already provided.
- Please identify any temporary utilities for phasing that may not show up on the plans. Can discuss when we meet – all relates to phasing/timing so to be conservative we generally excluded the cost of temporary utilities.
- Drainage systems within the roadway areas over the underground garage is unclear. Only structures are shown. You need to look at both Plumbing and Civil drawings in the drawings provided as most piping is in the garages.
- Other major infrastructure components that are not labeled or provided on the plans such as underground tanks, vaults, valve controls, utilities, etc. Everything is labeled and shown but you need to look at multiple drawings. Most information is on Civil, supplemented by plumbing, electrical and landscape drawings.

VHB is requesting this detailed information so that we can complete a thorough evaluation of the Phase 2 costs and then apply them to the Phase 1 and 3 roadway costs.

For the Phase 3 work, the roadway costs could be reviewed using the Phase 1 and 2 roadway costs, if we are provided the similarities of the roadways from Phases 1 and 2 (same surface treatments, over a garage, similar amenities such as landscaping, benches, etc.). This should work using Phase 2 work and adjusting for premium foundation areas.

For the Phase 3 Fan Pier Park considerable more information is required. The following appear to be on the Masterplan: seawall, lagoon, footbridges and extensive grading. Additionally, the type of structure to be under the park is required and if it would be part of the infrastructure costs. Is the Harborwalk in the park part of the park cost or the Harborwalk cost? I will assume the building cost mentioned in our meeting of \$200,000 is a "given" for which we are not reviewing costs. VHB would like a more detailed plan, a description of the park and its amenities. Park estimate forwarded under separate email. The building cost stated above is not correct. The structure will be 2,000 SF above ground and approximately 6-8,000 below grade to house electric

switchgear for the park and wave attenuator, bathrooms, showers and changing facilities, marina offices, a café with outdoor seating, etc. The estimated cost of this feature pavilion building is in the \$3-3.5M range.

For phase 3 of the public green and harborwalk, a list of items that would differentiate it from Phase 1 (or why we should assume that the Phase 1 costs can be used directly to project the future cost proportionally). Happy to discuss differences – major difference is that a lot of that portion of the Public Green will be over the underground parking. In addition, we are required to have a temporary turnaround for emergency vehicles unless Pier 4 advances rapidly and constructs their adjacent road. Last but not least, all utilities serving the ICA must be relocated.

For phase 3 of the seawall repair and wave attenuator I- VHB is currently reviewing the plans that we received from the licensing information and will request additional information if required.

We hope this email will help facilitate our meeting on Thursday. Please call Susan Kremer at 617-924-1770 if you have any questions in advance of our meeting. We appreciate your efforts.

Sincerely, Susan

Susan P. Sloan-Rossiter, LEED AP

Principal

Vanasse Hangen Brustlin, Inc.

617.728.7777 x2930

www.vhb.com

From: Richard Martini [mailto:rmartini@falloncompany.com]

Sent: Wednesday, June 22, 2011 3:29 PM

To: Robert Chihade; Drew Leff

Cc: Sloan-Rossiter, Susan; Kremer, Susan

Subject: RE: Fan Pier - Infrastructure Costs

Robert – yes. Please let me know the call in #. Thx. Richard

From: Robert Chihade [mailto:robert@glcdevelopment.com]

Sent: Wednesday, June 22, 2011 10:24 AM

To: Richard Martini; Drew Leff

Cc: Sloan-Rossiter, Susan; Kremer, Susan

Subject: RE: Fan Pier - Infrastructure Costs

Hi Richard – we forwarded this information to VHB and they have a few questions; are you available at 4 PM today for a brief conference call with them?

Hope you are well.

Thanks,
Robert

-----Original Message-----

Myrna Putziger

From: Richard Martini
Sent: Wednesday, July 06, 2011 2:02 PM
To: Myrna Putziger
Subject: FW: New Park at Fan Pier and Infrastructure Costs
Attachments: Bond Drive Square Foot Infrastructure Costs 6-28-11.pdf; Liberty Drive Square Foot Infrastructure Costs 6-28-11.pdf; New Park Summary 6-28-11.pdf; New Park Detail 6-28-11.pdf

Myrna,

Sorry about that! Richard

From: Richard Martini
Sent: Wednesday, July 06, 2011 11:29 AM
To: 'Sloan-Rossiter, Susan'
Cc: Drew Leff; 'rchihade@glcdevelopment.com'; Kremer, Susan
Subject: FW: New Park at Fan Pier and Infrastructure Costs

Susan,

Attached is additional information regarding Infrastructure costs at Fan Pier.

First, we asked Turner to prepare a conceptual estimate For Fan Pier Park. Their estimate is based on the limited plans available that were approved as part of the Consolidated Written Determination for the site which we believe you have seen and are part of our application as well as Public Record.. As you can see, their estimated hard cost at \$25.6M is well above the hard cost we carried of \$15M in our submission to the Commonwealth.

Second, we asked Turner to provide a breakdown of the roadway infrastructure costs for the two simplest roads/structures which are part of the Vertex Buildings Infrastructure Improvements. This is intended to supplement the bids for the infrastructure work sent to you two weeks ago. As you will see, those costs are \$194/SF and \$210/SF. When we meet, we can discuss the areas of the roads which are more complicated, and obviously more costly, including foundation/structural issues over former slip areas.

Thanks. Richard

From: McGee, Robert G - (BOS) [<mailto:rmcgee@tcco.com>]
Sent: Tuesday, June 28, 2011 2:36 PM
To: Richard Martini
Subject: New Park at Fan Pier and Infrastructure Costs

Hi Richard,

Please find attached the Conceptual Estimate for the New Park and the costs for Bond and Liberty Drive.

The square foot costs for Liberty and Bond Drive are at the bottom of each estimate. Bond Drive is about \$194/sf and Liberty Drive is about \$209/sf.

I Worked with RDA on the marine costs associated with the park. On the Park Summary Sheet I have the pavilion and the Garage Infrastructure Premium. The Garage math is 70,000 sf (2 levels at 35,000 ea.) times \$200 sf times .45 for the cost associated for the plaza, H2O Loading etc.

Please contact me if you have any questions.

Thanks,

Bob

Robert G. McGee
Turner Construction
Senior Preconstruction Engineer
2 Seaport Lane
Boston, MA, 02210
Tel: 617-247-5564

Turner Construction
 2 Seaport Lane
 Boston, MA 02210
 28-Jun-11



**Park and Tidal Basin
 The Fallon Company
 Design Development Estimate**

Building System	Total
New Construction	
Demolition	\$0
Earthwork	\$6,992,623
Landscaping	\$2,768,997
Concrete	\$275,000
Rough Carpentry	\$225,000
Electrical	\$239,500
Pier Point Pavillion	\$3,375,000
Garage Foundation Allocation for Park Structure	\$5,600,000
Total Direct Costs	\$19,476,120
Building Permit - 1%	\$194,761
General Conditions	\$1,168,587
General Requirements	\$973,806
Construction Contingency - 4%	\$872,530
Design Contingency - 10%	\$1,947,612
General Liability Insurance	\$283,284
Performance and Payment Bond	NIC
Fee - 3%	\$747,500
Total Costs	\$25,664,181

TURNER CONSTRUCTION COMPANY						Turner
Two Seaport Lane						
Boston MA, 02210						
June 28, 2011						
Park & Tidal Basin The Fallon Company Design Development Estimate						
Item	Detail Estimate Sheets	Quantity	Unit	Unit Cost	Total	
1	DEMOLITION					
2						
3						
4	Demolition of Existing Structures		NIC			
5						
6						
7						
8						
9						
10						
11	EXCAVATION AND FOUNDATION					
12						
13	EXCAVATION AND FOUNDATION					
14						
15						
16	Marine Work					
17	Sheeting for Cofferdam and Tidal basins	51,800	sf	\$45.00		\$2,331,000
18	Build new Tidal Basins with Perimeter Sea Walls	1	allow	\$3,500,000.00		\$3,500,000
19	Repair/Rebuild Adjacent Seawalls Disturbed During Construction	1	allow	\$500,000.00		\$500,000
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TURNER CONSTRUCTION COMPANY								Turner	
Two Seaport Lane									
Boston MA, 02210									
June 28, 2011									
Park & Tidal Basin The Fallon Company Design Development Estimate									
Detail Estimate Sheets				Quantity	Unit	Unit Cost	Total		
Item 78	Horticultural Sub Soil at Tree Root Bells			60	cy	\$65.00	\$5,200		
79	Irrigation System			43,891	sf	\$1.75	\$76,809		
80									
81									
82	Seeding and Sod	Subtotal		\$461,697					
83									
84	LANDSCAPE Total			\$2,768,997					
85									
86									
87	FOUNDATION CONCRETE								
88									
89	<u>Concrete</u>								
90	Concrete Back Up Walls for Granite Veneer Walls and Benches			1	allow	\$250,000.00	\$250,000		
91	Slair Footings			2	locations	\$10,000.00	\$20,000		
92	Lightpole bases			1	allow	\$5,000.00	\$5,000		
93									
94	CONCRETE Total			\$275,000					
95									
96									
97	ROUGH CARPENTRY								
98									
99									
100	IPE Deck Adjacent to lawn includes sonotube footings, pressure treated framing system, finish nailed. Blind fasteners not included.			5,000	sf	\$45.00	\$225,000		
101									
102									
103	ROUGH CARPENTRY Total			\$225,000					
104									
105	ELECTRICAL								
106									
107	<u>Secondary Distribution</u>								
108	Allow for panelboards, relay panels, & connections at building C or D			1	allow	\$25,000.00	\$25,000		
109									
110	<u>Site Lighting</u>								
111	Site Lighting Allowance			1	allow	\$100,000.00	\$100,000		
112									
113	<u>Branch Devices</u>								
114	Branch Device Allowance			1	allow	\$15,000.00	\$15,000		
115									
116	<u>Sound System (allowance)</u>								
117	Allow for sound system head-end			1	allow	\$10,000.00	\$10,000		
118	Allow for remote speaker w/LG wiring			20	allow	\$2,500.00	\$50,000		
119									
120	<u>Miscellaneous</u>								
121	Allow for temp. power feed - SER cable connection			300	lf	\$15.00	\$4,500		
122	Allow for 200A temp panel w/PT mast structure & GFCI outlets			1	ls	\$7,500.00	\$7,500		
123	Allow for temp. connections at building			1	ls	\$2,500.00	\$2,500		
124	Allow for demolition of existing site lighting poles, etc. - no rework			1	allow	\$15,000.00	\$15,000		
125	Allow for fees, permits			1	ls	\$2,500.00	\$2,500		
126	Allow for record drawings & misc			1	ls	\$7,500.00	\$7,500		
127									
128									
129									
130	ELECTRICAL Subtotal			\$239,500					
131									
132	ELECTRICAL TOTAL			\$239,500					

