EXHIBIT A

Order 99-17/18
Passage: 8-0 on 11/20/2017 11/30/2017

ETHAN K. STRIMLING (MAYOR)
BELINDA S. RAY (1)
SPENCER R. THIBODEAU (2)
BRIAN E. BATSON (3)
JUSTIN COSTA (4)

CITY OF PORTLAND
IN THE CITY COUNCIL

DAVID H. BRENERMAN (5)
JILL C. DUSON (A/L)
PIOUS ALI (A/L)
NICHOLAS M. MAVODONES, JR (A/L)

ORDER AMENDING THE DOWNTOWN TRANSIT ORIENTED DEVELOPMENT AND OMNIBUS TAX INCREMENT FINANCING DISTRICT AND AMENDING THE MUNICIPAL DEVELOPMENT PROGRAM FOR THE DISTRICT

WHEREAS, in 2014, the City Council established the goal of implementing Tax Increment Financing (TIF) Programs that focus on the creation of appropriately sized and designed TIF districts and advance other Council goals in the areas of transit, economic development, public infrastructure and municipal finance; and

WHEREAS, the City Council adopted a revised TIF Policy on November 20, 2017 that supports the establishment of area-wide TIF districts that invest in public infrastructure and economic development programs; and

WHEREAS, the City of Portland designated the Downtown Transit Oriented Development and Omnibus Tax Increment Financing District and adopted the Development Program for the District by Order 139-14/15 on February 9, 2015, a copy of which Order is attached hereto as Exhibit A; and

WHEREAS, an amendment to the District and the Development Program will further the accomplishment of the goals set out by the City Council by Order 139-14/15; and

WHEREAS, the Downtown Transit Oriented Development (DT/TOD) and Omnibus Tax Increment Financing District includes a large single area-wide TIF district of approximately 422 acres, including the majority of the Portland Peninsula, bounded by Washington Avenue to the east, State Street to the west, following the edges of the adjacent Bayside and the Waterfront Capital Improvement TIF District to the north and south; and

WHEREAS, the DT/TOD TIF District is designed strategically to maintain and expand the City tax base and job growth, invest TIF revenue in public infrastructure, new and enhanced transit, and economic development programs including Creative Portland, and pay a portion of the salaries of the City Manager and Planning and Urban Development Director, as well as administrative and salary costs for the Economic Development Department; and

WHEREAS, while the total amount of property tax revenue that is devoted to infrastructure, transit, Creative Portland, and public infrastructure, among other priorities, will be dependent on future property evaluations, this investment is estimated at more than $15 million over the 30-year duration of the TIF; and

WHEREAS, the City desires to amend the Downtown Transit Oriented Development and Omnibus Tax Increment Financing District in order to further the goal of providing affordable housing in the City of Portland by removing Assessor parcel 22-F-1, according to the amended Downtown TIF Development Program, attached hereto as Exhibit B; and

WHEREAS, it is expected that approval will be sought and obtained from the Maine Department of Economic and Community Development for such amendment;

NOW THEREFORE, BE IT HEREBY ORDERED BY THE CITY OF PORTLAND CITY COUNCIL THAT:

Section 1: Pursuant to Chapter 206 of Title 30-A of the Maine Revised Statutes, as amended, the City hereby amends the Downtown Transit Oriented Development and Omnibus Tax Increment Financing District as more particularly set forth in the document presented to the City Council in the form attached hereto as Exhibit B and such amended Development Program is hereby incorporated by reference into this order as the amended Development Program for the District as amended by the Council; and

Section 2: The City Manager be, and hereby is, authorized, empowered and directed to submit the proposed amendment of the District and the proposed amended Development Program for the District to the State of Maine Department of Economic and Community Development for review and approval.

Section 3: The foregoing amendment of the District and the adoption of the amended Development Program for the District shall automatically become final and shall take full force and effect upon receipt by the City of approval of the amended Development Program from the State Department of Economic and Community Development, without requiring any further action by the City, the Council or any other party.

Order 139-14/15
Passage: 9-0 on 2/9/2015 Effective 2/19/2015

MICHAEL F. BRENNAN (MAYOR)
KEVIN J. DONOGHUE (1)
DAVID A. MARSHALL (2)
EDWARD J. SUSLOVIC (3)
JUSTIN COSTA (4)

CITY OF PORTLAND
IN THE CITY COUNCIL

DAVID H. BRENERMAN (5)
JILL C. DUSON (A/L)
JON HINCK (A/L)
NICHOLAS M. MAVODONES, JR (A/L)

ORDER APPROVING AND ADOPTING THE DOWNTOWN TRANSIT ORIENTED DEVELOPMENT AND OMNIBUS TAX INCREMENT FINANCING DISTRICT AND ADOPTING THE MUNICIPAL DEVELOPMENT PROGRAM FOR THAT DISTRICT WITH ITS DOWNTOWN REVITALIZATION INVESTMENT PLAN

WHEREAS, in 2014, Mayor Michael Brennan and City Council established the goal of implementing Tax Increment Financing (TIF) Programs that focus on the creation of appropriately sized and designed TIF districts and advance other Council goals in the areas of transit, economic development, public infrastructure and municipal finance; and

WHEREAS, the City Council adopted a revised TIF Policy on February 3, 2014 which supports the establishment of area-wide TIF districts that invest in public infrastructure and economic development programs; and

WHEREAS, the Downtown Transit Oriented Development (DT/TOD) and Omnibus Tax Increment Financing District includes a large single area-wide TIF district of approximately 422 acres, including the majority of the Portland Peninsula, bounded by Washington Avenue to the east, State Street to the west, following the edges of the adjacent Bayside and the Waterfront Capital Improvement TIF District to the north and south; and

WHEREAS, the proposed DT/TOD TIF District is designed strategically to maintain and expand the City tax base and job growth, invest TIF revenue in public infrastructure, new and enhanced transit, and economic development programs including Creative Portland, and pay a portion of the salaries of the City Manager and Planning and Urban Development Director, as well as administrative and salary costs for the Economic Development Department; and

WHEREAS, while the total amount of property tax revenue that is devoted to infrastructure, transit, Creative Portland, and public infrastructure, among other priorities, will be dependent on future property evaluations, this investment is estimated at more than $15 million over the 30-year duration of the TIF;

NOW, THEREFORE, BE IT ORDERED, that the Downtown Transit Oriented Development and Omnibus Tax Increment Financing District and Municipal Development Program with Downtown Revitalization Investment Plan is hereby approved in substantially the form attached hereto; and

BE IT FURTHER ORDERED, that the Acting City Manager is hereby authorized to execute whatever documents are necessary to effect the intent and purpose of this Order.

City of Portland

Downtown Transit Oriented Development and
Omnibus Municipal Tax Increment Financing
And Development Program

January 2015

Prepared by:

The City of Portland Economic Development
Department

Enacted by the Portland City Council on February 9, 2015.

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I. Introduction – Portland Downtown Transit Oriented Municipal Development and Omnibus Tax Increment Financing District

The City of Portland (the "City") designates the Portland Downtown Transit Oriented Municipal Development and Omnibus Tax Increment Financing District (the "District") and adopts this Development Program (the "Development Program") for the District in an effort to fully realize the visions and goals of the City of Portland Downtown Revitalization Investment Plan ("Downtown Plan"); the Downtown Plan is attached as Exhibit A. The duration of this District will be 30 years beginning July 1, 2015 (Tax Year 4/1/2015; FY2015-16) ending June 30, 2045 (Tax Year 4/1/2044; FY2044-45).

Portland's proposed District, at approximately 422 acres, is bounded by Washington Avenue to the east, State Street to the west, following the edges of the adjacent Bayside and Waterfront Capital Improvement TIF Districts to the north and south. The District encompasses the central business district of Portland and the abutting east and west ends of the District. In creating the District, the outlying residential areas of the Eastern and Western Promenades have been purposely excluded.

The Downtown Plan includes a listing of current projects and categories of future investment. It is recognized that meeting the infrastructure needs of Portland's downtown will be a dynamic process that will be updated locally on an annual basis or as needed. Though the specific public projects prioritized and undertaken from year to year will change, with the exception of this District funding up to $100,000 annually for the Creative Portland Corporation, categories of investment for the purpose of eligible uses of the TIF Revenues will remain consistent. Actual project selections and prioritization for funding will continue to be made on an annual basis during the City budget and Capital Improvements Plan (CIP) process, based on categories contained in Table 1 hereinbelow. The CIP is the document that presents the City's capital needs in the current year and plans for capital needs in future years. As a five year plan that is annually updated, the CIP is a dynamic planning document; the FY2015 to 2019 CIP document is included in the Downtown Plan as an appendice.

II. Development Program Narrative

A. The Development Program

The Development Program for the Downtown Transit Oriented Municipal Development and Omnibus TIF District is structured and proposed pursuant to Chapter 206 of Title 30-A of the Maine Revised TIF Statutes, as amended (the "TIF Statute"). The City's designation of the District, combined with the adoption of this Development Program, creates a single municipal TIF district in order to capture the value of the real property improvements made within the District and enable the use of TIF revenues for various municipal and other development projects.

Under this Development Program, the City may capture up to 12% in year one, and up to 22% in years 2 through 30, of the new real property value located in the District for a total of thirty (30) years. The City may retain those tax revenues generated by the captured assessed

value (the "TIF Revenues") to fund infrastructure improvements and other administrative costs, all as further described in Table 1 hereinbelow. The City reserves the right to capture less than the full 12% in year one and less than the 22% in years 2 through 30, depending on the then-current needs of the City with respect to the approved project costs. Any reduction in the captured value percentage shall adjust the amount of assessed value eligible for sheltering with respect to the tax shift benefit correspondingly. Although all TIF Revenues will be retained by the City at this time, the City reserves the right in the future to negotiate and execute credit enhancement agreements pursuant to City Council approved TIF Policy of up to twenty years, or limited to the balance of District term at that time, and up to sixty-five percent (65%) of the TIF Revenues, within sole Council discretion. City TIF Policy is attached as Exhibit B. Such future credit enhancement agreements would require a public hearing and City Council approval.

In designating the District and adopting this Development Program, the City can accomplish the following goals:

- Maintain existing tax revenues;
- Invest in the Downtown public infrastructure;
- Invest in the Creative Portland Corporation annually;
- Invest in new and enhanced transit services;
- Enjoy enhanced future tax revenues generated by new development within the District; and
- Create long-term, stable employment opportunities for area residents because of these TIF investments.

In addition, by creating the District, the City will "shelter" the increase in municipal valuation that development in the District will bring about. This tax shift benefit mitigates the adverse effect that the District's increased assessed property value has upon the City's share of state aid to education, municipal revenue sharing, and its county tax assessment. An estimate of the tax shift benefits is shown in Exhibit D-2 attached hereto.

The City's designation of the District and pursuit of this Development Program constitute a good and valid public purpose pursuant to Chapter 206 of Title 30-A because it represents a substantial contribution to the economic well-being of both the City and the region by providing jobs, contributing to property taxes, and diversifying the region's economic base.

B. The Projects

Development within the District will provide a revenue source for the City's economic development projects. The City intends to use TIF Revenues to further its overall plan to attract and retain businesses that want to take advantage of Portland's business-friendly location, while offering their employees a rich, dynamic, and high quality of life. This includes funding of Creative Portland Corporation, of which the City of Portland is the Corporator, of up to $100,000 annually, as well as City plans to invest in its public infrastructure in these investment focus areas:

- Sidewalk and Other Pedestrian Enhancements
- Streetscape
- Lighting
- Street Alignment
- Utilities
- Bicycle Improvements
- Public Transit
- Wayfinding
- Economic Development Department administrative costs and staff salaries, and prorated salaries of the City Manager and Planning and Urban Development Director

The District projects at this time are highlighted in Table 1 below:

TABLE 1

NOTE 1: All Citations refer to Title 30-A, Chapter 206, Section 5225

NOTE 2: While this Development Program lists particular projects, the Development Program shall not serve as an appropriation of TIF Revenues for any of these specific purposes, nor shall it commit the City to completing any particular project. The projects will only be undertaken following proper appropriation through the annual budget process and any other applicable required approvals.