Turner Construction Company
 2 Seaport Lane
 Boston, MA
 28-Jun-11



Bond Drive

Activity	Quantity	Unit	Unit Cost	Total
Excavation and Landscaping				
Excavation at Garage Prorated for Infrastructure	7,300	sf	\$24.00	\$175,200
Bond Pavers	1,309	sf	\$20.00	\$26,180
Bond Sidewalk	1,341	sf	\$12.00	\$16,092
Tree Grates	8	ea	\$3,200.00	\$25,600
Tree Grate Framing/Angles	8	ea	\$2,000.00	\$16,000
Trees	8	ea	\$2,200.00	\$17,600
Structural Soil	311	cy	\$75.00	\$23,333
Bituminous Paving	5,388	sf	\$3.50	\$18,858
Vertical Granite Paving	486	lf	\$45.00	\$21,870
Concrete				
Form and Pour Tree Pits	8	ea	\$7,250.00	\$58,000
Concrete topping at Bituminous	5,388	sf	\$4.00	\$21,552
Plaza Level Concrete Slab on Deck with Rebar	3,650	sf	\$12.00	\$43,800
Parking Level 1 Concrete Slab on Deck with Rebar	3,650	sf	\$12.00	\$43,800
Parking Level 2 Concrete Slab on Deck with Rebar	3,650	sf	\$12.00	\$43,800
Concrete Mat w/in Infrastructure/H2O Loading Area	608	cy	\$350.00	\$212,917
Structural Steel				
Plaza Level				
Plaza Level Structural Steel	33	tons	\$3,782.00	\$124,239
Parking Level 1				
Parking Level 1 Structural Steel	22	tons	\$3,782.00	\$82,826
Parking Level 2				
Parking Level 2 Structural Steel	22	tons	\$3,782.00	\$82,826
Waterproofing				
Waterproofing at Plaza Level Slab	7,300	sf	\$7.80	\$56,940
Plumbing				
Misc Drain Piping - Prorated	7300	sf	\$0.66	\$4,818
Electrical				
Electrical Site Lighting - Prorated from Infrastructure	7,300	sf	\$6.00	\$43,800
Total Direct Costs				\$1,160,050
Indirect Costs				\$258,691
Total Costs				\$1,418,742
Cost per Square Foot		\$194.35		

Turner Construction Company
 2 Seaport Lane
 Boston, MA
 28-Jun-11



Liberty Drive

Activity	Quantity	Unit	Unit Cost	Total
Excavation and Landscaping				
Excavation at Garage Prorated for Infrastructure	11,000	sf	\$27.60	\$303,600
Liberty Pavers	1,472	sf	\$20.00	\$29,440
Liberty Sidewalk	1,340	sf	\$12.00	\$16,080
Tree Grates	7	ea	\$3,200.00	\$22,400
Tree Grate Framing/Angles	7	ea	\$2,000.00	\$14,000
Trees	7	ea	\$2,200.00	\$15,400
Structural Soil	311	cy	\$75.00	\$23,333
Bituminous Paving	6,971	sf	\$3.50	\$24,399
Vertical Granite Paving	486	lf	\$45.00	\$21,870
Concrete				
Form and Pour Tree Pits	7	ea	\$7,250.00	\$50,750
Concrete topping at Bituminous	6,971	sf	\$4.00	\$27,884
Plaza Level Concrete Slab on Deck with Rebar	5,500	sf	\$12.00	\$66,000
Parking Level 1 Concrete Slab on Deck with Rebar	5,500	sf	\$12.00	\$66,000
Parking Level 2 Concrete Slab on Deck with Rebar	5,500	sf	\$12.00	\$66,000
Concrete Mat w/in Infrastructure/H2O Loading Area	1,008	cy	\$385.00	\$388,208
Spread Footings at Liberty Drive Prorated for H2O Loading	147	cy	\$550.00	\$80,768
Structural Steel				
Plaza Level				
Plaza Level Structural Steel	50	tons	\$4,349.30	\$215,290
Parking Level 1				
Parking Level 1 Structural Steel	33	tons	\$4,349.30	\$143,527
Parking Level 2				
Parking Level 2 Structural Steel	33	tons	\$4,349.30	\$143,527
Waterproofing				
Waterproofing at Plaza Level Slab	11,000	sf	\$7.80	\$85,800
Plumbing				
Misc Drain Piping - Prorated	11000	sf	\$0.66	\$7,260
Electrical				
Electrical Site Lighting - Prorated from Infrastructure	11,000	sf	\$6.00	\$66,000
Total Direct Costs				\$1,877,536
Indirect Costs				\$418,690
Total Costs				\$2,296,226
Cost per Square Foot				\$208.75

Richard Martini

From: Richard Martini
Sent: Wednesday, June 08, 2011 5:24 PM
To: Drew Leff
Cc: Myrna Putziger
Subject: Agency Permits and Approvals v2 Updated 05-26-11
Attachments: Agency Permits and Approvals v2 Updated 05-26-11.pdf

Hi Drew,

Attached as discussed yesterday is the updated Permits and Approvals list for 50 Northern Ave. and 11 Fan Pier Boulevard, also known as Parcels A + B! Any questions, please let us know.

Thx. Richard

Agency Permits and Approvals – Parcel A/50 Northern Avenue

Federal Agency	Permit	Status
Federal Aviation Administration	♦ Determination of No Hazard to Air Navigation	Complete
Environmental Protection Agency	♦ NPDES Construction Permit for Construction Dewatering / Storm Water	Complete
State Agency	Permit	Status
Department of Environmental Protection	♦ Construction Dewatering Permit	Complete
	♦ Chapter 91 Waterways License	Filed
	♦ Boiler Emissions	TBF
	♦ RAM Plan	Filed
	♦ Emergency Generator Emissions	TBF
Exec. Office of Environmental Affairs	♦ Final MEPA Certificate	Complete
Coastal Zone Management	♦ Consistency Certification	Complete
Mass. Historical Comm.	♦ Determination of No Adverse Effect	Complete
Local Agency	Permits	Status
Boston Redevelopment Authority	♦ Article 80 Large Project Review	Complete
	♦ Planned Development Area Plan Approval	Complete
	♦ Recommendation re: Chapter 91 Licensing	Complete
	♦ Certification of Consistency with PDA	Filed
Boston Civic Design Commission	♦ Schematic Design Approval	Complete
Boston Conservation Commission	♦ Wetlands Request for Determination of Applicability – add 48" outfall pipe to existing Order of Conditions	Complete
Boston Water and Sewer Commission	♦ Site Plan Approval	Complete
	♦ Site Storm Water and Groundwater Management Plan	Complete
Boston Public Improvements Commission	♦ Approval for Curb Cuts, Line and Grade, Street Names, Tie Backs	Complete
Boston Air Pollution Control Commission	♦ Parking Freeze Permit	Filed
Boston Transportation Department	♦ Transportation Access Plan Agreement	Filed
	♦ Construction Management Plan	Filed
Boston Inspectional Services Department	♦ Building Permit	Filed
	♦ Certificate of Occupancy	TBF
City of Boston Committee on Licenses	♦ Flammable Storage Permit	TBF
	♦ Garage Permit	TBF

Agency Permits and Approvals – Parcel B/11 Fan Pier Boulevard

Federal Agency	Permit	Status
Federal Aviation Administration	♦ Determination of No Hazard to Air Navigation	Complete
Environmental Protection Agency	♦ NPDES Construction Permit for Construction Dewatering / Storm Water	Complete
State Agency	Permit	Status
Department of Environmental Protection	♦ Construction Dewatering Permit	Complete
	♦ Chapter 91 Waterways License	Filed
	♦ Boiler Emissions	TBF
	♦ RAM Plan	Filed
	♦ Emergency Generator Emissions	TBF
Exec. Office of Environmental Affairs	♦ Final MEPA Certificate	Complete
Coastal Zone Management	♦ Consistency Certification	Complete
Mass. Historical Comm	♦ Determination of No Adverse Effect	Complete
Local Agency	Permits	Status
Boston Redevelopment Authority	♦ Article 80 Large Project Review	Complete
	♦ Planned Development Area Plan Approval	Complete
	♦ Recommendation re: Chapter 91 Licensing	Complete
	♦ Certification of Consistency with PDA	Filed
Boston Civic Design Commission	♦ Schematic Design Approval	Complete
Boston Conservation Commission	♦ Wetlands Request for Determination of Applicability – add 48" outfall pipe to existing Order of Conditions	Complete
Boston Water and Sewer Commission	♦ Site Plan Approval	Complete
	♦ Site Storm Water and Groundwater Management Plan	Complete
Boston Public Improvements Commission	♦ Approval for Curb Cuts, Line and Grade, Street Names, Tie Backs	Complete
Boston Air Pollution Control Commission	♦ Parking Freeze Permit	Filed

	Boston Transportation Department	◆	Transportation Access Plan Agreement	Filed
		◆	Construction Management Plan	Filed
	Boston Inspectional Services Department	◆	Building Permit	Filed
		◆	Certificate of Occupancy	TBF
	City of Boston Committee on Licenses	◆	Flammable Storage Permit	TBF
			Garage Permit	TBF

TBF – To Be Filed

Filed – Permit / Approval Application and/or Documentation Submitted. Awaiting Final Approval

Complete – Permit / Approval Received

Myrna Putziger

From: Myrna Putziger
Sent: Thursday, June 09, 2011 6:21 PM
To: 'Mennis, Greg (FAD)'; Vaz, Al; 'eustacia_reidy@vrtx.com'; Drew Leff; Robert Chihade; 'Huff Cam'; Ed Moscovitch; 'Rattigan, John E.'
Subject: RE: Follow-Up to Tax Revenue Discussion
Attachments: iNCentives.pdf; NJ Economic Incentives.pdf

Greg,

Below are some additional thoughts you were looking for in Item 3 below.

Each of the jurisdictions which Vertex investigated as potential headquarters locations has a "tool kit" of incentives to lure such a relocation. The letter from the State of Rhode Island identified a number of such programs. In addition to those identified in that letter, Rhode Island also has a Tax Increment Financing Act.

Vertex also investigated opportunities in Pennsylvania, New Jersey, and North Carolina. While differing in specifics, all of these states offer programs measure incremental property, sales and income tax revenues, and allow those revenues to support investment in a designated district for infrastructure and other development costs. Some specimen "offerings" from these states are attached.

In 2008, Vertex was planning to replace and consolidate approximately 500,000 square feet of its existing, far-flung space in Cambridge to a headquarters location which held potential for it to double in size. By 2011, the space to be replaced and consolidated had grown to approximately 750,000 square feet in even more disparate locations, and was still coupled with a need to accommodate a potential doubling in size. It is fair to say that any place to which Vertex would have committed to relocate in 2008 or 2011, having facilities for both research activities and administrative offices, did not exist readymade. As stated in the Application (see Page 38), a developer embarking upon the creation of 500,000 square feet (2008) or over 1,000,000 square feet (2011) would face substantial infrastructure costs to create the new headquarters location.

A good way to illustrate the statement made in the Application is the example of Harvard University's Science Center. In 2007 Harvard began construction of a new scientific research and education complex of approximately 538,000 square feet of above-ground program and amenity space, also including approximately 158,000 square feet of shared research support facilities below-grade, an underground distributed energy facility, and loading and mechanical facilities within four building components, on an approximately 4.7 acre site south of Western Avenue and east of Travis Street. In its various filing with the Boston Redevelopment Authority, Harvard states: "as an institution located in an urbanized area, the land area available to support a new building of a sufficient size to accommodate equipment, laboratories and offices is very limited. The largely underutilized land in the area south of Western Avenue – much of it presently diffusely developed as surface parking lots and industrial/transportation facilities ..."

In conjunction with this complex, half the size of the Vertex Buildings, Harvard has committed, among other things, to (i) construct a new roadway between Cambridge Street and Western Avenue, (ii) construct a new access roadway to serve the proposed Science Complex, (iii) construct a new approximately 1.74 acre neighborhood park, (iv) relocate a 36" storm drain, (v) reconstruct sections of Western Avenue and North Harvard Street, and (vi) upgrade the streetscape (plant street trees and reconstruct sidewalks) along Western Avenue.

Myrna

From: Mennis, Greg (FAD) [mailto:greg.mennis@state.ma.us]
Sent: Wednesday, May 25, 2011 4:18 PM
To: Vaz, Al; 'eustacia_reldy@vrtx.com'; Drew Leff; Robert Chihade; 'Huff Cam'; Ed Moscovitch; 'Rattigan, John E.'; Myrna Putziger
Subject: Follow-Up to Tax Revenue Discussion

Team,

Here are identified follow-ups from yesterday. Please feel free to drop me from the email chain as the main dialogue should be with between consultant and developer (and vertex where appropriate) on this stuff. That said, we are always happy to jump in to help or setup a meeting. I will plan on following up with folks on status later next week.