Project	Statutory Citation	Estimated Cost
In District: Capital Infrastructure Investments, for example (in Downtown Plan pp. 5-6): - Sidewalk and Other Pedestrian Enhancements - Roadway Realignments/Paving - Intersection Redesigns - Bicycle Infrastructure - Stormwater Management, including water and sewer maintenance - Communications Infrastructure improvements/enhancements - Wayfinding - Public plaza intersection improvements	(1)(A)	$200K annually; $6 Million over life of District
In and out of District: New and Enhanced Transit Services, including operational costs, for	(1)(A) and (1)(C)(7)	$110K annually; $3.3 Million over life of District

example (in Downtown Plan p. 6): - Creation of a high frequency bus corridor on Congress Street with service at 15-minute intervals between the Portland Transportation Center (PTC) and Washington Avenue; - Enhancing Stevens Avenue-Allen Avenue- Congress Street corridor; - Corresponding costs for these enhancements, including transit operator salaries; transit vehicle fuel, and transit vehicle parts replacements. - Transit capital costs including transit vehicles and related equipment; bus shelters and other related structures; benches; signs, and other transit-related infrastructure.		
In and out of District: City Marketing and Promotion through Creative Portland Corporation (CPC), for example (Downtown Plan p. 6): - In District: Center for the Arts, including rental residential space; - In District: capital, financing, real property assembly and professional service costs; - In and out of District: CPC staffing, administrative and marketing expenses; revolving loan or investment fund.	(1)(A) and (1)(C)(1) and (2)	Up to $100K annually; $3 Million over life of District
In and out of District: Economic Dev. Dept. administrative costs and staff salaries at 100%, and prorated salaries of City Manager and Planning Urban Development Director (Downtown Plan p. 6)	(1)(A), (B), and (C)	$250K annually; $7.5 Million over life of District
In District: Small Public Capital Infrastructure and	(1)(A)	$100K

Equipment, for example (Downtown Plan pp. 6 and 7) - Parking meters - Vehicles for Public Services		
In District: Relocation of Displaced Persons (TIF Application, p. 6)	(1)(A)	Not budgeted/ anticipated at time of TIF application
In District: CEAs as Approved by City Council (TIF application p. 2)	(1)(A)	Unknown at time of TIF application
Total Estimate of TIF Revenue Expenditure over 30 year term:		**$19,900,000**

C. Strategic Growth and Development

This Development Program and the Downtown Plan meld various studies and plans for the District into one document, thereby promoting those studies and plans and making investments at the appropriate time. The studies and plans noted in the Downtown Plan represent a series of community initiatives, both completed and underway, or in planning process. The Development Program and Project List (Table 1) noted hereinabove represents the best thinking of City staff about current opportunities for realizing the City's longstanding, evolving vision for its Downtown.

D. Improvements to the Public Infrastructure

As further set forth in Table 1 hereinabove, the City may use certain TIF Revenues for sidewalk and other pedestrian improvements, roadway realignments/paving, intersection redesigns, bicycle infrastructure, stormwater management improvements (including water and sewer maintenance), communications infrastructure improvements/enhancements, wayfinding, and public plaza intersection improvements that are directly related and made necessary by development in the District.

E. Operational Components

1. **Public Facilities**

The City may use a portion of the TIF Revenues to fund certain projects approved within the District, outlined in Table 1 hereinabove.

2. **Commercial Improvements Financed through the Development Program**

At this time, no commercial improvements will be financed through the Development Program. The City may, in the future, reimburse a percentage of the TIF Revenues from any particular lot within the District to future developers through a credit enhancement agreement. Future credit enhancement agreements are authorized only if the City Council meets and holds a public hearing and votes to authorize, negotiate, and execute the credit enhancement agreement

pursuant to City Council approved TIF Policy. Such credit enhancement agreements may provide a reimbursement of up to sixty-five percent (65%) of the TIF Revenue for up to twenty (20) years in the District, but limited to balance of the term of this District.

3. **Relocation of Displaced Persons**

It is not anticipated that any persons will be relocated; however, the City has provided that if, in the future, relocation of persons is necessary to accommodate future redevelopment within the District, the one-time relocation costs of such displaced persons can be paid for with TIF Revenues, exclusive of rent.

4. **Transportation Improvements**

The City may fund road/transportation improvements made necessary by the increased traffic to the District. Please see Table 1 hereinabove for more details.

5. **Environmental Controls**

The improvements made under this Development Program will meet or exceed all federal, state, and local environmental laws, regulations, and ordinances and will comply with all applicable land use requirements for the City.

6. **Plan of Operation**

During the term of the District, the City Manager or his designee will be responsible for all administrative matters within the purview of the City concerning the implementation and operation of the District.

III. Physical Description

The proposed 422-acre District is bounded by Washington Avenue to the east, State Street to the west, following the edges of the adjacent Bayside and Waterfront Capital Improvement TIF Districts to the north and south. The District encompasses the central business district of Portland and the abutting east and west ends of the District. In creating the District, the outlying residential areas of the Eastern and Western Promenades have been purposely excluded. The proposed District is shown on Exhibit C. The statutory threshold limits addressing the conditions for approval mandated by 30-A M.R.S.A. Section 5223(3) are set forth in Exhibit E.

IV. Financial Plan

A. Financial Characteristics

The collective original assessed value of the real property in the District is $968,136,850 as of March 31, 2014 (Tax Year April 1, 2013). Please see the Assessor's certificate of the original assessed value attached as Exhibit F. It is noted that Downtown TOD/TIF acreage and value calculations are exempt from State TIF law limits.

The City may capture up to 12% in year 1, and up to 22% in years 2 through 30, of the increased assessed value of the real property located within the District for the duration of the 30-year term of the District. Personal property tax value will not be captured within the District. The TIF Revenues so collected will fund and/or contribute to the funding of the approved projects, including each of the projects described on Table 1 hereinabove, which collectively increase the City's ability to stand out in a competitive marketplace as a dynamic municipality in which to grow a business. All assessed real property value captured in the District will be added to the general tax rolls at the end of the District's term. Please note that at any time during the term of the District, the municipality can vote to reduce the captured value percentage and instead deposit the tax revenues into the General Fund so long as the municipality does not receive the tax shift benefit associated with the tax revenues so deposited.

Upon each payment of real property taxes for property located inside the District, the City will deposit into a development program fund (the "Development Program Fund") the entirety of the property tax payments constituting TIF Revenues. The percentage of increased assessed value of real property within the District that will be captured shall be determined annually during the municipal budget process; however, the City may capture up to 12% in year one, and up to 22% in years 2 through 30, of the increased assessed value of real property as captured assessed value. The Development Program Fund is pledged to and charged with the payment of the project costs in the manner and in the order provided in 30-A M.R.S.A. Section 5227(3). The Development Program Fund will consist of a development sinking fund account (the "Sinking Fund Account") to the extent municipal bonded indebtedness is used to pay for projects costs, and a project cost account (the "Project Cost Account"). From the Development Program Fund, the City will deposit the TIF Revenues into the City's Sinking Fund Account and/or the Project Cost Account to be used to fund projects listed in Table 1 hereinabove. If future credit enhancement agreements are approved by the City Council, then a subaccount within the Project Cost Account shall be created for any payments required to be made by the City pursuant to such credit enhancement agreement, dedicated to each credit enhancement agreement.

Estimates of the increased assessed property values of the District, the anticipated TIF Revenues generated by the District, and the estimated tax shifts are shown in Exhibit D-1 and Exhibit D-2.

B. Costs and Sources of Revenues

The current and future developers owning or leasing properties located within the Districted are intended to pay for and/or finance all private improvements located in the District through private sources. Table 1 hereinabove provides estimated costs of the municipal projects costs to be undertaken with TIF Revenues.

C. Indebtedness

The City reserves the option to fund the project costs through public indebtedness.

V. Statutory Requirements and Thresholds

The statutory requirements and thresholds for approval required by Section 5223(3) of the TIF Statute are set forth in Exhibit E.

VI. Municipal Approvals

A. Notice of Public Hearing

Attached as Exhibit G hereto is a copy of the Notice of Public Hearing regarding adoption of the Development Program for the District, published in the *Portland Press Herald*, a newspaper of general circulation in the City, on January 20, 2015, a date at least ten (10) days prior to the public hearing. The public hearing on the Development Program was held on February 2, 2015, in accordance with the requirements of 30-A M.R.S.A. Section 5226(1).

B. Minutes of Public Hearing Held by City Council

Attached as Exhibit H hereto is a certified copy of the minutes of the public hearing held on February 2, 2015, at which time this Development Program was discussed by the public.

C. Authorizing Votes

Attached as Exhibit I hereto is an attested copy of the City of Portland Order approving this Development Program, which includes the City of Portland Downtown Revitalization Investment Plan, with the results of the voted noted on this Order duly called and held on February 2, 2015.

CITY OF PORTLAND DOWNTOWN REVITALIZATION

INVESTMENT PLAN

January 2015

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INTRODUCTION

Downtown Portland contains a vibrant concentration of services, arts, civic and religious institutions, entertainment and commercial venues. As Maine's largest city, Portland's downtown is vitally important not only to its residents and visitors, but as a regional economic and cultural hub. Portland is constantly evolving and adapting to new realities, making every effort to plan for a healthy, sustainable, economically resilient and innovative downtown to engage residents and visitors alike. The range of public infrastructure improvements planned for Portland's downtown seeks to cultivate an environment that encourages reciprocal private improvements, and proactively plans for Portland's downtown infrastructure to become a catalyst for private investment that positively affects Portland's tax base, quality of life, cultural and business climate.

The Downtown Revitalization Investment Plan summarizes the myriad policy goals and slated projects targeted towards improving the built environment of Portland's downtown in the area of the peninsula encompassed by the Downtown Transit Oriented Development (TOD) TIF (Figure 1). In any given year, Portland is involved in a host of planning and public engagement initiatives focused on its downtown. These initiatives are carried out across multiple departments, including Planning and Urban Development, Economic Development, and Public Services, and in conjunction with regional and state agencies. There are consequently many planning documents pertaining to the many facets of Portland's downtown, representing years of research, analysis, public involvement, and dedicated Board, Committee and staff efforts. It is anticipated that portions of the Downtown TOD TIF revenues will also be used to improve bus service on the Congress Street corridor, and as well in funding of vehicles, bus shelters, and other transit-related capital investments. This document does not seek to replicate or summarize these many initiatives, but to provide a synopsis of what is needed to fulfill those goals.

DOWNTOWN TIF GEOGRAPHY

The Downtown TOD TIF, at approximately 410 acres, is bounded to Washington Avenue to the east, State Street to the west, following the edges of the adjacent Bayside TIF District (with proposed expanded boundaries currently under review with the Maine Department of Economic and Community Development) to the north and Waterfront Capital Improvement district to the south (Figure 1, Appendix 1). This area includes the historic downtown, as well as adjacent, contiguous areas of non-residential and mixed-use economic activity, including the burgeoning artisanal food production and associated businesses and the eclectic commercial land uses of Washington Avenue to the east, and a concentration of institutional and small scale commercial uses interspersed with the interspersed with the neighborhoods to the west.

Figure 1, Portland TIF Districts – Downtown TOD TIF in tan

PLAN PURPOSE

This Plan outlines the various categories of infrastructure investments needed to support a successful urban environment, consolidating recommended infrastructure-related investments from the existing Comprehensive Plan, ongoing maintenance, scheduled investments, and current policy initiatives. In the context of downtown redevelopment and this study, the term "infrastructure" is used to mean the services and capital investments required to support a successful urban environment.

This Downtown Revitalization Investment Plan is a snapshot of current projects and categories of investment, but meeting the infrastructure needs of Portland's downtown is a dynamic process that will be updated locally on an annual basis or as needed. Though the specific projects prioritized and undertaken from year to year will change, categories of investment for the purpose of eligible uses of the Downtown TOD TIF will remain consistent. Actual project selections and prioritizations for funding will continue to be made on an annual basis during the budget and Capital Improvements Plan (CIP) process. The full list of Portland's requested Capital Improvement Plan investments for FY 2015 - 2019 is included as Appendix 2. The CIP is the document that presents the City's capital needs in the current year and plans for capital needs in future years. As a five year plan that is annually updated, the CIP is a dynamic planning document.

DOWNTOWN INVESTMENT FOCUS AREAS

The planning initiatives and policy documents listed below, as well as the annual budgeting process, include a robust and transparent public process, as well as extensive citizen engagement. The investment areas identified below are an outgrowth of the many planning initiatives (see **Current Planning Initiatives** below) recommended in the City's Comprehensive Plan, comprised of numerous adopted, site specific and topic specific documents (see **Related Plans and Documents** below). These focus areas encapsulate work underway and anticipated, whether slated capital improvements or ongoing maintenance of the existing, downtown public realm. A list of recommended Capital Improvement Plan investments for FY 2015 - 2019 is included as *Appendix 2*, and a list of Transportation Strategic Initiatives for 2014-2019 is included as *Appendix 4*, as supporting documentation of current anticipated costs, in addition to the specified investments itemized below.

Capital Infrastructure Investments

Portland's Downtown TOD TIF area has immediate ongoing capital infrastructure investment needs, both arising from recent planning recommendations for physical improvements, and for ongoing maintenance of the built environment. These capital infrastructure investments are critical to a safe, functional, healthy, and beautiful downtown. Capital investments categories include sidewalk and related pedestrian enhancements, including maintenance of existing sidewalks, redesign, and expansion; streetscape elements, such as street furniture and public art; street and decorative lighting; roadway realignments that result from change in traffic direction, redesign of intersections, additions of bicycle infrastructure, expansion of sidewalks, or other physical improvements implemented to foster safe and effective transit mobility; stormwater management, including controlling of both surface water quality and quantity. In addition to maintaining existing stormwater systems, new investments in downtown present opportunities to improve stormwater treatment in the form of green infrastructure, pervious surfaces, and expanding capacity of traditional treatment measures, and major infrastructure investments towards complying with Clean Water Act requirements; utilities, including public water and sewer maintenance; bicycle infrastructure, including storage, signage, parking, lanes, cycle tracks, sharrows, and other on-road dedicated space; communications infrastructure, including investments in high speed fiber optic networks, or other developing technologies needed to support a competitive local economy; wayfinding for the travelling public. A recent wayfinding study remains unimplemented, but promises to provide an aesthetically cohesive, consistent information path on-peninsula. Though peninsula-wide, the greatest concentration of signage would be installed in the downtown TIF area.

Select, specific examples of major capital infrastructure investments include City local match share for state roads which could include State, High, Spring, and Franklin Streets, Congress Square and plaza intersection improvements, along with City debt service to cover the costs of downtown paving and sidewalk rehabilitation. City Council approved FY 2015 CIP includes the following project investments:

- Franklin Street Paving (Middle to Fox): $125,000

- Spring/Temple/Union Street Intersection (MPO ineligible costs): $200,000
- Paving Rehabilitation: $1,750,000*
- Sidewalk Rehabilitation: $700,0000 *[1]

New Transit Services

In conjunction with METRO (Greater Portland Transit District), the City has undertaken the HUB Link Study, underway as of Fall 2014 and described in greater detail under Current Planning Initiatives, below, to create a phased operational plan for improved transit services linking established Portland transportation hubs.

It is anticipated that portions of Downtown TOD TIF revenues will be used to assist METRO to create a new and enhanced high frequency corridor on Congress Street with bus services at 15-minute intervals between the Portland Transportation Center (PTC) area and Washington Avenue. This includes improvements to its Route 3 Corridor (Stevens Avenue-Allen Avenue-Congress Street); its Route 6 Corridor (Washington Avenue-Congress Street); and its Route 1 Corridor (Congress Street). Downtown TOD TIF revenues would assist in funding transit vehicles; bus shelters; transit operator salaries, transit vehicle fuel, and transit vehicles parts replacement.

Beyond these immediate projects, the City has made a long term commitment to improve and expand public transit wherever feasible.

City Marketing and Promotion through Creative Portland Corporation

Portland's Arts District is a critical factor in the quality of Portland's downtown urban environment, its community life and its economic life. It seeks to support the continued presence of artists, art institutions and events, and to promote the establishments and growth of creative enterprises that are drawn to Portland's downtown by the City's quality of life and the presence of a lively arts culture. The Arts District and its 1996 Plan is centered on the downtown portion of Congress Street. Maintaining a supportive environment for the Arts District requires ongoing physical and operational investments to keep it a compelling, accessible destination.

In May 2006, the City held the "Creative Economy Summit" which brought together over 200 creative stakeholders of artists, cultural organizations, and creative enterprises in an all day session to plan for the growth and development of Portland's creative economy, which in turn would improve and broaden the tax base. Following the Summit, the Portland City Council established the *Creative Economy Steering Committee* to consider and expand upon the recommendations from the Summit. This resulted in the City Council accepting the Report of the Creative Economy Steering Committee in October 2008, with recommendations for the formation of the Creative Portland Corporation funded by the creation of a creative economy and arts TIF District. In November 2008, the City Council established the Creative Portland Development and Arts Tax Increment Financing District to support the Creative Portland Corporation.

With this Downtown TOD TIF, the City Council reduced and renamed the Arts TIF District to the Baxter Library TIF District, to include only that property at 619 Congress Street as it has an Credit

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[1] *It is estimated that $1 million of the paving and sidewalk investment will be located within the proposed Downtown TIF District.**

Enhancement Agreement expiring FY2018-2019. At the same time, the City Council also made provisions in the Downtown TOD TIF to continue its funding support of the Creative Portland Corporation, up to $100,000 annually. Downtown TOD TIF revenues for Creative Portland Corporation include: (a) Center for the Arts, including rental residential space; (b) capital, financing, real property assembly and professional service costs; (c) staffing, administrative and marketing expenses; and (d) revolving loan or investment fund.

Funding of Economic Development Staff

It is proposed that a prorated portion of the City Manager and Planning Director's annual salaries be funded through Downtown TOD TIF revenue. Additionally, 100% of the Economic Development Department staff salaries could be funded from the Downtown TOD TIF District or, alternately, other existing City Council approved TIF districts.

Small Public Capital Infrastructure and Equipment

It is anticipated that there will be recurring, smaller capital items that would warrant investment of TIF revenue. Examples of recent expenditures that could qualify for TIF funds are parking meter replacement ($175,000) and Department of Public Services Tractor Replacement ($135,000).

CURRENT PLANNING INITIATIVES

Below is a list of current, major planning initiatives underway, each of which will result in recommended improvements and attendant infrastructure investments. A listing of current planning projects and other City initiatives with corresponding investment areas is attached as Appendix 3, TIF Development Program.

Congress Street Bus Priority Corridor

The 2012, the City of Portland with GPCOG and PACTS, carried out a FTA-funded study to consider a portion of Congress Street as a "Bus Priority Corridor." The Congress Street Bus Priority Corridor concept was recommended by the 2009 Peninsula Transit Study, an approved component of the City's Comprehensive Plan. The final recommendations of this report are focused on a set of infrastructure improvements to the Congress Street corridor within the study area, specifically including the following: traffic signal removal and pedestrian crossing enhancements; traffic signal coordination and modification between State and Pearl Streets; Signage improvements, including mast arm installations; consolidated and improved bus stops between State and Franklin Streets with new

Figure 2, Hub Link Study Route Scenarios

shelters at key locations; and revised curb lines and pavement markings. The study area extends along Congress Street from Franklin Street to State Street.

Congress Square Redesign
On August 2, 2013, the City of Portland launched a visioning process for the redesign of Congress Square. The goal of this process is to create a shared vision for Congress Square as an urban open space and focuses on the activities and uses that might happen throughout the spaces within the square. Congress Square includes the intersection of High and Congress Streets, Congress Square Plaza, the public spaces in front of the Portland Museum of Art and the H. H. Hay building, and surrounding sidewalks and traffic islands.

Portland Transportation Hub Link Study
The City of Portland, in conjunction with PACTS, METRO, and the GPCOG is seeking to create a phased operational plan for improved transit services linking established Portland transportation hubs. It calls for feasibility analysis of several major route alternatives, each with downtown route and stop implications.

India Street Sustainable Neighborhood Plan
The purpose of the India Street Sustainable Neighborhood Plan is to create a policy and infrastructure masterplan to guide land use, capital investments, and strategic initiatives through the next phase of the area's development as a *downtown adjacent* neighborhood. Planning for this area is ongoing, with streetscape, green infrastructure and utility recommendations emerging.

Street - Free Street Area Streetscape Plan
Spring Street is at the center of the Portland Downtown District and acts as a critical transportation and development corridor between Franklin Arterial and High Street – linking the Old Port with the Arts District and the East End with the West End. The connective nature of this area means it is of great importance to the functionality and amicability of Portland. It is also home of the Cumberland County Civic Center, Portland Museum of Art, the University of Maine Health, as well as numerous businesses that supply vibrancy to Portland's Downtown District. The physical characteristics of this stretch of Spring Street are more suitable to suburban arterial roads, and create a streetscape that is out of character with the surrounding city, and that does not function ideally for all users and multiple modes of travel.

Figure 3, Spring Street - Free Street Study Area

This project seeks to reintegrate Spring Street into the fabric of the city by transforming it into a complete street that better connects with the districts around it, that enhances the character of the area, and that allows for future development aimed to encourage economic value and livability.

Figure 4, Franklin Street Corridor Feasibility Study Area

Franklin Street Corridor Feasibility Study

Starting as a citizen-led planning effort, the Reclaiming Franklin Street study developed three concept level plans for transitioning Franklin Street from an Urban Renewal era highway into a multimodal urban mixed use corridor. The concepts retained the arterial function of the street, but add cross street connectivity, bicycle and pedestrian infrastructure, and improved access to adjacent properties in a less land consumptive right of way. Since these initial efforts, the City has partnered with PACTS and MaineDOT to establish a preferred alternative for design from the concept drawings. This effort is currently underway.

State and High Streets Two Way Conversion Study

This study was funded by the City for the purpose of improving transportation in a portion of the city core. A large proportion of the infrastructure within this area is in need of an upgrade, so before making any financial investment, the study will assess what kind of changes could make the area more functional for all transportation modes – pedestrians, bicycles, transit and other vehicles.

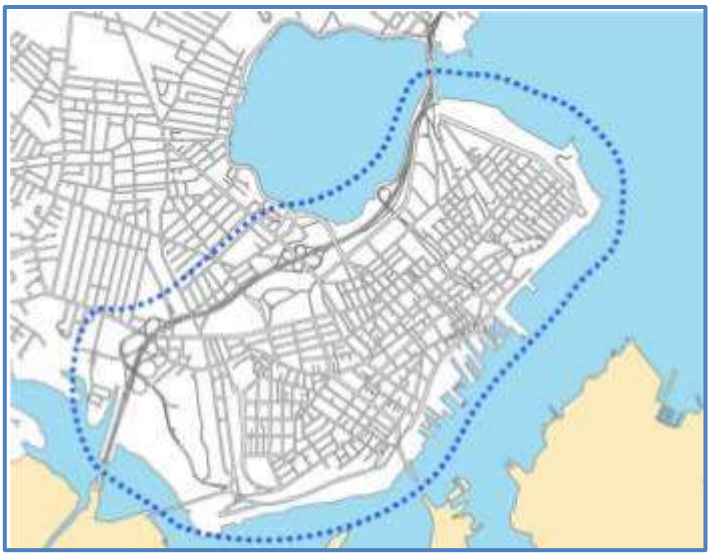


Figure 5, Portland Peninsula Wayfinding Study Area

Portland Peninsula Vehicular Wayfinding Plan (2013)

In 2013 the City completed, in conjunction with Portland Area Comprehensive Transportation System (PACTS), a Portland Peninsula Vehicular Wayfinding Plan that has not yet been implemented. The intent of the vehicular wayfinding sign program is to provide a consistent and

repetitive information path for the traveling public on-peninsula and toward major destinations off-Peninsula. In addition to wayfinding signage for motorized vehicles, the plan also examines and makes recommendations for bicyclist and pedestrian wayfinding where it benefits the most existing and future users.

RELATED PLANS AND DOCUMENTS

The following is a listing of policy documents with significant downtown infrastructure implications for some or all of the Focus Areas above. These elements of Portland's Comprehensive Plan comprise, in sum, a multifaceted downtown plan.