1. As Drew requested, Vertex to supply a letter summarizing their search for lease space. Per Al and Stacia, this will need to be consistent with other info on the public record but we believe this should be sufficient.
2. Al/Stacia will follow-up with Ed/Cam directly to provide add'l info about the firm and/or put them in touch with employees that can speak to some of the issues
3. I have several follow-ups to Cam's question about "Why Fan Pier", which is initially informed by the pages from the application attached here:
 - Vertex to provide a statement that any site they explored would have required a significant infrastructure investment to accommodate their unique needs
 - Myrna/John R. provide some description that a standard TIF analysis would incent a region to issue bonds in support of such infrastructure based on the economic benefits they would receive in return. This is mostly covered in the application but I am suggesting a more precise explanation of this concept that the consultant can point to.
 - The state can confirm that projects within our borders would have all been likely to receive ICUBED support based on all of the above

Cam - if you end up needing more, we can discuss.

Thanks,
Greg

Greg Mennis, CFA
Assistant Secretary for Finance and Infrastructure
Executive Office for Administration and Finance
State House, Room 373
Boston, MA 02133
Tel: 617-727-2040 ext. 35352
Fax: 617-727-2779
E-mail: greg.mennis@state.ma.us



New Jersey Economic Development Authority - Financing & Incentives - Technology & Life Sciences



The New Jersey Economic Development Authority (EDA) is committed to nurturing the development of new technologies and ensuring that the State continues to be a leader in innovation. That's why we offer a full range of programs and services to fuel the continuing growth of core industries vital to the State's economy, including:

- Technology
- Life sciences
- Clean energy
- Information and communication technologies

So, whether you are an early-stage company, a research and development firm, a manufacturer, a service provider or other established life sciences or technology business, the EDA may have the financing, real estate development and technical assistance tools to meet your specialized needs.

Our efforts can provide businesses like yours with low-interest financing through bonds, loan participations/guarantees, grants, and tax incentives.

Depending on your business goals, the EDA may have a financial solution that can work for you.

What's Your Business Financing Goal?	What Your Company Looks Like	Options That May Be Available
To raise growth capital and advance newly discovered energy efficiency, renewable energy or supply chain products in becoming competitive with traditional sources of electric generation	Technology company with Class I renewable energy or energy efficiency products or systems that has achieved "proof of concept", achieved successful independent beta results, and has begun generating commercial revenues	<ul style="list-style-type: none"> • Edison Innovation Green Growth Fund (EIGGF)
To raise growth capital for my angel supported business	A C-Corporation with a minimum of \$500,000 in trailing 12 month revenues	<ul style="list-style-type: none"> • Edison Innovation Angel Growth Fund

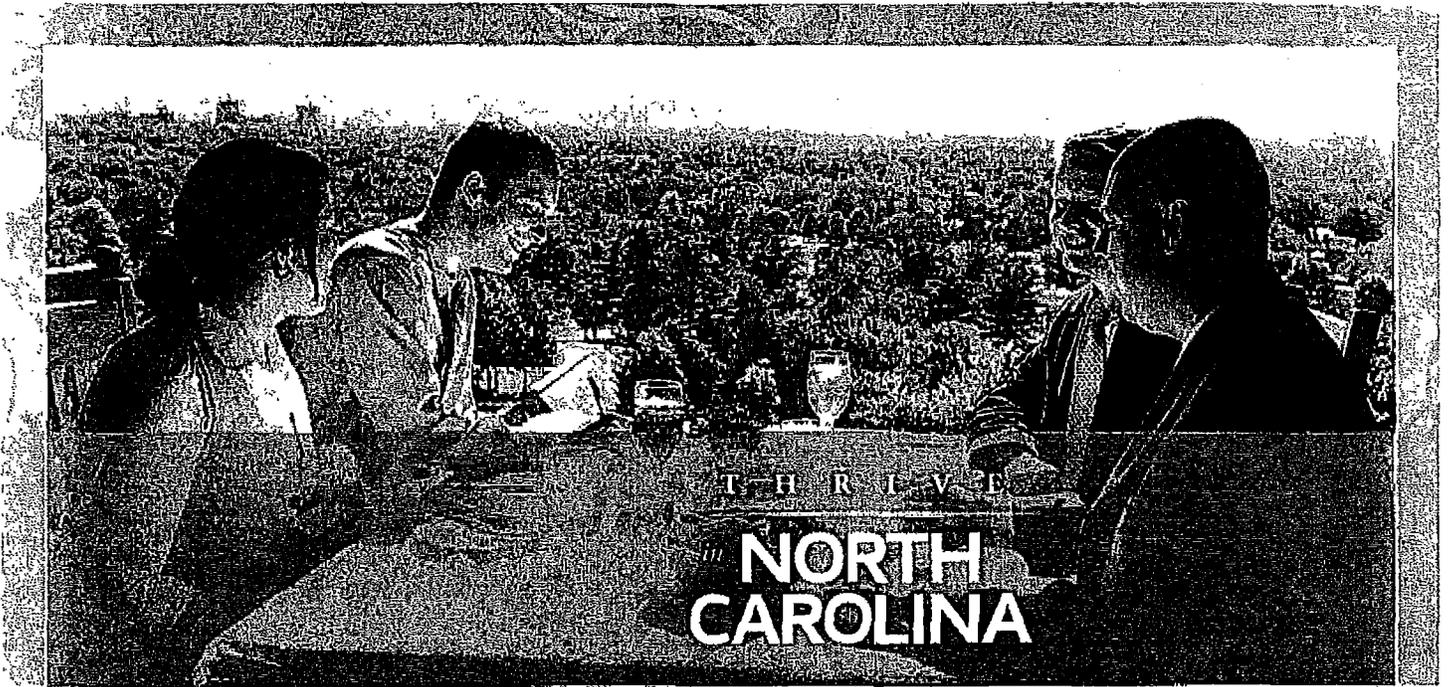
<p>To raise growth capital for my venture capital (VC) supported business</p>	<p>A C-Corporation with a minimum of \$500,000 in trailing 12 month revenues</p>	<ul style="list-style-type: none"> • Edison Innovation VC Growth Fund
<p>To raise additional growth capital for my angel supported or venture capital (VC) supported business</p>	<p>A C-Corporation with a minimum of \$2 million in trailing 12 month revenues that has previously received assistance under the Edison Innovation Fund</p>	<ul style="list-style-type: none"> • Edison Innovation Growth Stars Fund
<p>To identify a manufacturing site, support site improvements, construct a facility, and/or purchase equipment</p>	<p>A manufacturer of Class I renewable energy or energy efficiency systems, products or technologies</p>	<ul style="list-style-type: none"> • Edison Innovation Clean Energy Manufacturing Fund (CEMF)
<p>To lease office space within New Jersey</p>	<ul style="list-style-type: none"> • An early-stage company looking to lease at least 300 square feet • A large company looking to lease up to 100,000 square feet 	<ul style="list-style-type: none"> • Business Employment Incentive Program (BEIP) • Edison Innovation Zones • Technology Centers in Edison Innovation Zones
<p>To find or build a new home in New Jersey for my business</p>	<p>A mature company with cash flow to support debt service</p>	<ul style="list-style-type: none"> • Business Employment Incentive Program (BEIP) • Tax-exempt Bonds • Edison Innovation Zones • Technology Centers in Edison Innovation Zones
<p>To finance manufacturing equipment with a lower cost of funds</p>	<ul style="list-style-type: none"> • A technology or life science manufacturer with less than \$20 million in capital expenditures in the past 3 years • A commercially financeable company with a relationship with a financial institution that is willing to purchase bonds 	<ul style="list-style-type: none"> • Tax-exempt Bond Funding
<p>To build my business by adding at least 10 employees</p>	<p>A business needing to make a real estate decision on where to grow jobs</p>	<ul style="list-style-type: none"> • Business Employment Incentive Program (BEIP)

Product Fees and Interest Rate Pricing:

The EDA charges application and processing fees for its products, details of which are captured in the individual product information pages found on our website.

For its loan products, the EDA also charges a fixed or variable interest rate that has an interest rate floor for the specific product, and which is determined for individual loans at the time of closing using various other criteria. Interest rate floors utilize nationally recognized financial indices such as the 5 Year United States Treasury or the Prime Rate as published in the Wall Street Journal. For fixed and variable rates loans, adjustments will be made to the base rate and are calculated based on factors that involve the applicant's creditworthiness, project public policy criteria, including number of jobs to be created and the leveraging of total project costs to public dollars, and amortization. Please refer to product information pages for current interest rate floors.

To learn more about the EDA's offerings for technology and life science companies, click [here](#).



NC Incentives Fact Sheet

From business resources and human resources to natural resources, the INCentives in North Carolina give companies here a competitive advantage.

North Carolina has the tangibles that businesses need as well as a lifestyle that helps employees flourish. We've got everything from top universities and research that influences the world to a low cost of living and a pace of life that lets people get out and enjoy their surroundings. After all, we believe people and companies want a lot more than just financial incentives. Of course we have financial incentives, but we also have a lot more—including life, infrastructure and workforce incentives that give people and companies here a competitive advantage.

No. 1 Ranked #1
Best Business
Climate 8 of
the last 9 years.
Site Selection magazine,
November 2009

T H R I V E
NORTH
CAROLINA

Financial iNCentives

A government that works for business

Our leadership makes strategic investments in education, infrastructure and technology and emphasizes sound fiscal policy through a constitutionally mandated balanced budget, reasonable tax rates and AAA bond rating.

Performance-based, targeted incentives programs

Designed to lower your costs and increase global competitiveness, including discretionary grants in competitive situations and statutory tax credits for job creation, investments and research and development.

Tax Credits

Article 3J Tax Credits

Provide tax credits to qualifying businesses for job creation, investment in business property and in some cases investment in real property.

Research and Development Tax Credits

Provide tax credits for qualified North Carolina research expenses during a taxable year.

Renewable Energy Tax Credits

Provide a tax credit of 35% of the cost of renewable energy property.

William S. Lee (Article 3A) Tax Credits

Repealed for business activities that occur on or after January 1, 2007. Article 3J Credits became effective for taxable years beginning on or after January 1, 2007.

N.C. Ports Tax Credits

Provide tax credits toward income taxes paid by businesses or individuals using ports facilities at N.C. Ports at Morehead City and Wilmington.

Discretionary Programs

Job Development Investment Grant

Provides a limited number of cash grants to new and expanding businesses that will provide economic benefits to the state, and need the grant to carry out the project in North Carolina.

SBIR/STTR Small Business Technology Funding

Awards matching funds to firms who have been awarded a SBIR/STTR Phase I award from the federal government.

Site and Infrastructure Grant Fund

Provides assistance for site development and infrastructure improvements for very high-impact projects.

One North Carolina Fund

Awards grants for job creation and/or retention in conjunction with local government matches.

Job Maintenance and Capital Development Fund

Provides a limited number of grants to businesses with at least 2,000 employees, which are located in Development Tier 1 counties and which invest at least \$200 million in capital improvements, providing economic benefits to the state.

THRIVE NORTH CAROLINA

Other Cost-Saving Programs

Foreign Trade Zones

Provide opportunities to defer, reduce and/or eliminate Import duties.

Community Development Block Grants and Industrial Development Fund

Provide grants and loans for infrastructure development to eligible local governments.

Recycling Business Assistance Center

Provides grants, tax credits and loans to businesses involved with recycling in North Carolina.

Film incentives

Provide tax credits and sales and use tax discounts to encourage film and television production in North Carolina.

Industrial Revenue Bonds

Provide tax-exempt financing for eligible new or expanded manufacturing facilities, certain solid waste disposal facilities and sewage disposal facilities.