Comprehensive Plan Elements

Downtown Vision (1991)
The 1991 Downtown Vision set a framework for downtown, including recommendations for parking, open space, lighting, economic development and the arts. Some of it has been implemented, some superseded by subsequent studies, but it remains broad in its reach for what a thriving downtown requires.
http://www.portlandmaine.gov/DocumentCenter/Home/View/3376 *and*
http://www.portlandmaine.gov/DocumentCenter/Home/View/3375

A Plan for Portland's Arts District (1995)
This Plan's goal was to implement art-related portions of the Downtown Vision Plan, to make recommendations on how to best support development of Portland's arts economy, and to guide the planning process for what was then Portland's emerging downtown arts district. It is inseparable from the overall needs of downtown, emphasizing the importance of pedestrian connections, parking and transit strategy, a downtown Arts District designation, and the importance of the economic health of arts institutions and the role of the arts in the downtown economy.
http://www.portlandmaine.gov/DocumentCenter/Home/View/3367

Portland Downtown Traffic & Streetscape Study (1999)
The project study area is focused on Congress Street between State Street and Franklin Street, and makes recommendations regarding on-street parking, crafting a pedestrian-friendly streetscape that includes sidewalks, intersections, public parks and plazas, street trees, street furniture and bicycle parking, among others.
http://www.portlandmaine.gov/DocumentCenter/Home/View/3371

Portland's Comprehensive Plan Volume 1 & 2 (2002 & 2005)
These two volumes are the overarching documents that broadly address policy goals as well as inventory and analysis of existing conditions. They touch on many long term infrastructure needs of the city, including transportation, economic development, population and housing, and other areas critical to planning to accommodate future growth. These two volumes remain valuable, foundational documents that support the more in depth policy documents adopted by reference as part of the Comprehensive Plan.
http://www.portlandmaine.gov/DocumentCenter/Home/View/2959 *and*
http://www.portlandmaine.gov/DocumentCenter/Home/View/2960

City of Portland Wayfinding System Study (2008)
The Portland Wayfinding System Plan created a set of criteria and graphic conventions for vehicular and pedestrian wayfinding city-wide. The Plan additionally established wayfinding districts and pedestrian signage for the Old Port, Government, Waterfront and Arts Districts. Pedestrian signage for these districts has been installed. In 2013 the City completed, in conjunction with Portland Area Comprehensive Transportation System (PACTS), a Portland Peninsula Vehicular Wayfinding Plan, including bicycle wayfinding, that has not yet been implemented.
http://www.portlandmaine.gov/DocumentCenter/Home/View/3384

Connecting Libbytown Trail Plan (2009)
The Connecting Libbytown plan envisions improved pedestrian and bicycle linkage between the Fore River Parkway and the Portland Transportation Center to Deering Oaks and the planned extension of the Bayside Trail. In addition to providing quality of life amenities for the Libbytown neighborhood, the plan's implementation will close gaps in completing a circapeninsular trail network. Though Libbytown itself is not in the TIF, the connections this plan identifies overlap with the Downtown TIF boundaries.
http://www.portlandmaine.gov/DocumentCenter/Home/View/3372

Portland Peninsula Transit Study (2008)
The Peninsula Transit Study was approved in 2009 with the expressed goal of reducing the number of single occupancy vehicle trips to and from the Portland Peninsula. Using an integrated approach of policy, land use, and infrastructure innovations, the Transit Study includes an action plan for phased implementation.
http://www.portlandmaine.gov/DocumentCenter/Home/View/3383

Pedestrian and Bicycle Chapter of the City of Portland Comprehensive Plan (2012) This most recent addition to Portland's Comprehensive Plan includes a map of planned citywide bike routes, standards for streets and sidewalks, recommended intersection and sidewalk improvements and a prioritized list of infrastructure improvements, in addition to performance standards and bike/ped education and promotion proposals.
http://www.portlandmaine.gov/DocumentCenter/Home/View/3382

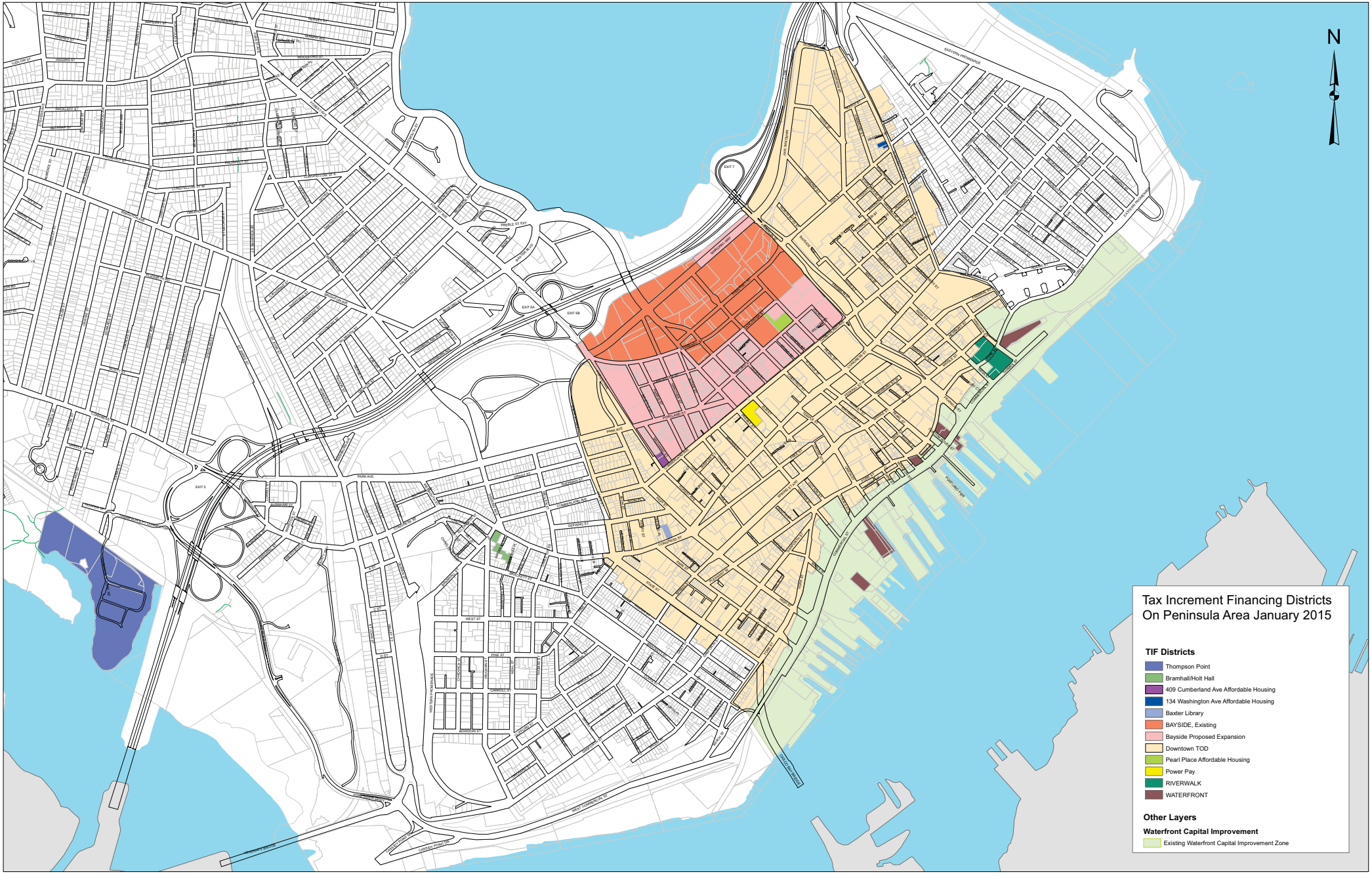
APPENDICES

APPENDIX 1, Portland Tax Increment Finance Districts Map

APPENDIX 2, Capital Improvements Plan, FY 2015-2019 (excerpt)

APPENDIX 3, TIF Development Program

APPENDIX 4, Transportation Strategic Initiatives 2014-2019 Map


N
Tax Increment Financing Districts
On Peninsula Area January 2015
TIF Districts
Thompson Point
Bramhall/Holt Hall
409 Cumberland Ave Affordable Housing
134 Washington Ave Affordable Housing
Baxter Library
BAYSIDE, Existing
Bayside Proposed Expansion
Downtown TOD
Pearl Place Affordable Housing
Power Pay
RIVERWALK
WATERFRONT
Other Layers
Waterfront Capital Improvement
Existing Waterfront Capital Improvement Zone

D. REQUESTED CAPITAL PROJECTS - GENERAL FUND

	-ID-	2015	2016	2017	2018	2019
Facilities						
Buildings/Garages						
- Salt/Sand Storage on Peaks Island	152408	30,000	-	-	-	-
- Bramhall Roof Reinforcement	152495	50,000	-	-	-	-
- West School Demolition	152324	200,000	-	-	-	-
- Pump Room and Replace Pumps at Reiche Pool	141370	30,000	-	-	-	-
- Portland Ocean Terminal Roof Replacement	152240	210,000	-	-	-	-
- Roof at Ice Arena	141329	215,000	-	-	-	-
- Exhaust Removal System - Peaks Island	152496	-	28,400	-	-	-
- Generator for 55 Portland St	152238	-	85,000	-	-	-
- Fire Alarm & Sprinkler Systems at all Fire Stations	152415	-	600,000	-	-	-
- Generator at Bramhall Fire Station	141541	-	50,000	-	-	-
- Emergency Generators	141542	-	150,000	-	-	-
- Passenger Elevator at City Hall	141340	-	100,000	-	-	-
- Fire Alarm System at Barron Center I Replacement	141580	-	80,000	-	-	-
- Whirlpool Bath Trolley with Stretcher Replacement	152545	25,000	-	-	-	-
- Driveway Apron at Munjoy Hill Fire Station Repaving	141135	-	20,000	-	-	-
- Bleachers at Ice Arena	141363	-	100,000	-	-	-
- Emergency Egress at Exposition Building	141331	160,000	-	-	-	-
- Public Services Operations and Maintenance Facility	141029	-	1,120,000	10,950,000	-	-
- Portland Technology Park Road - Phase II	141454	500,000	-	-	-	-
- Overhead Door at Peaks Island Station Replacement	152374	60,000	-	-	-	-
- Munjoy Station Overhead Doors & Controls Replacement	152394	15,000	-	-	-	-
- Ultra Violet Water Treatment System at Riverton Pool	141356	50,000	-	-	-	-
- Air Handlers at Barron Center 1 Replacement	141465	-	272,000	-	-	-
- Portland Technology Park - Gas Main Connection from Westbrook Street	152411	162,000	-	-	-	-
- Plaza at Public Safety	141341	200,000	-	-	-	-
- Driveway Apron at Central Fire Station Repaving	141137	-	20,000	-	-	-
- Female Locker Room Expansion	152552	-	15,000	-	-	-
- Driveway Apron at Bramhall Fire Station Repaving	141136	-	20,000	-	-	-
- Roof at the Exposition Building	141336	-	260,000	-	-	-

D. REQUESTED CAPITAL PROJECTS - GENERAL FUND

	-ID-	2015	2016	2017	2018	2019
- Concession Stand at Exposition Building Renovation	152325	50,000	-	-	-	-
- Facilities Improvements	152428	-	-	2,000,000	-	-
- Roof at East Deering Fire Station	141130	-	-	90,000	-	-
- Emergency Paging System	152549	-	-	-	25,000	-
- Drainage at Peaks Community Center	141351	-	-	35,000	-	-
- Three Air Handling Units at Public Safety	141350	-	-	250,000	-	-
- Masonry and Windows at Cummings Center	141325	-	-	190,000	-	-
- Roof Deck at Temple Street Parking Garage	141290	-	-	650,000	-	-
- Roof Deck at Spring Street Parking Garage	141282	-	1,100,000	-	-	-
- Building at 90 Anderson St Demolition and Replacement	141343	-	-	-	250,000	-
- Windows at Public Safety	141346	-	225,000	225,000	-	-
- Windows and Doors at Merrill Auditorium	141344	-	-	330,000	-	-
- Patient Call System Replacement	141474	70,108	-	-	-	-
- Lobby/Concession Flooring Replacement at Merrill Auditorium	152251	80,000	-	-	-	-
- Wheel Chair Washer Purchase	152547	-	15,000	-	-	-
- Walk-in Refrigeration Room Expansion	141473	-	-	10,500	-	-
- Waterproof Decking Recoat at Spring St Garage	141427	-	-	-	250,000	-
- Waterproof Decking Recoat at Temple Street Parking Garage	141287	-	310,000	-	-	-
- Sealants and Waterproofing at Elm Street Garage	152519	-	-	-	-	475,000
- Freight Elevator at Barron Center 2 Replacement	141467	-	40,000	-	-	-
- Side Entry Whirlpool Tubs Replacement	152548	-	-	45,000	-	-
- Generator for City Hall	152237	30,000	200,000	-	-	-
- New Vehicle Storage Facility	141076	-	-	750,000	-	-
- Exterior Masonry at Exposition Building	141330	150,000	150,000	-	-	-
- Mortar Repointing at 55 Portland St	141373	-	-	-	50,000	-
- Copper Roof at City Hall	141338	-	1,500,000	-	-	-
- Gym Floor at Riverton School	141365	-	150,000	-	-	-
- Parking Lots and Campus Roadway Paving	141464	174,397	-	-	-	-
- Flooring Backstage at Merrill Auditorium	152253	-	-	1	-	-
- Kitchen at Bramhall Station	152397	-	15,000	-	-	-
- New Stage & Stage Barricade and Exposition Building	141375	-	150,000	-	-	-
- Repaint Steel at Spring Street Garage	141294	-	-	200,000	-	-

D. REQUESTED CAPITAL PROJECTS - GENERAL FUND

	-ID-	2015	2016	2017	2018	2019
- Air conditioning in Conference Rooms at Exposition Building	141337	-	20,000	-	-	-
Buildings/Garages Total		**2,461,505**	**6,795,400**	**15,725,501**	**575,000**	**475,000**
Library						
- Elevator - Burbank Branch Library	152571	125,000	-	-	-	-
- HVAC - Upgrades - Library	152568	65,000	60,000	50,000	50,000	50,000
- Roof Repairs - Library	152570	-	20,000	-	-	-
- Parking Lot Paving - Library	152569	-	15,000	-	-	-
Library Total		**190,000**	**95,000**	**50,000**	**50,000**	**50,000**
Marine						
- Portland Ocean Terminal Whale Wall Gabions	152239	225,000	-	-	-	-
- Great Diamond Island Barge Landing	141722	20,000	200,000	-	-	-
- Queuing Lanes Seawall	141773	450,000	125,000	-	-	-
- Cliff Island Wharf	141790	270,000	-	-	-	-
- Bollard Replacement at Portland Ocean Terminal	152257	-	75,000	-	-	-
- Floats at Cliff, Cushing, Maine State Pier	141789	100,000	-	-	-	-
- Capstans at Portland Ocean Terminal	141786	-	-	-	80,000	-
- Commercial Boat Landing Relocation	141764	-	1,500,000	-	-	-
- Piles at Portland Ocean Terminal	141775	280,000	-	-	-	-
- Ocean Gateway "A" Building - Add Sewer	141369	-	-	50,000	-	-
- Compass Park Pier Stabilization	152328	30,000	350,000	-	-	-
- Steel Piles at Ocean Gateway Pier	141788	-	500,000	500,000	-	-
Marine Total		**1,375,000**	**2,750,000**	**550,000**	**80,000**	**-**
Schools						
- Masonry at Lincoln Middle School	141613	500,000	-	-	-	-
- Casco Bay High School Expansion	141631	305,000	-	-	-	-
- Walkway Repairs at Deering High School	141791	100,000	-	-	-	-
- Elementary School Improvements		1,602,444	7,890,215	25,806,445	5,446,250	-
- Data Infrastructure at Lyman-Moore School	141624	-	280,000	-	-	-
- Windows at Portland High School	141629	-	500,000	-	-	-

D. REQUESTED CAPITAL PROJECTS - GENERAL FUND

	-ID-	2015	2016	2017	2018	2019
- Roof at Portland High School	141616	-	250,000	250,000	250,000	-
- Front Plaza Renovation at Lyman Moore School	141606	70,000	-	-	-	-
- Heating System Piping at Lincoln School	152322	-	-	-	-	100,000
- Windows at Lyman Moore School	141660	-	-	-	-	250,000
- Window at Lincoln Middle School	141659	-	-	-	-	250,000
- Boilers at Deering High School	152469	-	-	-	-	200,000
- Oil Tank and Boiler Abatement at Portland High School	152267	-	-	-	-	100,000
- Air Handling Units at Deering High School	152266	-	100,000	-	-	-
- Kitchen at Portland High School	141669	-	-	150,000	-	-
- Data Infrastructure and Phone System at King Middle School	141643	-	250,000	-	-	-
- Windows at Deering High School	141621	-	500,000	-	-	-
- Interior Renovations at Peaks Island School	141617	-	250,000	-	-	-
- Site Drainage at Deering High School	141619	-	200,000	-	-	-
- Corridor Floors & Lockers at Lincoln School	152321	-	-	-	250,000	-
- Floor Repairs at Portland High School	152320	-	-	140,000	-	-
- Masonry at Riverton School	141603	-	-	-	-	60,000
- HVAC and Electrical at Lyman Moore Middle School	141656	-	-	-	-	850,000
- Deering High School Kitchen	141649	20,000	180,000	-	-	-
- Auditorium Renovations at Portland High School	152303	-	-	350,000	-	-
- Masonry at PATHS	141628	-	-	-	-	200,000
- Electrical at Portland High School	141663	-	-	-	-	150,000
- Bathroom Repairs at King School	141614	-	70,000	-	-	-
- Ceilings at King Middle School	141664	-	-	-	-	80,000
- Masonry at Peaks Island School	141618	-	250,000	-	-	-
- Ceilings at Deering High School	141662	-	-	-	-	150,000
- Masonry at Portland High School	141615	-	750,000	-	-	-
- Pave Multiple School Campuses	141604	500,000	500,000	-	-	-
- A/C in Front Office of Deering High School	141620	-	-	-	-	250,000
- A/C at Riverton School	141638	-	-	-	-	50,000
Schools Total		**3,097,444**	**11,970,215**	**26,696,445**	**5,946,250**	**2,690,000**
Facilities Total		7,123,949	21,610,615	43,021,946	6,651,250	3,215,000

D. REQUESTED CAPITAL PROJECTS - GENERAL FUND

	-ID-	2015	2016	2017	2018	2019
Parks, Fields, Trails						
Parks						
- Water Line Replacement at Evergreen Cemetery	152392	14,000	-	-	-	-
- East End Beach Parking Lot Paving	152350	35,000	-	-	-	-
- Evergreen Cemetery - Repair Wall Along Stevens Avenue - Phase II	141723	70,000	-	-	-	-
- Capisic Pond Improvements	141769	2,250,000	-	-	-	-
- Congress Square Re-Design Phase I	152445		568,640	1,000,000	-	-
- Lincoln Park Walkways Repair	141745	235,000	-	-	-	-
- Evergreen Cemetery Expansion	141710	250,000	-	-	-	-
- Deering Oaks Lighting	152449	110,000	-	-	-	-
- Lincoln Park Fence Repair	141724	224,000	-	-	-	-
- Ft. Sumner Park Lighting Improvements - prior CDBG Request	141752	100,000	-	-	-	-
- Restroom Facilities at Deering Oaks	152323	300,000	-	-	-	-
- Western Promenade Walkways	141714	51,000	-	-	-	-
- Monument Square Rehabilitation	152201	261,000	500,000	-	-	-
- Eastern Cemetery Retaining Wall Repair Along Federal Street	141768	935,000	-	-	-	-
- Deering Oaks Parking Lot Paving	152349	41,000	-	-	-	-
Parks Total		**4,876,000**	**1,068,640**	**1,000,000**	**-**	**-**
Recreation						
- Payson Park Softball Field "A" - Amenity and Field Upgrades	152490	400,000	-	-	-	-
- Payson Park Playground and Splashpad	141345	50,000	-	-	-	-
- Seating at Hadlock Field	141334	190,000	-	-	-	-
- North Course Clubhouse	141747	225,000	200,000	-	-	-
- Lyman Moore Sports Complex	141347	-	275,000	-	-	-
- Playground at Riverton School	141359	-	250,000	-	-	-
- Softball Field at Riverton School	141355	75,000	-	-	-	-
- Roof at Hadlock Field	141332	-	80,000	-	-	-
- Structural Repairs - Hadlock Stadium	152244	40,000	150,000	-	-	-
- Golf Course Rehabilitation	152491	100,000	100,000	100,000	100,000	100,000
- Metal Siding at Hadlock Field	141333	-	60,000	-	-	-

D. REQUESTED CAPITAL PROJECTS - GENERAL FUND

	-ID-	2015	2016	2017	2018	2019
- Softball Field "A" Lights at Payson Park	141362	-	-	-	250,000	-
- Softball Field Lights at Riverton School	141360	-	-	-	275,000	-
- Playground at Hall School	141349	-	-	150,000	-	-
- Playground at Longfellow School	141353	-	-	-	150,000	-
- Practice Fields at Deering High School	141358	-	-	120,000	-	-
- Lights and Install Irrigation at Deering Oaks Baseball Field	141357	-	-	350,000	-	-
- Tennis Court Lighting at Deering Oaks Park	141361	-	-	-	-	350,000
- Driving Range	152355	45,000	-	-	-	-
- Multipurpose Field "B" at Payson Park	141354	-	100,000	-	-	-
- Dougherty Field Master Plan	152518	-	450,000	-	200,000	-
- North Course Clubhouse Landscaping	152360	-	-	-	75,000	-
- North Course Bathroom With Concessions Located on Course	152357	-	100,000	-	-	-
Recreation Total		**1,125,000**	**1,765,000**	**720,000**	**1,050,000**	**450,000**
Parks, Fields, Trails Total		6,001,000	2,833,640	1,720,000	1,050,000	450,000
Wastewater						
Facilities						
- Evergreen Cemetery Drainage	152551	490,000	-	-	-	-
Facilities Total		**490,000**	**-**	**-**	**-**	**-**
Streets/Sidewalks						
- CSO Compliance - SRF Ineligibles	141009	1,000,000	1,000,000	1,000,000	1,000,000	-
Streets/Sidewalks Total		**1,000,000**	**1,000,000**	**1,000,000**	**1,000,000**	**-**
Wastewater Total		1,490,000	1,000,000	1,000,000	1,000,000	-
Transportation						
PACTS/Match						
- MaineDOT Arterial Paving Franklin St (Middle St to Fox St) - ineligibles/system upgrades	152385	125,000	-	-	-	-

D. REQUESTED CAPITAL PROJECTS - GENERAL FUND

	-ID-	2015	2016	2017	2018	2019
- PACTS Collector Paving (Multiple Locations) - Local Share + Ineligibles/System upgrades	141011	487,000	1,000,000	-	1,080,000	-
- Regional Transportation Management Systems - Traffic Signals	141740	167,000	168,500	100,000	100,000	100,000
- MaineDOT Arterial Paving Alternate Route 1 Commercial St and High St to Franklin St and Middle St - ineligibles/system upgrades	152353	901,500	-	-	-	-
- Spring St and Temple/Union/Middle/Spring Intersection Traffic and Streetscape (Ineligibles/System upgrades)	141026	1,250,000	1,750,000	-	-	-
- PACTS 16/17 TIP Intersection Category - Brighton-Deering-Falmouth	141765	-	445,000	-	-	-
- PACTS 16/17 TIP Road Rebuild Category	152427	-	1,125,000	-	-	-
- PACTS TIP Bike/Ped Category - Local Share	141757	-	341,250	-	250,000	-
- MaineDOT Arterial Paving Riverside St (Brighton Av to Home Depot entrance) - ineligibles/system upgrades	152406	-	150,000	-	-	-
- PACTS 16/17 Intersections Category - Commercial at High	152426	-	62,750	-	-	-
- MaineDOT Arterial Paving Warren Av (Westbrook line to #450 Warren Av) - ineligibles/system upgrades	152395	-	90,000	-	-	-
- PACTS Martin's Pt East Coast Greenway Trail	141781	-	500,000	500,000	-	-
PACTS/Match Total		**2,930,500**	**5,632,500**	**600,000**	**1,430,000**	**100,000**
Streets/Sidewalks						
- Paving Preservation and Rehabilitation	141013	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000
- Sidewalk Rehabilitation/Accessibility	141030	850,000	850,000	850,000	850,000	850,000
- Forest Avenue Improvements - Forest/State/Marginal/High Intersection	141025	400,000	200,000	200,000	200,000	200,000
- Portland Street Reconstruction & Streetscape	141739	200,000	2,758,000	-	-	-
- Freshman Alley	152377	400,000	-	-	-	-
- Congress St and Bramhall St Pedestrian Improvements	151947	100,000	-	-	-	-
- MaineDOT Quality Community Program (Multiple Projects) - Local Match	141705	-	161,000	-	175,000	-
- Somerset Street Extension from Elm Street to Forest Avenue	141453	-	325,000	1,325,000	-	-
- Franklin Street Redesign	152574	-	500,000	4,500,000	-	-
- Street Reconstruction Munjoy St	141015	1,081,000	-	-	-	-
- Street Reconstruction Vesper St	141016	1,005,000	-	-	-	-