Road Access and Rail Access Programs

Provide funds for the construction of roads and rail access to new or expanded industrial facilities.

North Carolina Biotechnology Center

Provides loans and matches to help leverage larger financial awards for biotechnology companies.

Sales and Use Tax Discounts, Exemptions and Refunds

North Carolina offers reduced rate allowances on certain parts, accessories and construction supplies for eligible industries and manufacturing processes.

For example:

- Industrial machinery and equipment is exempt from sales and use tax but is subject to an excise tax. This rate is 1 percent with a maximum of \$80 per item.
- Parts and accessories to manufacturing machinery, which include most supplies used in the manufacturing process but not becoming a part of the manufactured product, including pollution abatement equipment, are taxed at 1 percent.
- Purchases of ingredients or component parts of manufactured products are exempt from sales or use tax.
- Packaging containers and items that become part of a manufactured product and are delivered with the product to the customer are exempt from sales and use tax.
- Bioprocessing, pharmaceutical and medical manufacturing and distribution, aircraft manufacturing, computer manufacturing and semiconductor manufacturing companies may receive a refund of sales taxes on purchases of building materials, fixtures and equipment if the facility costs at least \$50 million in Tier 1 counties and \$100 million in Tier 2 and 3 counties.
- Sales of electricity to manufacturers are taxed at a rate of .8%; and effective July 1, 2010, sales of electricity to manufacturers for qualifying purposes will be exempt from sales and use tax.
- Sales of electricity and eligible business property to an internet service provider or web search portal business that invests at least \$250 million in private funds are exempt from sales and use tax.

Continued >

THE STATE OF NORTH CAROLINA

- Piped natural gas is exempt from sales and use tax but is subject to an excise tax. This tax rate is based on the number of therms of gas consumed in a month.
- Coal, coke and fuel oil used in manufacturing is taxed at 1 percent.
- Motor vehicles are exempt from sales and use tax but are subject to the highway use tax. Highway use tax is 3 percent of the retail value of the motor vehicle with a maximum tax of \$1,500 per vehicle.
- Aircraft, boats, railway cars and mobile offices are taxed at 3 percent with a maximum tax of \$1,500 per item.
- Custom computer software and computer software delivered electronically are exempt from sales and use tax.
- All telecommunications services are taxed at a rate of 3 percent.

Recovery Zone Bonds

A recovery zone is any area designated by the issuer as having "significant poverty, unemployment, rate of home foreclosures or general distress." View a webinar on recovery zone bonds.

 [Notice Regarding Temporary Rulemaking for Recovery Bonds](#)

 [Recovery Zone Rules](#)

 [Recovery Zone Bond Webinar PowerPoint](#)

 [RZFB Supplemental Application](#)

 [Recovery Zone Allocation—Application for Allocation](#)

 [N.C. Federal Tax Reform Allocation Committee Agenda for March 2010.pdf](#)

 [RZFB Letter](#)

 [Recovery Zone Facility Bonds Allocation for March 2010.pdf](#)

 [Recovery Zone Economic Development Bonds Allocation for March 2010.pdf](#)

For more detailed information, download the  [Incentives Chapter](#) of our Fact Book.

THRIVE NORTH CAROLINA

Infrastructure iNCentives

North Carolina's proximity to many major markets and global connectivity helps to move goods and people efficiently. In fact, we have the largest state-maintained highway system in the nation as well as more than 76 public, 225 private and 4 international airports. Add to that the fact that we are a right-to-work state, have the 6th-lowest cost of doing business and a low cost of living and you can see why our population is growing at twice the national average.

Proximity to major markets

A central East Coast location and extensive transportation infrastructure within a 700-mile radius of more than 170 million U.S. and Canadian consumers with global connections via deep water ports and international flights.

Competitive operating cost structure

Construction costs, electric rates, overall taxes and cost-of-living indices all below the national average.

Global connectivity

Statewide high-speed internet access, 100% digital switching and other infrastructure investments for advanced voice, data and video communications and networking options. Add in our four international airports, and two—soon to be three—ports and you are easily connected with the world.

Workforce iNCentives

Our great labor environment and skilled productive workers, along with a comprehensive workforce development network and exceptional educational opportunities, ensure that people and businesses have what they need to Thrive. Our many skilled workers, as well as the highly specialized pools of talent already here, give your company a competitive advantage. They are dependable, hardworking and more than that, they are happy. That's because they have the types of careers and opportunities available to them that help them succeed. Making them more productive. In fact, North Carolina workers are 10% more productive than the average U.S. worker.

Strong labor pipeline

In today's global economy, people are the most important asset to any company and North Carolina gives them what they need to flourish:

- Exceptional educational opportunities
- Friendly labor environment
- Comprehensive workforce development network

10%

North Carolina workers are 10% more productive than the average U.S. worker.

30 minutes

There is a community college within a 30-minute drive of every state resident.

THRIVE
NORTH
CAROLINA

Exceptional educational opportunities

Accessible state community colleges and university systems and outstanding private institutions all constantly developing new talent.

Comprehensive workforce development network

Customized recruiting, screening and training services and lifelong learning opportunities available through a coordinated network of agencies.

Skilled, productive workers and a friendly labor environment

A growing and diverse population that fuels a high-quality labor force for today's advanced manufacturing and knowledge-based industries. The lowest unionization rate in the nation keeps wages affordable and the workplace flexible.

Life iNCentives

A great place to live

From our moderate climate with excellent recreational opportunities to our culture-rich history and arts, there truly is something for everyone in North Carolina. Combine that with quality healthcare, a low cost of living and it's easy to see why most people that live here never want to leave. From the mountains to the beaches and everything in between, North Carolina has what people are looking for to Thrive.

North Carolina offers an exceptional quality of life that contributes to a highly desirable place for businesses to attract and keep skilled workers with:

- A moderate climate
- A culture rich in history and the arts
- World-class sports events
- Recreational opportunities
- Quality healthcare
- Low cost of living
- Low construction costs

NC

www.ThriveNC.com

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Business Development: 919.733.4977 | Small Business Support: 800.228.8443

Myrna Putziger

From: Myrna Putziger
Sent: Thursday, June 09, 2011 12:27 PM
To: 'Cam Huff'
Cc: Vaz, Al; 'Mennis, Greg (FAD)'
Subject: RE: Followup questions re Vertex project
Attachments: Tax Calculation.doc

Cam,

- 1) I did the calculations by averaging the salary range in each classification. See attached. Never have a lawyer do math. I shortchanged the revenue from Retained Jobs in the application.
- 2) The tax estimate for the construction period is of all the work to be done by Turner, which includes both buildings, including tenant finish work, and the so-called Vertex Building Infrastructure Improvements other than work in Fan Pier Cove, which is to be done by a marine contractor and has an estimated hard cost of \$3,500,000. The costs of the elements of the Vertex Building Infrastructure Improvements are in Appendix 6

Myrna

From: cam.huff@gmail.com [<mailto:cam.huff@gmail.com>] **On Behalf Of** Cam Huff
Sent: Thursday, June 09, 2011 10:26 AM
To: Myrna Putziger
Subject: Followup questions re Vertex project

Hi Myrna,

I will be talking with Al Vaz later today and with one of the Vertex scientists next week. In the meantime, I'm hoping you can get me the answers to a couple of relatively minor questions relating to the tax revenue estimates presented in the preliminary proposal.

- 1) Could you get me the actual average wage figures used in the estimate of annual New Revenues? Page 40 of the proposal shows the salary ranges and number of full time jobs by job classification, but does not show the average wage for each classification category used in calculating the estimates of New State Tax Revenue (totaling \$8,865,226) shown on page 42.
- 2) I'm a bit unclear on whether the estimate of construction period taxes presented on page 41 include or exclude the construction costs for the initial phase of public improvements. If the public improvements are included, could you please show me figures separating them out (or direct me to where in the proposal they are separated out.) I ask because the material costs of the public improvements will be exempt from sales tax.

Also, the third paragraph of page 44 indicates that Vertex investigated, and received offers of governmental incentives from states other than Rhode Island. Any additional information on the other states would be helpful.

Thanks.

Cam

Cam Huff
Cape Ann Economics
[508-423-8504](tel:508-423-8504) (cell)

1,241 Retained Jobs

Range	Average	Total Full Time	Total Taxable	Tax @ 4.5%
150,000-225,000	187,500	189	35,437,500	1,594,687.50
80,000-150,000	115,000	894	102,810,000	4,626,450.00
45,000-80,000	62,500	153	9,562,500	430,312.50
40,000-70,000	55,000	5	275,000	12,375.00
				6,663,825.00

Range	Average	Total Full Time	Total Taxable	Tax @ 4.5%
150,000-225,000	187,500	28	5,250,000	236,250.00
80,000-150,000	115,000	142	16,330,000	734,850.00
45,000-80,000	62,500	21	1,312,500	59,062.50
40,000-70,000	55,000	11	605,000	27,225.00
				1,057,387.50

298 Post-Occupancy Jobs

Range	Average	Total Full Time	Total Taxable	Tax @ 4.5%
150,000-225,000	187,500	44	8,250,000	371,250.00
80,000-150,000	115,000	209	24,035,000	1,081,575.00
45,000-80,000	62,500	30	1,875,000	84,375.00
40,000-70,000	55,000	15	825,000	37,125.00
				1,574,325.00

Myrna Putziger

From: Myrna Putziger
Sent: Friday, June 10, 2011 4:15 PM
To: Drew Leff; Robert Chihade; 'Mennis, Greg (FAD)'
Cc: Rattigan, John E.; Richard Martini; Shea, Jr., James R.; Samuel Butler
Subject: Fan Pier Land Cost Allocation to Infrastructure
Attachments: FP Land Cost Infrastructure Allocation.pdf

Gentlemen,

When we met on May 25, 2011 to review the IDAA, you asked me to have prepared a pure cost analysis for land dedicated and to be dedicated to Infrastructure on Fan Pier. That analysis is attached. It identifies the elements of acquisition and carry costs, and spreads those costs over all upland square feet. Soft costs for permitting and other value creating activities are not included, since those soft costs are separately included in the "Cost" definition of the IDAA. Please note that the land dedicated to Courthouse Way, a public way created as an easement street prior to our acquisition of the Fan Pier site, has been excluded from the analysis.

Please keep in mind that this analysis is solely for infrastructure purposes. The value of all these land areas is far greater than this simplistic cost allocation suggests.