D. REQUESTED CAPITAL PROJECTS - GENERAL FUND

	-ID-	2015	2016	2017	2018	2019
- State St and High St Two-way Traffic Conversion	141703	600,000	2,400,000	2,000,000	-	-
- Street Reconstruction Mountfort St	141021	-	739,000	-	-	-
- Sidewalks at Exposition Building Entrance	152247	80,000	-	-	-	-
- West Commercial Street Trail from Beach Street to Harborview Park	152416	171,050	-	-	-	-
- Streets and Sidewalks Reconstruction on Moody St and Wilson St	152383	1,100,000	-	-	-	-
- Stairs and Improvements on Plum Street Alley	14912	88,000	-	-	-	-
- City Hall Street Rehabilitation & ADA Curb Accessibility	141072	250,000	-	-	-	-
- Street Reconstruction Woodford St	141012	-	990,000	-	-	-
- York Street Sidewalk and Pedestrian Signals	152423	110,000	-	-	-	-
- Street Reconstruction Morning St	141020	1,088,000	-	-	-	-
- Street Reconstruction Rowe Ave	141008	-	-	-	1,276,000	-
- Street Reconstruction Alba St	141019	-	-	1,002,000	-	-
- Street Reconstruction Riverside Industrial Parkway	141017	-	-	-	-	3,773,000
- Street Reconstruction Donald St	141751	-	-	-	128,000	-
- Safety and Pedestrian Improvements at Oakdale St and Falmouth St	152413	66,000	-	-	-	-
- West-Clark-Pine Street Intersection and Streetcape	141040	20,000	150,000	-	-	-
- Street Reconstruction Mabel St	141018	-	-	1,032,000	-	-
- Libbytown - Traffic and Streetscape Improvements	141027	604,000	1,247,000	151,000	322,000	399,000
- Street Reconstruction Cottage St	141014	-	275,000	-	-	-
- Sidewalks - Connect West End Sidewalks to West Commercial Trail	141039	-	35,000	-	-	-
- Traffic and Streetscape Improvements to Bramhall Street at Chadwick St and Vaughan St	152407	49,000	45,000	-	-	-
- City Hall Myrtle Street Sidewalk	152254	-	1	-	-	-
Streets/Sidewalks Total		**12,262,050**	**14,675,001**	**15,060,000**	**6,951,000**	**9,222,000**
Traffic/Streetlights						
- Railroad Quiet Zone Improvements (Woodford's Corner)	141708	400,000	400,000	400,000	400,000	400,000
- Traffic Signal Improvements (Preble St and Elm St)	141023	230,000	200,000	200,000	200,000	200,000
- Peninsula Wayfinding Program	141682	390,000	-	-	-	-
- Streetlighting along Fore Street	141422	43,500	-	-	-	-
- Streetlighting on Commercial Street	141420	50,000	285,890	-	-	-
Traffic/Streetlights Total		**1,113,500**	**885,890**	**600,000**	**600,000**	**600,000**

D. REQUESTED CAPITAL PROJECTS - GENERAL FUND

	-ID-	2015	2016	2017	2018	2019
Transportation Total		16,306,050	21,193,391	16,260,000	8,981,000	9,922,000
Equipment and Vehicles						
Equipment						
- Cardiac Monitors	152373	130,000	-	-	-	-
- Stretchers (4)	152572	60,000	-	-	-	-
- Revenue Control Software at Spring Street and Elm Street Garages	141291	30,000	-	-	-	-
- Parking Meters Replacement	141283	175,000	253,750	355,100	-	-
- Server at Public Services	152424	15,000	-	-	-	-
- Virtualization, Storage and Redundancy Upgrade	141596	65,000	65,000	75,000	55,000	-
- School Technology Equipment	141640	1,450,000	1,500,000	-	-	-
- Electronic Parking Ticketing	141285	75,000	-	-	-	-
- Communication System Replacement	141539	9,000,000	-	-	-	-
- Phone System Upgrade	14908	-	500,000	-	-	-
- Public Broadcast City Hall Internet Streaming	152575	55,000	-	-	-	-
- Fire Scheduling Software	152419	-	100,000	-	-	-
- Ticket Dispensers at Spring Street Parking Garage	141288	-	45,000	-	-	-
- Arrest Module Software	141044	51,960	-	-	-	-
- End Point Management System	152485	-	35,000	-	-	-
- Ticket Dispenser at Elm Street Parking Garage	141289	-	15,000	-	-	-
- Novell Open Workgroup Suite	141598	250,000	-	-	-	-
- Phonemail System Replacement	14907	45,000	-	-	-	-
- Electronic Document Storage	141476	136,710	-	-	-	-
- Police Scheduling Software	14933	68,336	-	-	-	-
- Human Resources Software Application	14902	40,000	-	-	-	-
- Riverside Recycling Truck Scale	141720	125,000	-	-	-	-
Equipment Total		**11,772,006**	**2,513,750**	**430,100**	**55,000**	**-**
Vehicles						
- Medcu Ambulance Replacement - Fire	141803	265,000	265,000	265,000	265,000	265,000
- Police Cruisers (7) Replacement - Police	141804	266,000	266,000	266,000	266,000	266,000

D. REQUESTED CAPITAL PROJECTS - GENERAL FUND

	-ID-	2015	2016	2017	2018	2019
- Trash Collection Vehicle - 4042	141717	230,000	-	-	-	-
- Backhoe Replacement - Cemeteries 5066	14954	95,000	-	-	-	-
- Sidewalk Tractor Replacement	14962	135,000	270,000	270,000	135,000	-
- School Bus	152468	92,650	-	-	-	-
- Electric Vehicle Lease - Code Enforcement 1000	141308	17,000	-	-	-	-
- 3/4 Ton Pickup Truck Replacement - Trades/Waterfront 3024	141095	50,000	-	-	-	-
- 3/4 Ton Pickup Replacement - Ballfields 2199	141570	35,000	-	-	-	-
- Arrest Vehicle Replacement - Police	14927	76,500	-	49,500	-	-
- Bucket Truck Replacement - Forestry 5098	14988	210,000	-	-	-	-
- Fleet Vehicle Replacements		-	500,000	500,000	500,000	500,000
- Unmarked Traffic Vehicle Replacement - Police	14929	38,000	-	-	-	-
- Car 4 Replacement - Fire 0216	141110	51,000	-	-	-	-
- Rubbish Packer Replacement	14953	240,000	480,000	480,000	480,000	480,000
- Ladder 1 Replacement - Fire	141106	-	1,300,000	-	-	-
- 3/4 Ton Pickup Replacement - Solid Waste 2033	14973	28,000	-	-	-	-
- Rescue 1 Replacement - Fire 0272	141105	990,000	-	-	-	-
- Engine 11 Replacement - Fire	141107	-	-	675,000	-	-
- Engine 6 Replacement - Fire 0279	152195	-	-	-	-	700,000
- Ladder 4 Replacement - Fire	141108	-	-	-	1,500,000	-
- 3/4 Ton Utility Truck Replacement - Playgrounds 2512	141253	-	-	40,000	-	-
- Skidsteer Replacement - PDD 5120	152172	-	-	-	-	45,000
- 1 Ton Pickup Replacement - Peaks 2518	141193	-	-	-	52,000	-
- Excavator Replacement - Districting 5082	141163	-	170,000	-	-	-
- Grader Replacement - Winter 5096	141174	-	320,000	-	-	-
- Mower Replacement - Districting 7156	14991	-	75,000	-	-	-
- Pulp Loader Replacement - Forestry 5097	14967	-	190,000	-	-	-
- 1 Ton Crew Cab Pickup Replacement - Forestry 2503	141237	-	-	35,000	-	-
- Dump Truck Replacement - Districting 3105	14994	-	60,000	-	-	-
- 3/4 Ton Pickup Replacement - Districting 2129	141261	-	-	-	30,000	-
- Tractor Replacement - Ballfields 7138	152177	-	55,000	-	-	-
- Tractor Replacement - Ballfields 8008	152132	-	-	-	-	12,000
- 1/2 Ton Pickup Replacement - Playgrounds 2188	14974	32,000	-	-	-	-

D. REQUESTED CAPITAL PROJECTS - GENERAL FUND

	-ID-	2015	2016	2017	2018	2019
- Peaks Island Police Vehicle Replacement	14926	-	-	42,000	-	-
- Dump Truck Replacement - Winter 3099	14997	160,000	-	-	-	-
- Special Reaction Team Vehicle Replacement - Police	14924	-	-	36,000	-	-
- 3/4 Ton Pickup Replacement - Construction 2001	141241	-	30,000	-	-	-
- Parking Enforcement Truck Replacement - Parking 2023	152180	-	-	25,000	-	-
- Van Replacement - Trades 2045	152125	-	30,000	-	-	-
- Grader Replacement - Public Services 5109	141183	-	-	-	320,000	-
- Mowers (2) Replacement - Districting 7160, 7161	152149	-	30,000	-	-	-
- 3/4 Ton Pickup Replacement - Districting 2128	141260	-	-	-	30,000	-
- Compact Pickup Replacement - Traffic 2030	141255	-	20,000	-	-	-
- Stock Yard Loader Replacement - Public Services 5003	152159	-	195,000	-	-	-
- Refrigerated Box Truck	141652	-	-	-	-	70,000
- Garages Vehicle Replacement - Parking 2196	141158	-	17,000	-	-	-
- Garage Maintenance Truck Replacement - Parking 2205	152182	-	-	-	-	27,000
- Staff Car Replacement - Engineering 1003	141167	-	17,000	-	-	-
- Kitchen Box Truck Replacement- Barron Center 3913	141122	30,000	-	-	-	-
- Patrol Supervisor Vehicle Replacement - Police	14938	39,500	39,500	39,500	39,500	39,500
- Activities League Vehicle Replacement - Police	14935	32,000	-	-	-	-
- 3/4 Ton Pickup Truck Replacement - Cemeteries 2121	14957	32,000	-	-	-	-
- 1 Ton Utility Truck Replacement - Traffic 2500	141242	-	-	55,000	-	-
- 3/4 Ton Truck Replacement - Construction 2000	141240	-	30,000	-	-	-
- Forklift Replacement - Fleet 6004	141181	-	-	40,000	-	-
- 1 Ton Crew Cab Pickup Truck Replacement - Districting 2014	14955	45,000	-	-	-	-
- 3/4 Ton Pickup Replacement - Districting 2130	141262	-	-	-	30,000	-
- Loader Snow Blower Replacement - Winter 7112	152154	-	110,000	-	-	-
- Mower Replacement - Golf	152198	-	-	70,000	-	-
- Mower Replacement - Districting 7155	14987	-	75,000	-	-	-
- Evidence Service Vehicle Replacement - Police	14923	-	-	24,500	-	-
- Pick-up Replacement - Ballfields 2143	141097	35,000	-	-	-	-
- Dump Truck Replacement - Winter 3203	152171	-	-	-	-	185,000
- Tool Cat Replacement - Ballfields 5002	141094	-	75,000	-	-	-
- Dump Truck Replacement - Construction 3098	141002	-	-	165,000	-	-

D. REQUESTED CAPITAL PROJECTS - GENERAL FUND

	-ID-	2015	2016	2017	2018	2019
- 1 Ton Dump Truck Replacement - Districting 3103	14993	-	60,000	-	-	-
- Meter Service Truck Replacement - Parking 2205	152181	30,000	-	-	-	-
- Criminal Investigation Division Vehicles Replacement - Police	14920	68,000	-	68,000	-	68,000
- 1/2 Ton Pickup Replacement - Engineering 2015	141249	-	-	25,000	-	-
- Mower Replacement - Districting 7180	152153	-	60,000	-	-	-
- Bucket Van Replacement - Trades 2218	152133	-	-	-	55,000	-
- 1 Ton Rack Truck Replacement - Construction 2505	152148	-	50,000	-	-	-
- 3/4 Ton Utility Van Replacement - Trades 2053	141556	-	-	-	25,000	-
- 1 Ton Dump Truck Replacement - Districting 3084	14985	60,000	-	-	-	-
- Turf Tractor Replacement - Cemeteries 7011	152173	-	-	-	-	60,000
- Rotary Trim Mower Replacement - Golf Course	152196	-	42,000	-	-	-
- Pavement Roller Replacement - Districting 5087	14968	-	15,000	-	-	-
- Pothole Patcher Replacement - Districting 5103	14989	-	40,000	-	-	-
- Bucket Truck Replacement - Traffic 5110	141166	-	-	125,000	-	-
- 1 Ton Dump Truck Replacement - Districting 3085	14986	60,000	-	-	-	-
- Skidsteer Replacement - Districting 5119	152162	-	-	45,000	-	-
- 3/4 Ton Pickup Replacement - Districting 2024	141247	-	30,000	-	-	-
- 1 Ton Truck Replacement - Ballfields 3104	141092	52,000	-	-	-	-
- Laundry Box Truck Replacement - Barron Center 3912	141117	-	30,000	-	-	-
- Animal Control Officer Van Replacement - Police	14925	-	-	27,500	-	-
- Fuel Truck Replacement - Public Services 2009	152139	32,000	-	-	-	-
- 3/4 Ton Utility Van Replacement - Engineering 2080	141299	-	-	25,000	-	-
- 3/4 Ton Pickup Replacement - Solid Waste 2182	141227	30,000	-	-	-	-
- Dump Truck Replacement - Winter 3130	141210	-	-	-	150,000	-
- 1/2 Ton Pickup Replacement - Cemeteries 2037	141245	-	25,000	-	-	-
- Fleet Parts Van Replacement - Public Services 0209	152150	25,000	-	-	-	-
- 3/4 Ton Pickup Replacement - Districting 2021	141246	-	25,000	-	-	-
- Staff Vehicle Replacement - Assessors 1079	152135	-	-	-	30,000	-
- 1/2 Ton Pickup Replacement - Construction 2022	141248	-	25,000	-	-	-
- Car 9 Replacement - Fire 0277	141146	17,500	-	-	-	-
- Box Van Replacement - Trades 2519	141566	-	25,000	-	-	-
- Mower Replacement - Ballfields 7025	152130	-	-	-	-	85,000

D. REQUESTED CAPITAL PROJECTS - GENERAL FUND

	-ID-	2015	2016	2017	2018	2019
- Bunker Trap Rake Replacement - Golf	152197	-	23,000	-	-	-
- 1 Ton Pickup Replacement - Trades 2151	141561	52,000	-	-	-	-
- Compact Pickup Replacement - PDD 2029	141254	-	20,000	-	-	-
- 1/2 Ton Utility Van Replacement - Trades 2032	141550	25,000	-	-	-	-
- Car 1 Replacement - Fire 0224	141111	51,000	-	-	-	-
- Tee Mower Replacement - Golf Course 4384	14972	70,000	-	-	-	-
- Solid Waste Inspections Pickup Replacement - Solid Waste 2155	152151	25,000	-	-	-	-
- 1/2 Ton Truck Replacement - Districting 2118	152140	25,000	-	-	-	-
- 1 Ton Truck Replacement - Districting 3100	141187	60,000	-	-	-	-
- Administrative Vehicle Replacement - Police	14934	33,000	33,000	33,000	33,000	33,000
- Pick-up Replacement - Ballfields 2013	152129	25,000	-	-	-	-
- Snow Blower Loader Replacement - Winter 7116	141279	-	-	120,000	-	-
- Staff Car Replacement - Safety 2016	152134	-	17,000	-	-	-
- 1 Ton Pickup Replacement - Districting 3002	141202	-	52,000	-	-	-
- 1 Ton Truck Replacement - Playgrounds 3091	141186	52,000	-	-	-	-
- 1/2 Ton Truck Replacement - Forestry 2038	152144	30,000	-	-	-	-
- Backhoe Replacement - Districting 5105	141182	-	-	-	75,000	-
- Skidsteer Replacement - Districting 5114	152156	-	-	45,000	-	-
- 3/4 Ton Pickup - Peaks 2050	141250	-	-	-	30,000	-
- 1 Ton Pickup Replacement - Peaks 3001	141207	-	52,000	-	-	-
- 1 Ton Dump Truck Replacement - Districting 3101	14990	60,000	-	-	-	-
- Wheel Loader Replacement - Trades 5006	141568	-	170,000	-	-	-
- Dump Truck Replacement - Public Services 3125	141203	-	150,000	-	-	-
- Dump Truck Replacement - Public Services 3201	141205	-	165,000	-	-	-
- Flatbed Dump Truck Replacement - Horticulture 3003	152169	-	-	-	-	55,000
- 1/2 Ton Pickup Replacement - Trades 2084	141558	-	25,000	-	-	-
- Dump Truck Replacement - Winter 3036	141204	-	150,000	-	-	-
- Parking Enforcement Vehicle Replacement - Parking 2158	141156	27,000	-	-	-	-
- Fleet Tire Truck Replacement - Public Services 2007	152147	40,000	-	-	-	-
- Pick-up Replacement - Ballfields 2012	152128	27,000	-	-	-	-
- 15-Passanger Van Replacement - Recreation 2194	141093	60,000	-	-	-	-
- Dump Truck Replacement - Public Services 3202	141206	-	165,000	-	-	-

D. REQUESTED CAPITAL PROJECTS - GENERAL FUND

	-ID-	2015	2016	2017	2018	2019
- 1 Ton Rack Body Truck Replacement - Trades 2507	141565	-	-	-	52,000	-
- 1/2 Ton Utility Van Replacement - Trades 2046	141553	-	23,000	-	-	-
- Compact Pickup Replacement - Trades 2070	141557	-	18,000	-	-	-
- Dump Truck Replacement - Winter 3111	141198	-	150,000	-	-	-
- Compact Pickup Replacement - Trades 2086	141559	-	18,000	-	-	-
- 3/4 Ton Utility Van Replacement - Engineering 2081	141300	-	-	25,000	-	-
- 3/4 Ton Pickup Replacement - Barron Center 3908	141119	30,000	-	-	-	-
- On-call Van Replacement - Public Services 2019	152152	-	-	25,000	-	-
- Car 8 Replacement - Fire 0059	152194	17,500	-	-	-	-
- 3/4 Ton Utility Van Replacement - Trades 2212	141562	25,000	-	-	-	-
- Dump Truck Replacement - Winter 3129	152170	-	-	-	-	160,000
- Compact Pickup Replacement - Solid Waste 2002	141238	-	20,000	-	-	-
- Dump Truck Replacement - Districting 3097	14999	-	-	165,000	-	-
- Staff Car Replacement - Parking 1013	152137	-	-	20,000	-	-
- Staff Car Replacement- Inspections 2052	152122	17,000	-	-	-	-
- Staff Vehicle Replacement - Assessors 1024	141309	-	-	17,000	-	-
- Dump Truck Replacement - Districting 3095	141000	-	-	165,000	-	-
- Van Replacement - Trades 2043	152124	25,000	-	-	-	-
- Rubbish Packer Replacement - Peaks 4060	141266	-	-	160,000	-	-
- Van Replacement - Trades 2085	152127	25,000	-	-	-	-
- Loader Replacement - Public Services 5099	141177	-	195,000	-	-	-
- Dump Truck Replacement - Peaks 3114	141199	-	150,000	-	-	-
- Backhoe Replacement - Districting 5031	141003	75,000	-	-	-	-
- Dump Truck Replacement - Public Services 3131	141211	-	-	-	150,000	-
- Rolloff Truck Replacement - Solid Waste 4000	152161	-	-	135,000	-	-
- Skidsteer Replacement - Trades 5001	141567	-	45,000	-	-	-
- Compact Pickup Replacement - Traffic 2061	141229	22,000	-	-	-	-
- Backhoe Replacement - Districting 5085	14982	75,000	-	-	-	-
- 3/4 Ton Pickup Replacement - Districting 2131	152168	-	-	-	-	32,000
- 1 Ton Pickup Replacement - Traffic 2008	141216	30,000	-	-	-	-
- 3/4 Ton Pickup Replacement - Districting 2202	141232	-	30,000	-	-	-
- 3/4 Ton Pickup Replacement - Districting 2183	141223	30,000	-	-	-	-

D. REQUESTED CAPITAL PROJECTS - GENERAL FUND

	-ID-	2015	2016	2017	2018	2019
- Homeless Outreach Vehicle Replacement - Social Services 1004	141322	-	30,000	-	-	-
- Cargo Van Replacement - Solid Waste 3108	141296	-	20,000	-	-	-
- Air Compressor New - Ballfields	141150	16,000	-	-	-	-
- 1 Ton Truck Replacement - Cemeteries 3090	141185	52,000	-	-	-	-
- Mower Replacement - Districting 7026	152165	-	-	-	95,000	-
- Dump Truck Replacement - Construction 3093	14952	165,000	-	-	-	-
- Fleet Service Truck Replacement - Public Services 2521	152155	-	-	-	30,000	-
- Dump Truck Replacement - Public Services 3113	141194	-	150,000	-	-	-
- Car Carrier Replacement - Fleet 3082	141304	-	30,000	-	-	-
- Dump Truck Replacement - Winter 3034	141195	-	150,000	-	-	-
- 1 Ton Pavement Roller Replacement - Construction 5095	141173	18,000	-	-	-	-
- Loader Replacement - Public Services 5101	141180	-	-	195,000	-	-
- Staff Vehicle Replacement - Public Services Safety 1084	141168	-	-	30,000	-	-
- Dump Truck Replacement - Winter 3109	141196	-	150,000	-	-	-
- 3/4 Ton Utility Van Replacement - Traffic 2083	141298	25,000	-	-	-	-
- Dump Truck Replacement - Public Services 3115	141197	-	150,000	-	-	-
- Compact Pickup Replacement - Barron Center 2209	141320	-	-	18,000	-	-
- 1/2 Ton Pickup Replacement - Social Services 2207	141323	30,000	-	-	-	-
- 4 WD Utility Tractor w/ Loader Backhoe Replacement - Recreation	152199	-	-	-	45,000	-
- Rolloff Truck Replacement - Peaks 4037	141275	-	145,000	-	-	-
- 1 Ton Dump Truck Replacement - Barron Center 3914	141118	60,000	-	-	-	-
- Mini Holder Replacement - PDD 8109	152163	-	-	100,000	-	-
- Parking Enforcement Vehicle Replacement - Parking 2216	141160	-	-	-	25,000	-
- 1 Ton Wrecker Replacement - Fleet 2501	141305	-	115,000	-	-	-
- Compact Pickup Replacement - Engineering 2018	14961	22,000	-	-	-	-
- Skidsteer Replacement - Districting 5117	152157	-	-	45,000	-	-
- 3/4 Ton Pickup Replacement - Barron Center 3915	141321	-	30,000	-	-	-
- Dump Truck Replacement - Construction 3094	14977	165,000	-	-	-	-
- Van Replacement - Trades 2048	152126	-	30,000	-	-	-
- Compact Pickup Replacement - PDD 2180	141228	28,000	-	-	-	-
- 1/2 Ton Pickup Replacement - Cemeteries 2186	141220	-	25,000	-	-	-
- 3/4 Ton Crew Cab Pickup Replacement - Open Space 2514	141259	-	-	38,000	-	-

D. REQUESTED CAPITAL PROJECTS - GENERAL FUND

	-ID-	2015	2016	2017	2018	2019
- Compact Pickup Replacement - Districting 2181	141226	30,000	-	-	-	-
- 1 Ton Truck Replacement - Traffic 2515	141217	40,000	-	-	-	-
- 3/4 Ton Utility Van Replacement - Trades 2217	141564	-	25,000	-	-	-
- Toolcat Replacement - Ballfields 5002	152131	-	55,000	-	-	-
- 1/2 Ton Pickup Replacement - Trades 2041	141551	-	-	25,000	-	-
- Roll-off Truck Replacement - Peaks 4018	14970	145,000	-	-	-	-
- 3/4 Ton Pickup Replacement - Horticulture 2187	141222	30,000	-	-	-	-
- 3/4 Ton Utility Van Replacement - Trades 2006	141549	-	25,000	-	-	-
- Fleet Weldshop 1 Ton Truck - Public Services 2520	152158	-	-	-	-	50,000
- Wheel Loader Replacement - Winter 5093	14996	-	-	190,000	-	-
- Mower Replacement - Districting 7158	14963	60,000	-	-	-	-
- Dump Truck Replacement - Districting 3096	14998	-	-	165,000	-	-
- 1 Ton Utility Van Replacement - Trades 2090	141560	-	-	28,000	-	-
- Mini Van Replacement - Trades 2047	141554	-	-	20,000	-	-
- 1 Ton Truck Replacement - Cemeteries 3121	141189	52,000	-	-	-	-
- 1 Ton Truck Replacement - Construction 3117	141192	52,000	-	-	-	-
- 3/4 Ton Pickup Replacement - Districting 2184	141224	30,000	-	-	-	-
- 3/3 Ton Truck Replacement - Cemeteries 2142	152146	30,000	-	-	-	-
- Skidsteer Replacement - Districting 5102	141176	45,000	-	-	-	-
- Compact Pickup Replacement - Forestry 2200	141231	-	20,000	-	-	-
- Mowers (3) Replacement - Golf	152200	-	-	-	-	210,000
- Car 7 Replacement - Fire	141114	-	50,000	-	-	-
- Dump Truck Replacement - Districting 3106	14995	-	60,000	-	-	-
- Dozer Replacement - Public Services 5090	152304	300,000	-	-	-	-
- Mower Replacement - Districting 7162	14979	50,000	-	-	-	-
- Skidsteer Replacement - Construction 5106	141179	-	45,000	-	-	-
- Staff Vehicle Replacement - Safety 1012	152136	-	-	-	-	17,000
- Heavy Wrecker Replacement - Fleet 5035	141306	75,000	-	-	-	-
- 1/2 Ton Pickup Replacement - Trades 2003	141546	-	-	25,000	-	-
- Mower Replacement - Districting 7016	141213	-	95,000	-	-	-
- 1/2 Ton Pickup Replacement - Engineering 2051	141236	25,000	-	-	-	-
- Plow Bay Truck Replacement - Public Services 2135	152143	38,000	-	-	-	-