Myrna

Myrna Putziger
The Fallon Company, LLC
One Marina Park Drive
Suite 1500
Boston, Massachusetts 02210
Phone: 617-737-4100
Fax: 617-737-4101
email: mputziger@falloncompany.com

FAN PIER LAND COST ALLOCATION TO INFRASTRUCTURE

6/10/2011

	COST
Land Cost	116,089,000
Financing Costs	1,406,500
RE Tax	10,673,300
Interest	18,639,800
Insurance	17,600
Total Land Cost	<u>146,826,200</u>

	AREA	Cost	
A	48,405	12,242,583	
B	39,646	10,027,258	
C	21,628	5,470,043	
D	25,904	6,551,650	
E	23,561	5,959,071	
F	33,600	8,498,105	
H	25,200	6,373,579	
I	33,411	8,450,303	
J	17,000	4,299,636	
Parcels Subtotal	<u>268,355</u>	<u>67,872,228</u>	
Public Green	78,602	19,880,002	
Fan Pier Park	51,827	13,108,074	
Harbor walk	23,720	5,999,258	
Streets and Sidewalks			
Fan Pier Blvd	46,052	11,647,462	
Bond Drive	20,290	5,131,743	
Marina Park Drive	35,215	8,906,571	
Liberty Drive	22,739	5,751,143	
Harbor Sore Drive	21,625	5,469,391	
Waterside Avenue	12,100	3,060,330	
Open Space	312,170	78,953,972	
Total upland Area	580,525	146,826,200	252.92 Per/SF

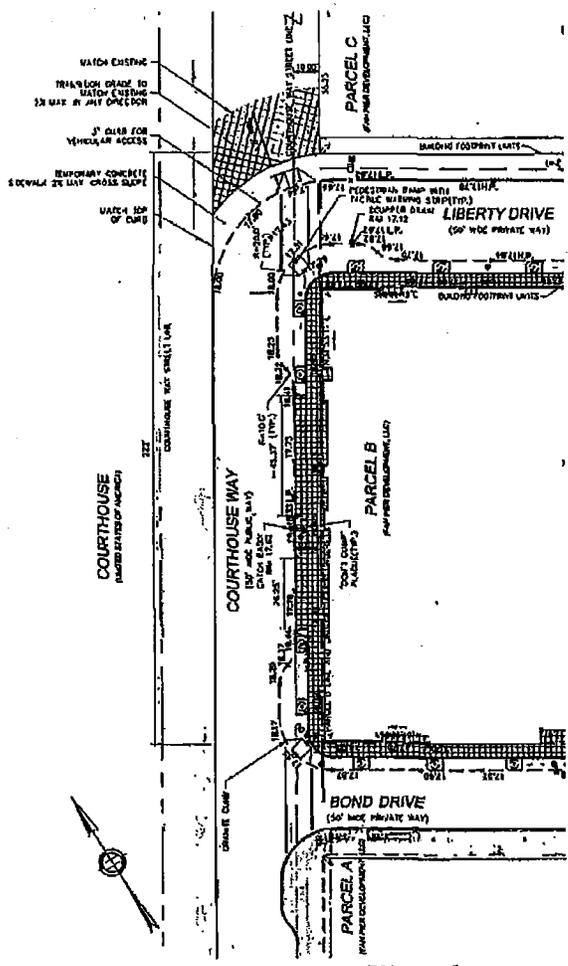
Richard Martini

From: Richard Martini
Sent: Wednesday, July 06, 2011 4:30 PM
To: 'Sloan-Rossiter, Susan'
Cc: Drew Leff; 'rchlhade@glcdevelopment.com'; Kremer, Susan
Subject: FW: Parcel B PIC
Attachments: Courthouse Way.pdf; Fan Pier Boulevard.pdf; Liberty Drive.pdf

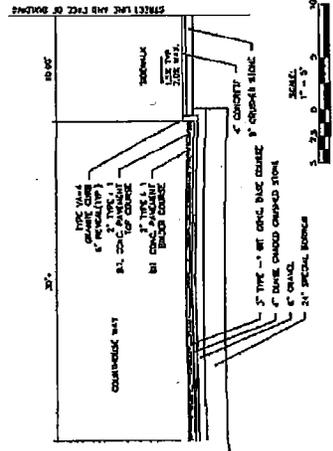
Susan,

PIC Drawings for Parcel B for your reference. Thx. Richard

- LEGEND**
- EXISTING**
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- PROPOSED**
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 - 25' CONC. CURB
 - 26' CONC. CURB
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 - 88' CONC. CURB
 - 89' CONC. CURB
 - 90' CONC. CURB
 - 91' CONC. CURB
 - 92' CONC. CURB
 - 93' CONC. CURB
 - 94' CONC. CURB
 - 95' CONC. CURB
 - 96' CONC. CURB
 - 97' CONC. CURB
 - 98' CONC. CURB
 - 99' CONC. CURB
 - 100' CONC. CURB



SEE SHEET 2 OF 2 FOR SIDEWALK MATERIALS



FOR EIGHTH USE ONLY

SHEET 1 OF 2 SHEETS

PLAN SHOWING APPROXIMATELY 224 FEET OF THE SPECIFIC REPAIR OF COURTHOUSE WAY, A PUBLIC WAY, INCLUDING NEW GRANITE CURBS, SIDEWALKS, AND TRUCK LANE AS UNITS ACCEPTABLE TO THE CITY OF BOSTON.

CITY OF BOSTON
PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION
SPECIAL REPAIR
COURTHOUSE WAY
SOUTH BOSTON
SCALE AS NOTED
DIVISION (CITY) ENGINEER

APPROVED
COMMISSIONER OF PUBLIC WORKS

DESIGNED FOR CONSTRUCTION AND CONFORMANCE TO CITY STANDARDS
PUBLIC WORKS DEPARTMENT

DATE ENGINEER
DATE

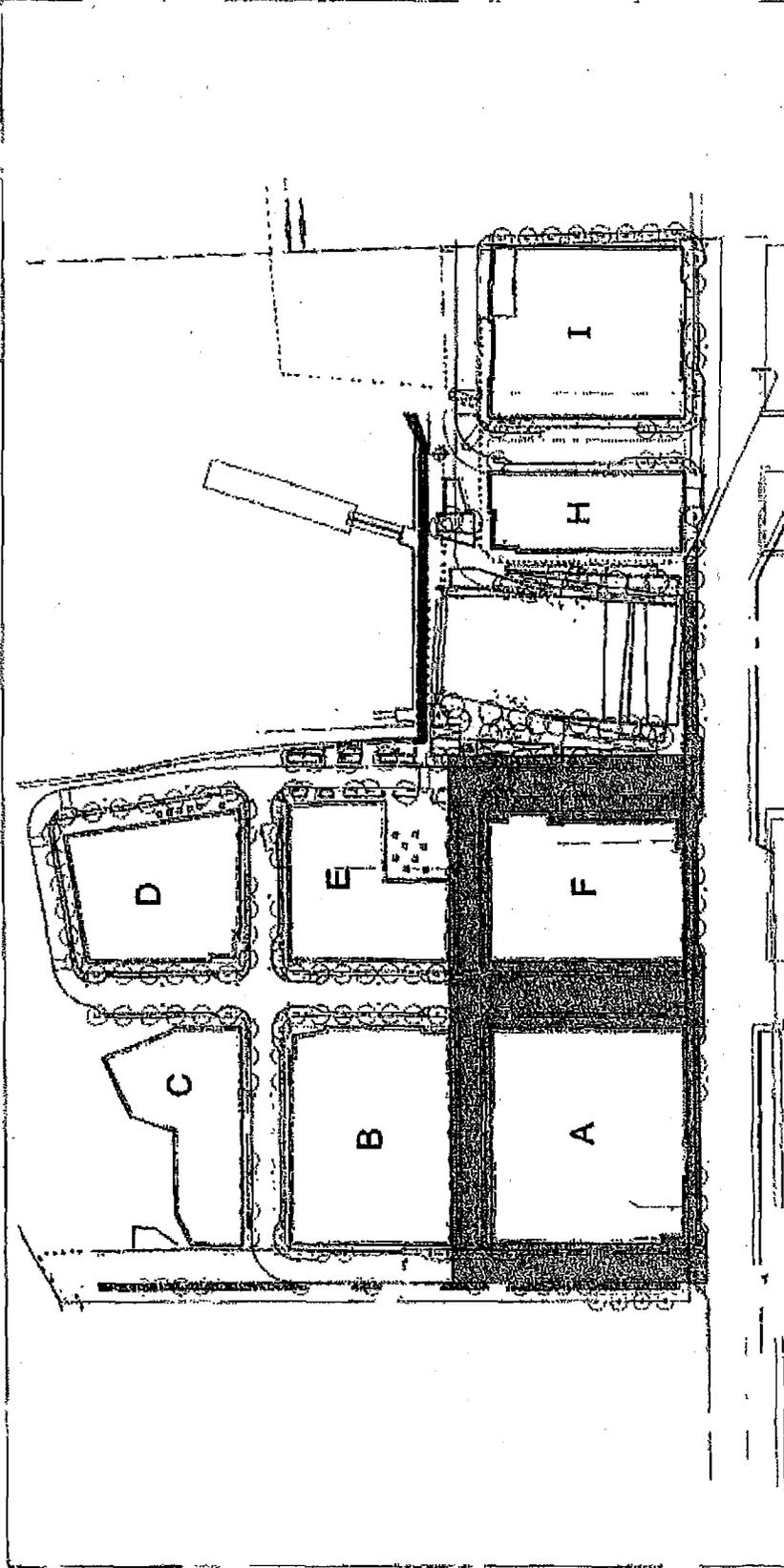
February 2011

Richard Martini

From: Richard Martini
Sent: Wednesday, July 06, 2011 4:31 PM
To: 'Sloan-Rossiter, Susan'
Cc: Drew Leff; 'rchihade@gicdevelopment.com'; Kremer, Susan; Myrna Putziger
Subject: FW: Parcel A and F PIC plans
Attachments: Fan Pier PIC drawings.pdf

Susan,

PIC drawings for both Parcels A + F for your reference. Thx. Richard



SHEET 1 OF 1 SHEETS

CITY OF PORTER
PUBLIC WORKS DEPARTMENT
CONSTRUCTION DIVISION

SITE PLAN

SCALE: 1" = 30'
CITY ENGINE NUMBER: 2017-000001



DATE: 01/11/17	BY: J. J. JAMES
CHECKED: 01/11/17	BY: J. J. JAMES
DESIGNED: 01/11/17	BY: J. J. JAMES
DRAWN: 01/11/17	BY: J. J. JAMES
PROJECT: 17-000001	PORTER PUBLIC WORKS DEPARTMENT
LOCATION: 17-000001	PORTER PUBLIC WORKS DEPARTMENT
DESCRIPTION: 17-000001	PORTER PUBLIC WORKS DEPARTMENT

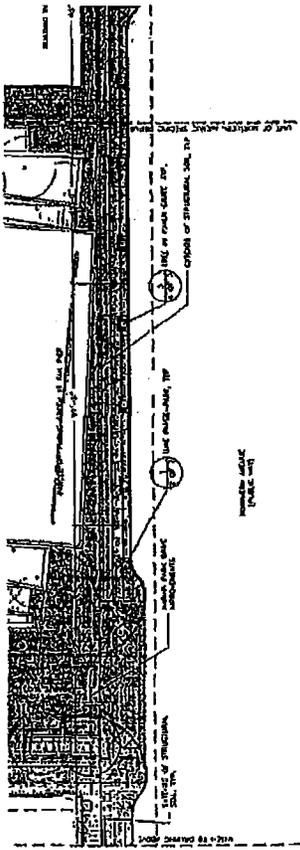
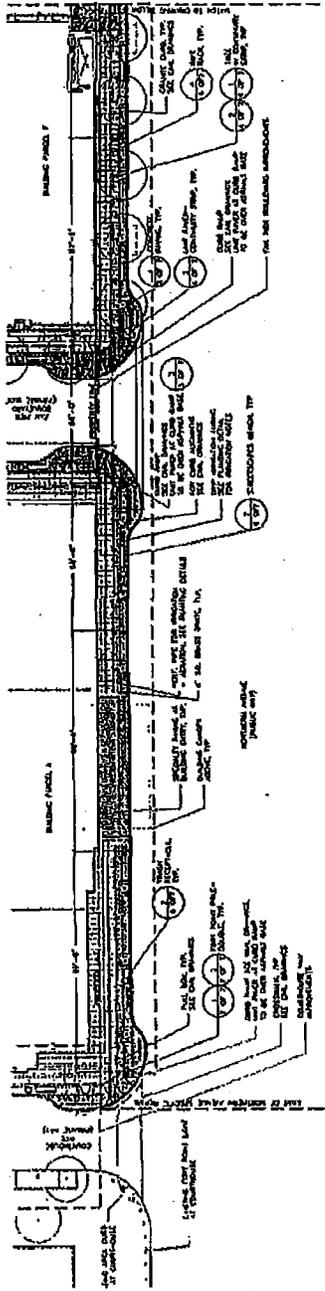
LIMIT OF PUBLIC IMPROVEMENT
COMMISSION PERMITS

DESIGNED BY: J. J. JAMES
CHECKED BY: J. J. JAMES
DATE: 01/11/17
BY: J. J. JAMES
PROJECT: 17-000001
LOCATION: 17-000001
DESCRIPTION: 17-000001



J. J. JAMES
REGISTERED PROFESSIONAL ENGINEER
STATE OF TEXAS
NO. 12345

FOR REVISION USE ONLY



1 LAYOUT - MATERIALS - NORTHERN AVENUE
SCALE: 1/8" = 1'-0"

NO.	QUANTITY	DESCRIPTION	UNIT	REMARKS
1	100	CONCRETE	CU YD	FOR SIDEWALK
2	100	CONCRETE	CU YD	FOR CURB
3	100	CONCRETE	CU YD	FOR GUTTER
4	100	CONCRETE	CU YD	FOR ROADWAY
5	100	CONCRETE	CU YD	FOR SIDEWALK
6	100	CONCRETE	CU YD	FOR CURB
7	100	CONCRETE	CU YD	FOR GUTTER
8	100	CONCRETE	CU YD	FOR ROADWAY
9	100	CONCRETE	CU YD	FOR SIDEWALK
10	100	CONCRETE	CU YD	FOR CURB
11	100	CONCRETE	CU YD	FOR GUTTER
12	100	CONCRETE	CU YD	FOR ROADWAY
13	100	CONCRETE	CU YD	FOR SIDEWALK
14	100	CONCRETE	CU YD	FOR CURB
15	100	CONCRETE	CU YD	FOR GUTTER
16	100	CONCRETE	CU YD	FOR ROADWAY
17	100	CONCRETE	CU YD	FOR SIDEWALK
18	100	CONCRETE	CU YD	FOR CURB
19	100	CONCRETE	CU YD	FOR GUTTER
20	100	CONCRETE	CU YD	FOR ROADWAY

SHEET 2 OF 2 SHEETS
SCALE: 1" = 20'

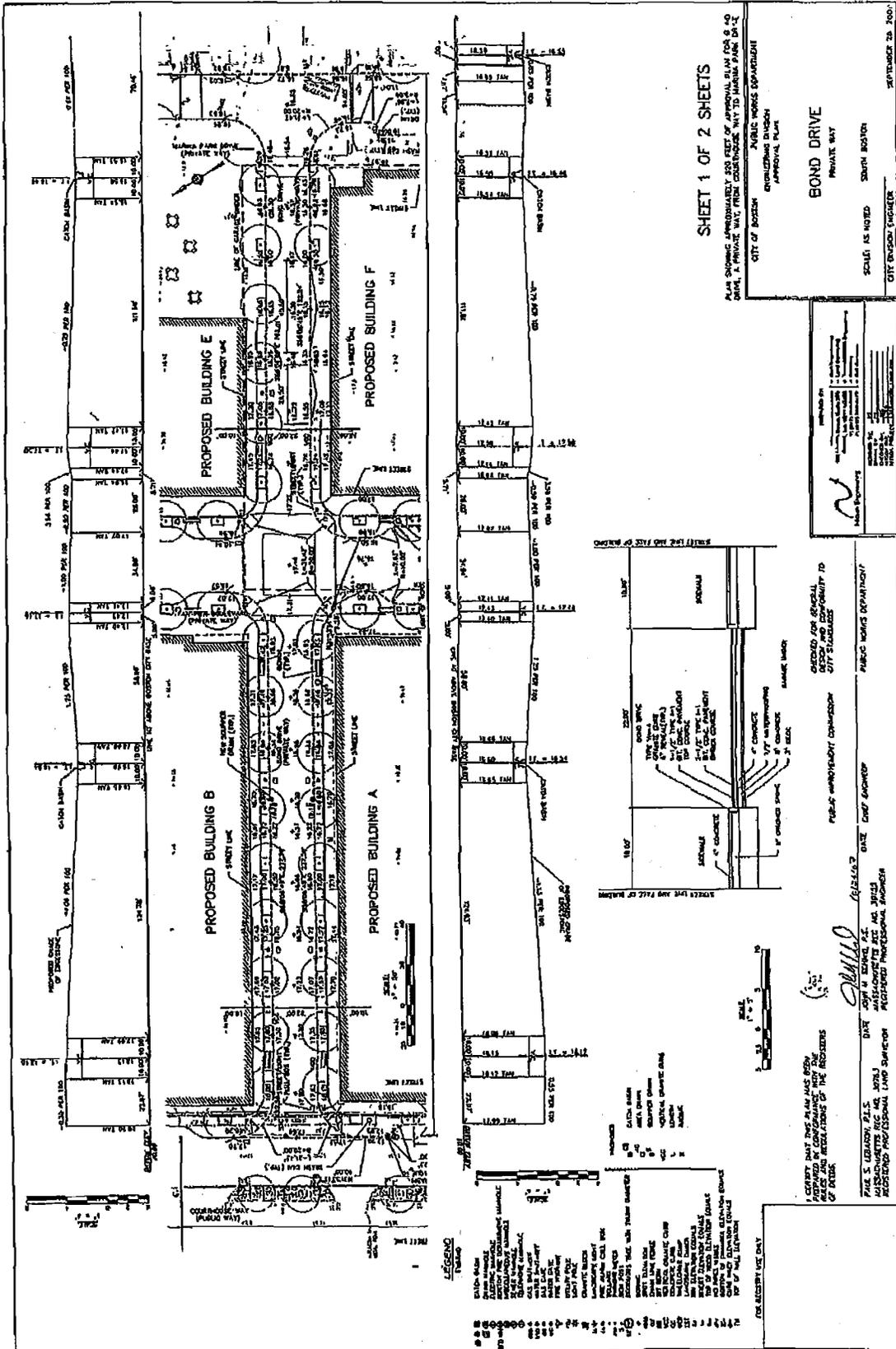
CITY OF BOSTON
PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION
SPECIFIC REPAIR PLAN
NORTHERN AVENUE
SCALE: 1" = 20'
STATIONING: BOSTON
DIPLOMA NO. 1000
CITY ENGINEER

Richard Beck Associates, Inc.
1000 Beacon Street
Boston, Massachusetts 02116
TEL: 617-267-1111 FAX: 617-267-1112
WWW: WWW.RICHARDBECK.COM

APPROVED:
[Signature]
PUBLIC WORKS DEPARTMENT
COMMISSIONER OF PUBLIC WORKS
[Signature]

[Signature]
DATE: 11/19/12

FOR REVISION USE ONLY
L-11912



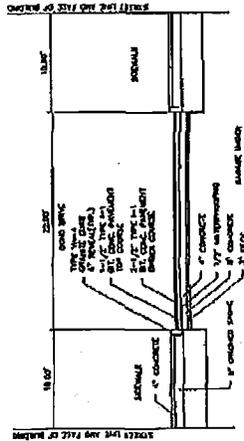
SHEET 1 OF 2 SHEETS

PLAN SHOWING APPROXIMATELY 200 FEET OF APPROVAL PLAN FOR 640
 DRIVE, A PRIVATE WAY, FROM CROSBREEKE WAY TO MARINA PARK DRIVE
 CITY OF BOSTON PUBLIC WORKS DEPARTMENT
 APPROVAL PLAN

BOND DRIVE
 PRIVATE WAY
 SCALE: AS NOTED SOUTH BOSTON
 CITY ENGINEER: [Signature]

REVISIONS

NO.	DATE	DESCRIPTION
1	10/11/11	ISSUED FOR PERMIT
2	10/11/11	ISSUED FOR PERMIT
3	10/11/11	ISSUED FOR PERMIT
4	10/11/11	ISSUED FOR PERMIT
5	10/11/11	ISSUED FOR PERMIT
6	10/11/11	ISSUED FOR PERMIT
7	10/11/11	ISSUED FOR PERMIT
8	10/11/11	ISSUED FOR PERMIT
9	10/11/11	ISSUED FOR PERMIT
10	10/11/11	ISSUED FOR PERMIT

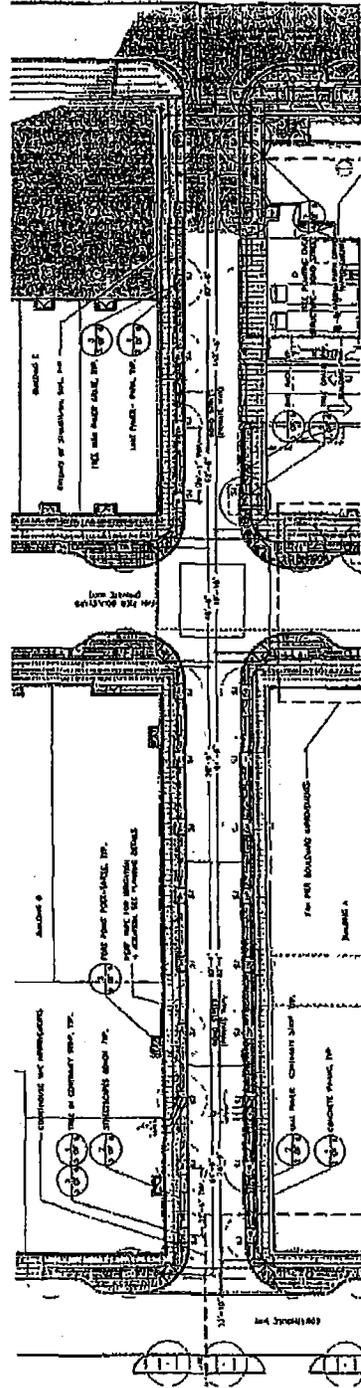


DESIGNED FOR GENERAL
 PUBLIC AMENITY COMMISSION
 CITY ENGINEER
 PUBLIC WORKS DEPARTMENT

DATE: 10/11/11
 FILE: 11-00000-01-1
 PROJECT: 11-00000-01-1
 DESIGNER: [Signature]
 CHECKER: [Signature]
 APPROVED: [Signature]
 REGISTERED PROFESSIONAL ENGINEER

- LEGEND**
- 1. CONCRETE
 - 2. STEEL DECK
 - 3. INSULATION
 - 4. GROUT
 - 5. ...

FOR SECURITY USE ONLY



1 LAYOUT - MATERIALS - BOND STREET

NO.	QUANTITY	UNITS	DESCRIPTION	DATE	BY	CHKD.
1	200	LINEAL FEET	CONCRETE PAVEMENT	10/17/07	JMS	JMS
2	100	LINEAL FEET	CONCRETE CURB	10/17/07	JMS	JMS
3	100	LINEAL FEET	CONCRETE SIDEWALK	10/17/07	JMS	JMS
4	100	LINEAL FEET	CONCRETE DRIVEWAY	10/17/07	JMS	JMS
5	100	LINEAL FEET	CONCRETE DRIVEWAY	10/17/07	JMS	JMS
6	100	LINEAL FEET	CONCRETE DRIVEWAY	10/17/07	JMS	JMS
7	100	LINEAL FEET	CONCRETE DRIVEWAY	10/17/07	JMS	JMS
8	100	LINEAL FEET	CONCRETE DRIVEWAY	10/17/07	JMS	JMS
9	100	LINEAL FEET	CONCRETE DRIVEWAY	10/17/07	JMS	JMS
10	100	LINEAL FEET	CONCRETE DRIVEWAY	10/17/07	JMS	JMS
11	100	LINEAL FEET	CONCRETE DRIVEWAY	10/17/07	JMS	JMS
12	100	LINEAL FEET	CONCRETE DRIVEWAY	10/17/07	JMS	JMS
13	100	LINEAL FEET	CONCRETE DRIVEWAY	10/17/07	JMS	JMS
14	100	LINEAL FEET	CONCRETE DRIVEWAY	10/17/07	JMS	JMS
15	100	LINEAL FEET	CONCRETE DRIVEWAY	10/17/07	JMS	JMS
16	100	LINEAL FEET	CONCRETE DRIVEWAY	10/17/07	JMS	JMS
17	100	LINEAL FEET	CONCRETE DRIVEWAY	10/17/07	JMS	JMS
18	100	LINEAL FEET	CONCRETE DRIVEWAY	10/17/07	JMS	JMS
19	100	LINEAL FEET	CONCRETE DRIVEWAY	10/17/07	JMS	JMS
20	100	LINEAL FEET	CONCRETE DRIVEWAY	10/17/07	JMS	JMS

SHEET 2 OF 2 SHEETS

THIS DRAWING AND ALL INFORMATION CONTAINED HEREIN ARE THE PROPERTY OF THE CITY OF BOSTON AND SHALL REMAIN THE PROPERTY OF THE CITY OF BOSTON. NO PART OF THIS DRAWING IS TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF THE CITY ENGINEER.

CITY OF BOSTON

PUBLIC WORKS DEPARTMENT

ENGINEERING DIVISION

CONSTRUCTION SECTION



Russell Clark Associates, Inc.
 CONSULTING ENGINEERS
 100 STATE STREET, SUITE 1200
 BOSTON, MASSACHUSETTS 02109
 TEL: 617-552-1100
 FAX: 617-552-1101
 WWW: RUSSELLCLARK.COM

APPROVED

PUBLIC WORKS DEPARTMENT

COMMISSIONER OF PUBLIC WORKS

PUBLIC WORKS DEPARTMENT

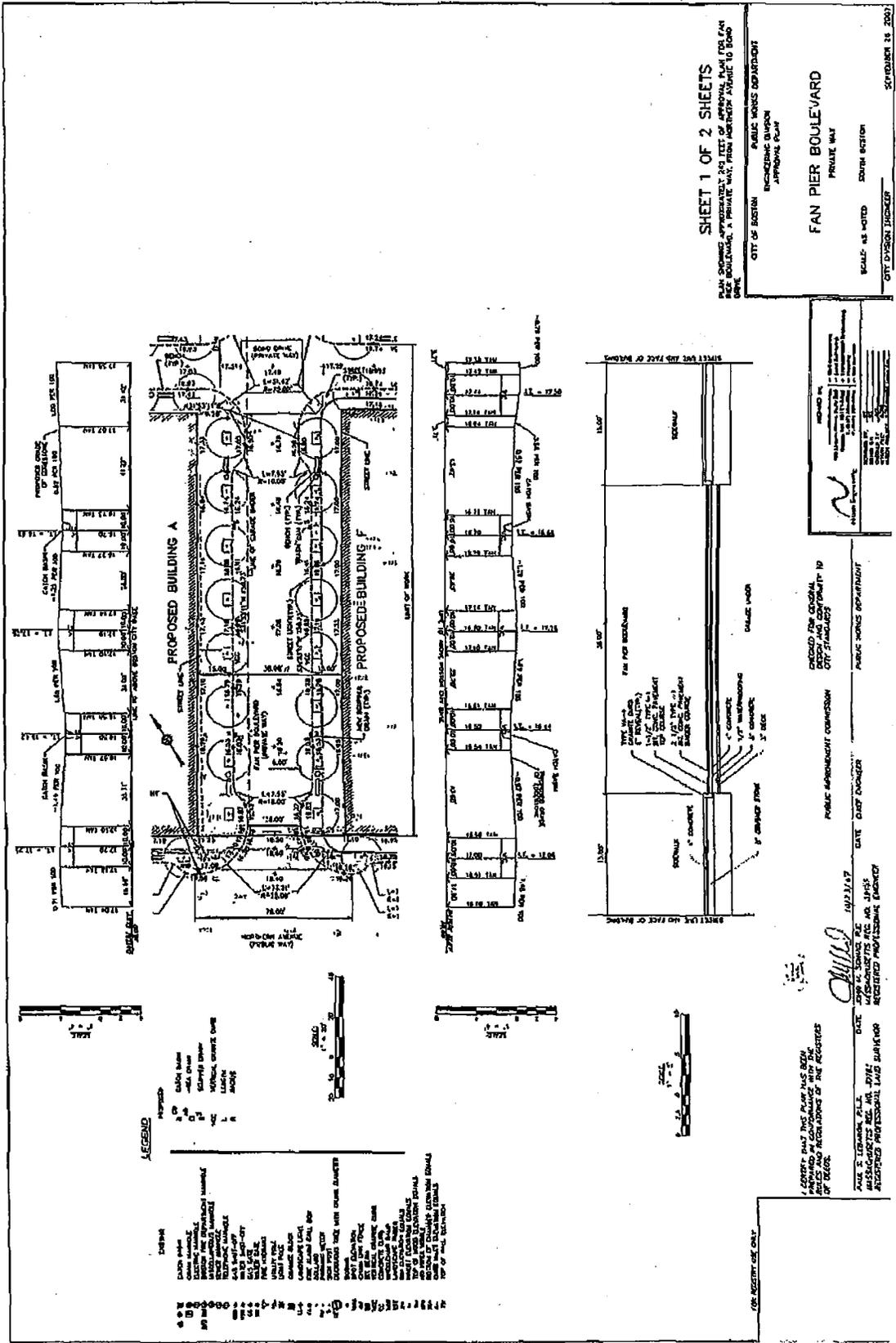
CITY ENGINEER

DATE: 10/17/07



JAMES M. JONES
 REGISTERED PROFESSIONAL ENGINEER
 MASSACHUSETTS REG. NO. 10155

SEPTEMBER 23, 2007



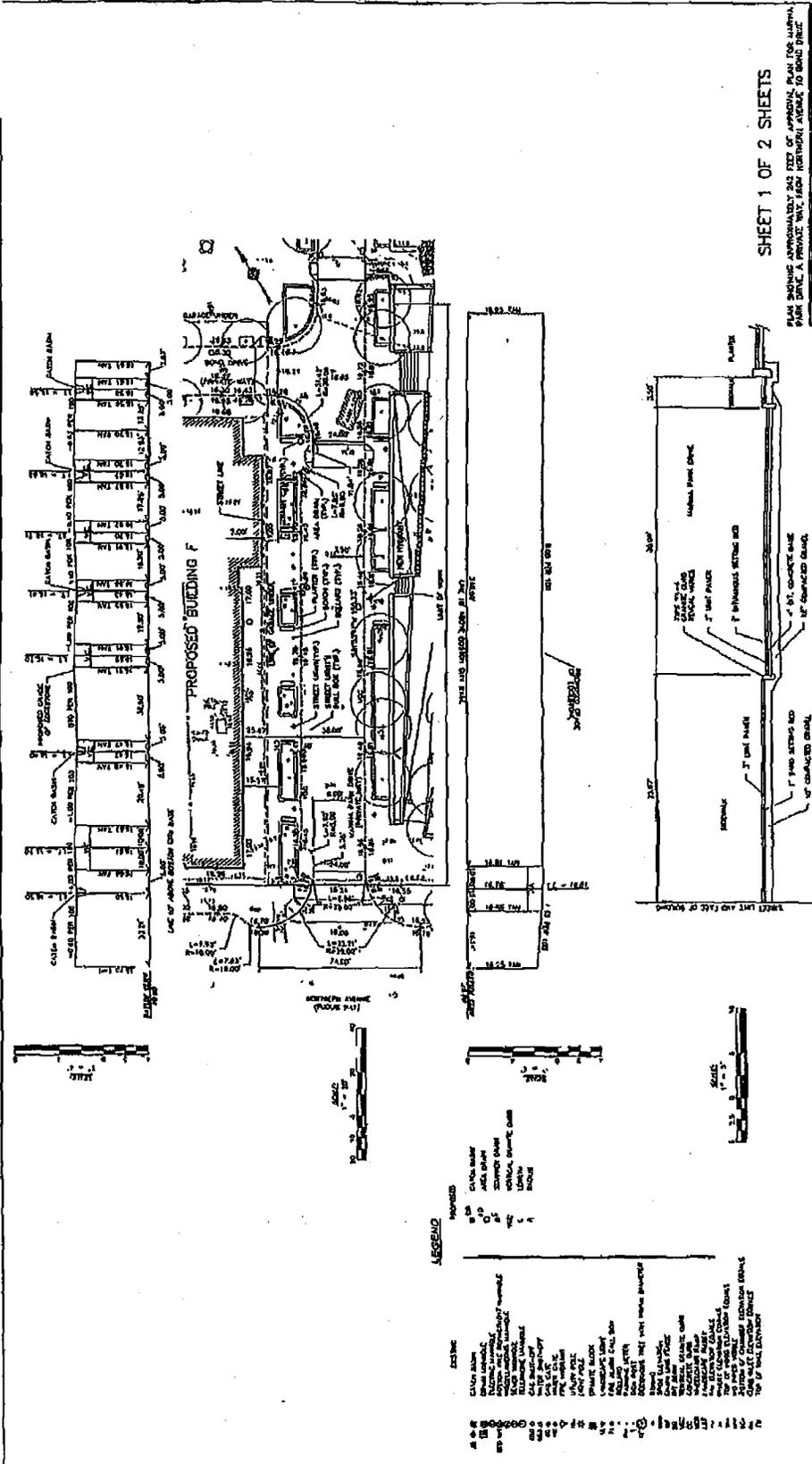
SHEET 1 OF 2 SHEETS

PLAN SHOWN APPROXIMATELY 250 FEET OF APPROVAL PLAN FOR FAN PIER BOULEVARD, A PRIVATE WAY, FROM APPROXIMATELY 250 FEET TO BOND LINE.

CITY OF BOSTON PUBLIC WORKS DEPARTMENT
 ENGINEERING DIVISION
 APPROVAL PLAN
FAN PIER BOULEVARD
 PRIVATE WAY
 SOUTH SECTION
 SCALE: AS NOTED
 CITY DESIGN NUMBER: 102731.07
 SHEET 1 OF 2

LEGEND

1. 1" = 10' SCALE
 2. 1" = 20' SCALE
 3. 1" = 40' SCALE
 4. 1" = 80' SCALE
 5. 1" = 160' SCALE
 6. 1" = 320' SCALE
 7. 1" = 640' SCALE
 8. 1" = 1280' SCALE
 9. 1" = 2560' SCALE
 10. 1" = 5120' SCALE
 11. 1" = 10240' SCALE
 12. 1" = 20480' SCALE
 13. 1" = 40960' SCALE
 14. 1" = 81920' SCALE
 15. 1" = 163840' SCALE
 16. 1" = 327680' SCALE
 17. 1" = 655360' SCALE
 18. 1" = 1310720' SCALE
 19. 1" = 2621440' SCALE
 20. 1" = 5242880' SCALE
 21. 1" = 10485760' SCALE
 22. 1" = 20971520' SCALE
 23. 1" = 41943040' SCALE
 24. 1" = 83886080' SCALE
 25. 1" = 167772160' SCALE
 26. 1" = 335544320' SCALE
 27. 1" = 671088640' SCALE
 28. 1" = 1342177280' SCALE
 29. 1" = 2684354560' SCALE
 30. 1" = 5368709120' SCALE
 31. 1" = 10737418240' SCALE
 32. 1" = 21474836480' SCALE
 33. 1" = 42949672960' SCALE
 34. 1" = 85899345920' SCALE
 35. 1" = 171798691840' SCALE
 36. 1" = 343597383680' SCALE
 37. 1" = 687194767360' SCALE
 38. 1" = 1374389534720' SCALE
 39. 1" = 2748779069440' SCALE
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 41. 1" = 10995116277760' SCALE
 42. 1" = 21990232555520' SCALE
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 177. 1" = 9578097130411805364739668919689441253884452126720' SCALE
 178. 1" = 19156194260823610729479337839378882507768904253440' SCALE
 179. 1" = 38312388521647221458958675678757765015537808506880' SCALE
 180. 1" = 76624777043294442917917351357515530031075617013760' SCALE
 181. 1" = 153249554086588885835834702715031060062151234027520' SCALE
 182. 1" = 306499108173177771671669405430062120124302468055040' SCALE
 183. 1" = 612998216346355543343338810860124240248604936110080' SCALE
 184. 1" = 1225996432692711086686677621720248480497209872220160' SCALE
 185. 1" = 2451992865385422173373355243440496960994419744440320' SCALE
 186. 1" = 4903985730770844346746710486880993921988839488880640' SCALE
 187. 1" = 9807971461541688693493420973761987843977679377761280' SCALE
 188. 1" = 19615942923083377386986841947523975687955358755522560' SCALE
 189. 1" = 39231885846166754773973683895047951375910717511045120' SCALE
 190. 1" = 78463771692333509547947367790095902751821435022090240' SCALE
 191. 1" = 156927543384667019095894735580191805503642860044180480' SCALE
 192. 1" = 313855086769334038191789471160383611007285720088360960' SCALE
 193. 1" = 627710173538668076383578942320767222014574440176721920' SCALE
 194. 1" = 1255420347077336152767157884641534444029148880353443840' SCALE
 195. 1" = 2510840694154672305534315769283068888058297760706887680' SCALE
 196. 1" = 5021681388309344611068631538566137776116555521413775360' SCALE
 197. 1" = 10043362776618689222137263077132755522331111042827510720' SCALE
 198. 1" = 20086725553237378444274526154265511044662222085655021440' SCALE
 199. 1" = 40173451106474756888549052308531022089324444171310042880' SCALE
 200. 1" = 80346902212949513777098104617062044178648888342620085760' SCALE
 201. 1" = 160693804425899027554196209234124088357297776685240171520' SCALE
 202. 1" = 321387608851798055108392418468248176714595553370480343040' SCALE
 203. 1" = 642775217703596110216784836936496353429191106740960686080' SCALE
 204. 1" = 1285550435407192220433569673872992706858382213481913722160' SCALE
 205. 1" = 2571100870814384440867139347745985413717664426963827444320' SCALE
 206. 1" = 514220174162876888173427869549197082743529285392765488640' SCALE
 207. 1" = 1028440348325753776346855739098394165487058570785530977280' SCALE
 208. 1" = 2056880696651507552693711478196788330974117141571061944560' SCALE
 209. 1" = 4113761393303015105387422956393576661948234283142123889120' SCALE
 210. 1" = 8227522786606030210774845912787153323896468566284247778240' SCALE
 211. 1" = 16455045573212060421549691825574306647792937132568495556480' SCALE
 212. 1" = 32910091146424120843099383651148613295585874265136991112960' SCALE
 213. 1" = 65820182292848241686198767302297226591171748530273982225920' SCALE
 214. 1" = 131640364585696483372397534604594453182343497060547964451840' SCALE
 215. 1" = 263280729171392966744795069209188906364686994121095928903680' SCALE
 216. 1" = 526561458342785933489590138418377812729373988242191857807360' SCALE
 217. 1" = 105312291668571186697918027683675562545874797648438375614720' SCALE
 218. 1" = 210624583337142373395836055367351125091749595296876751229440' SCALE
 219. 1" = 421249166674284746791672110734702250183499190593753502458880' SCALE
 220. 1" = 842498333348569493583344221469404500366998381187507004917760' SCALE
 221. 1" = 1684996666897138987166688442938809000733996722375014009835520' SCALE
 222. 1" = 3369993333794277974333376885877618001467993444750028019671040' SCALE
 223. 1" = 6739986667588555948666753771755236002935986889500056039342080' SCALE
 224. 1" = 13479973335177111897333507543510472005871973779000112078484160' SCALE
 225. 1" = 26959946670354223794667015087020944011743947558000224156968320' SCALE
 226. 1" = 53919893340708447589334030174041888023487895116000448313936640' SCALE
 227. 1" = 107839786681416895178668060348083776046975790232000896627873280' SCALE
 228. 1" = 215679573362833790357336120696167552093951580464001793255746560' SCALE
 229. 1" = 431359146725667580714672241392335104187903160928003586511493120' SCALE
 230. 1" = 862718293451335161429344482784670208375806321856007173022986240' SCALE
 231. 1" = 1725436586902670322858688965569340416751612643712014346057972480' SCALE
 232. 1" = 3450873173805340645717377931138680833503225287424028691159445120' SCALE
 233. 1" = 6901746347610681291434755862277367667006450574848057382318890240' SCALE
 234. 1" = 13803492695221362582869511724554735334012901149696114745637780480' SCALE
 235. 1" = 27606985390442725165739023489109470668025802299392229491355760960' SCALE
 236. 1" = 55213970780885450331478046978218941336051604598784458982711519360' SCALE
 237. 1" = 11042794156177090066295609395643788267210209119756891796542303840' SCALE
 238. 1" = 2208558



LEGEND

- EXISTING**
- 1. 6" DIA. WATER MAIN
 - 2. 12" DIA. WATER MAIN
 - 3. 18" DIA. WATER MAIN
 - 4. 24" DIA. WATER MAIN
 - 5. 30" DIA. WATER MAIN
 - 6. 36" DIA. WATER MAIN
 - 7. 42" DIA. WATER MAIN
 - 8. 48" DIA. WATER MAIN
 - 9. 54" DIA. WATER MAIN
 - 10. 60" DIA. WATER MAIN
 - 11. 66" DIA. WATER MAIN
 - 12. 72" DIA. WATER MAIN
 - 13. 78" DIA. WATER MAIN
 - 14. 84" DIA. WATER MAIN
 - 15. 90" DIA. WATER MAIN
 - 16. 96" DIA. WATER MAIN
 - 17. 102" DIA. WATER MAIN
 - 18. 108" DIA. WATER MAIN
 - 19. 114" DIA. WATER MAIN
 - 20. 120" DIA. WATER MAIN
 - 21. 126" DIA. WATER MAIN
 - 22. 132" DIA. WATER MAIN
 - 23. 138" DIA. WATER MAIN
 - 24. 144" DIA. WATER MAIN
 - 25. 150" DIA. WATER MAIN
 - 26. 156" DIA. WATER MAIN
 - 27. 162" DIA. WATER MAIN
 - 28. 168" DIA. WATER MAIN
 - 29. 174" DIA. WATER MAIN
 - 30. 180" DIA. WATER MAIN
 - 31. 186" DIA. WATER MAIN
 - 32. 192" DIA. WATER MAIN
 - 33. 198" DIA. WATER MAIN
 - 34. 204" DIA. WATER MAIN
 - 35. 210" DIA. WATER MAIN
 - 36. 216" DIA. WATER MAIN
 - 37. 222" DIA. WATER MAIN
 - 38. 228" DIA. WATER MAIN
 - 39. 234" DIA. WATER MAIN
 - 40. 240" DIA. WATER MAIN
 - 41. 246" DIA. WATER MAIN
 - 42. 252" DIA. WATER MAIN
 - 43. 258" DIA. WATER MAIN
 - 44. 264" DIA. WATER MAIN
 - 45. 270" DIA. WATER MAIN
 - 46. 276" DIA. WATER MAIN
 - 47. 282" DIA. WATER MAIN
 - 48. 288" DIA. WATER MAIN
 - 49. 294" DIA. WATER MAIN
 - 50. 300" DIA. WATER MAIN
- PROPOSED**
- 1. 6" DIA. WATER MAIN
 - 2. 12" DIA. WATER MAIN
 - 3. 18" DIA. WATER MAIN
 - 4. 24" DIA. WATER MAIN
 - 5. 30" DIA. WATER MAIN
 - 6. 36" DIA. WATER MAIN
 - 7. 42" DIA. WATER MAIN
 - 8. 48" DIA. WATER MAIN
 - 9. 54" DIA. WATER MAIN
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 - 47. 282" DIA. WATER MAIN
 - 48. 288" DIA. WATER MAIN
 - 49. 294" DIA. WATER MAIN
 - 50. 300" DIA. WATER MAIN

SHEET 1 OF 2 SHEETS

PLAN SHOWING APPROXIMATE 240 FEET OF APPROVAL PLAN FOR MARINA PARK DRIVE A PRIVATE WAY FROM NORTHERN AVENUE TO BOND DRIVE

CITY OF BOSTON PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION
APPROVAL PLAN

MARINA PARK DRIVE

PRINCE, MASS.
SCALE AS NOTED SOUTH BOSTON
CITY ENGINEER

SEPTEMBER 28, 1908

APPROVED BY: [Signature]

DATE: [Date]

PROJECT: [Project Name]

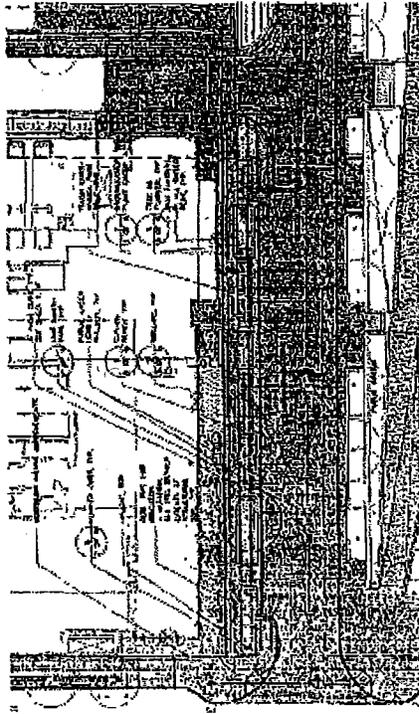
LOCATION: [Location]

SCALE: [Scale]

PUBLIC WORKS DEPARTMENT
CITY ENGINEER

DATE: [Date]
PROJECT: [Project Name]
LOCATION: [Location]

REGISTERED PROFESSIONAL ENGINEER



NOTICE: P-506

1 LAYOUT OF MATERIALS - MARINA PARK DRIVE

NO.	DESCRIPTION	QUANTITY	UNIT	DATE
1	GRAVEL	100	CU YD	9/25/70
2	CRUSHED BRICK	100	CU YD	9/25/70
3	CONCRETE	100	CU YD	9/25/70
4	ASPHALT	100	CU YD	9/25/70
5	PAVING STONE	100	CU YD	9/25/70
6	BRICK	100	CU YD	9/25/70
7	CONCRETE	100	CU YD	9/25/70
8	ASPHALT	100	CU YD	9/25/70
9	PAVING STONE	100	CU YD	9/25/70
10	BRICK	100	CU YD	9/25/70

SHEET 2 OF 2 SHEETS

PLAN SHOWING APPROXIMATELY 200 FEET OF LAYOUT AND MATERIALS
 FOR THE CITY OF ROCHESTER, NEW YORK
 PUBLIC WORKS DEPARTMENT

CITY OF ROCHESTER
 EXCESSIVE TRUSS
 MARINA PARK DRIVE
 ROCHESTER, N.Y.

SCALE: 1" = 20'

SEPTEMBER 25, 1970



Richard B. Burt
 Richard B. Burt Associates, Inc.
 1000 North Broadway
 Rochester, N.Y. 14609
 Telephone: 585-2115
 Telex: 585-2115
 Cable: RBBAS

DESIGNED BY: RICHARD B. BURT
 DRAWN BY: RICHARD B. BURT
 PUBLIC WORKS DEPARTMENT
 CITY OF ROCHESTER
 PUBLIC WORKS DEPARTMENT
 CITY OF ROCHESTER

FOR DESIGN OF PLAN