D. REQUESTED CAPITAL PROJECTS - GENERAL FUND

	-ID-	2015	2016	2017	2018	2019
- 3/4 Ton Pickup Truck Replacement - Horticulture 2134	152160	-	-	-	30,000	-
- 1/2 Ton Truck Replacement - Cemeteries 2100	152145	25,000	-	-	-	-
- 1 Ton Truck Replacement - Cemeteries 2522	152141	52,000	-	-	-	-
- Car 3 Replacement - Fire	141115	-	40,000	-	-	-
- Hole Patcher Replacement - Public Services 5104	141171	40,000	-	-	-	-
- 1 Ton Dump Truck Replacement - Peaks 2508	141244	-	-	-	52,000	-
- 3/4 Ton Pickup Replacement - Trades - 2004	141547	-	-	30,000	-	-
- 1 Ton Truck Replacement - Cemeteries 3119	141188	52,000	-	-	-	-
- Compact Pickup Replacement - PDD 2060	141239	20,000	-	-	-	-
- 1 Ton Rack Truck Replacement - Forestry 2509	141243	-	-	-	40,000	-
- Activity Bus Replacement - Recreation 2700	152138	-	60,000	-	-	-
- Wheelchair Accessible Bus Replacement - Barron Center 3902	141121	-	-	-	40,000	-
- Homeless Outreach Vehicle New - Social Services	152327	27,000	-	-	-	-
- Forklift Replacement - Fleet 6001	141175	-	-	-	40,000	-
- 1/2 Ton Pickup - Public Services Street Openings 2062	152167	-	-	-	-	25,000
- Turf Tractor Replacement - Districting 7010	152164	-	-	-	40,000	-
- Staff Vehicle Replacement - Public Services 1006	152166	-	-	-	-	30,000
- Mower Replacement - Districting	152142	-	90,000	-	-	-
- 1 Ton Truck Replacement - Districting 3118	141190	52,000	-	-	-	-
- Patient Transport Van Replacement - Barron Center 3901	141120	-	-	-	30,000	-
- 1 Ton Truck Replacement - Districting 3120	141191	52,000	-	-	-	-
- 3/4 Ton Pickup Replacement - Districting 2203	141233	-	30,000	-	-	-
- 1/2 Ton Pickup Replacement - Trades 2005	141548	-	-	25,000	-	-
- 3/4 Ton Pickup Replacement - PDD 2204	141234	-	30,000	-	-	-
- 1/2 Ton Pickup Replacement - Trades 2042	141552	-	-	25,000	-	-
- 3/4 Ton Pickup Replacement - Public Services 2185	141225	30,000	-	-	-	-
- Litter Vac Replacement - PDD	152246	75,000	-	-	-	-
- 1 Ton Dump Truck Replacement - Construction 2502	141235	-	52,000	-	-	-
- Car 2 Replacement - Fire 0223	141112	-	50,000	-	-	-
- Staff Vehicle Replacement - Code Enforcement 1083	141307	17,000	-	-	-	-
- Staff Vehicles (2) New- Inspections	141726	-	34,000	-	-	-
Vehicles Total		**6,657,650**	**8,503,500**	**5,262,000**	**4,714,500**	**3,414,500**

D. REQUESTED CAPITAL PROJECTS - GENERAL FUND

	-ID-	2015	2016	2017	2018	2019
Equipment and Vehicles Total		18,429,656	11,017,250	5,692,100	4,769,500	3,414,500
Grand Total		49,350,655	57,654,896	67,694,046	22,451,750	17,001,500

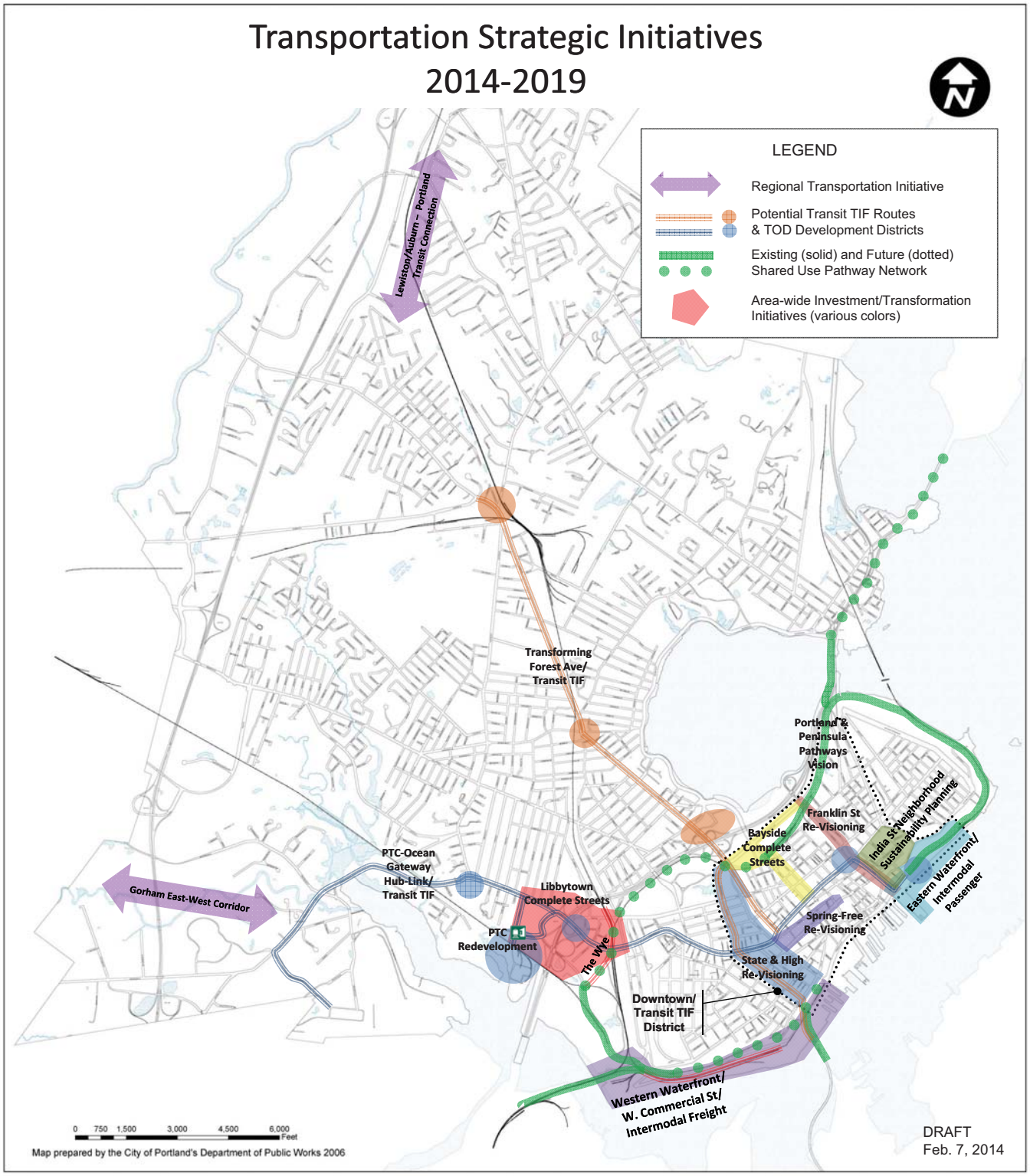
Current Planning Projects

	Project Description	Category									
		Sidewalk/ Ped Enhancements	Streetscape	Lighting	Street Realignment	Stormwater Management	Utilities	Bicycle Improvements	Public Transit	Wayfinding	Lighting
Congress Street Bus Priority Corridor Report	The final recommendations of this report are focused on a set of infrastructure improvements to the Congress Street corridor within the study area, specifically including the following: traffic signal removal and pedestrian crossing enhancements; traffic signal coordination and modification between State and Pearl Streets; Signage improvements, including mast arm installations; consolidated and improved bus stops between State and Franklin Streets with new shelters at key locations; and revised curb lines and pavement markings. The study area extends along Congress Street from Franklin Street to State Street.	x	x		x				x		x
Congress Square Redesign	The goal of this process is to create a shared vision for Congress Square as an urban open space, focused on the activities and uses that might happen throughout the spaces within the square. Congress Square includes the intersection of High and Congress Streets, Congress Square Plaza, the public spaces in front of the Portland Museum of Art and the H. H. Hay building, and surrounding sidewalks and traffic islands.	x	x	x	x			x			
India Street Neighborhood Plan	The purpose of the India Street Sustainable Neighborhood Plan is to create a policy and infrastructure masterplan to guide land use, capital investments, and strategic initiatives through the next phase of the area's development as a *downtown adjacent* neighborhood. Planning for this area is ongoing, with streetscape, green infrastructure and utility recommendations emerging.	x	x	x		x	x	x			
Spring Street - Free Street Area Streetscape Plan	The physical characteristics of this stretch of Spring Street are more suitable to suburban arterial roads, and create a streetscape that is out of character with the surrounding city, and that does not function ideally for all users and multiple modes of travel. This project seeks to reintegrate Spring Street into the fabric of the city by transforming it into a complete street that better connects with the districts around it, that enhances the character of the area, and that allows for future development aimed to encourage economic value and livability.	x	x	x	x	x	x	x			x

	Project Description	Category									
		Sidewalk/ Ped Enhancements	Streetscape	Lighting	Street Realignment	Stormwater Management	Utilities	Bicycle Improvements	Public Transit	Wayfinding	Lighting
Franklin Street Corridor Feasibility Study	The Reclaiming Franklin Street study developed three concept level plans for transitioning Franklin Street from an Urban Renewal era highway into a multi-modal urban mixed use corridor. The concepts retained the arterial function of the street, but add cross street connectivity, bicycle and pedestrian infrastructure, and improved access to adjacent properties. Since these initial efforts, Phase II of this study, to refine a recommended alternative design, is currently underway.	x	x	x	x	x	x	x	x		x
Portland Transportation Hub Link Study	The City of Portland, in conjunction with PACTS, METRO, and the GPCOG is seeking to create a phased operational plan for improved transit services linking established Portland transportation hubs. It calls for feasibility analysis of several major route alternatives, each with downtown route and stop implications.								x		
State & High Streets Two Way Conversion Study	This study is currently underway, to evaluate the feasibilty of converting State Streets and High Streets back to two-way traffic, with evaluation of the impacts of such a change on local and regional traffic, bicycle traffic, pedestrian traffic, and transit services.	x			x			x			
Portland Peninsula Vehicular Wayfinding Plan	In 2013 the City completed a Portland Peninsula Vehicular Wayfinding Plan that has not yet been implemented. The intent of the vehicular wayfinding sign program is to provide a consistent and repetitive information path for the traveling public on-peninsula and toward major destinations off-Peninsula. In addition to wayfinding signage for motorized vehicles, the plan also examines and makes recommendations for bicyclist and pedestrian wayfinding where it benefits the most existing and future users.									x	
Other Initiatives											
Creative Portland											
Communications Infrastructure							x				

	Project Description	Category									
		Sidewalk/ Ped Enhancements	Streetscape	Lighting	Street Realignment	Stormwater Management	Utilities	Bicycle Improvements	Public Transit	Wayfinding	Lighting
Downtown Lighting	This is a plan for improved pedestrian and street lighting in the Downtown, Old Port, Bayside, India Street, and the Waterfront districts. Based on the original *Downtown Lighting Plan* and ensuing plans for the other districts, this plan informs capital investment implementation project phasing and provides details and specifications for street and sidewalk lighting in each district. Much of Congress Street and the Old Port has been upgraded according to the plan, and private development adds to the system based on the technical manual lighting specifications.		x				x				x
Ongoing Or Recurring Activities											
Tree Planting			x			x					
Parks and Public Space Maintenance		x	x			x					
Paving Rehabilitation		x									
Sidewalk Rehabilitation		x	x								
Clean Water Act Compliance						x					

Transportation Strategic Initiatives
2014-2019



Transportation Strategy	Initiatives Map
CITY OF PORTLAND, MAINE PUBLIC SERVICES DEPARTMENT ENGINEERING DIVISION	2014-2019 (February 2014)

PORTLAND TIF POLICY

February 4, 2013

INTRODUCTION

Tax Increment Financing (TIF) is an economic development program authorized under state law to support municipal projects. The TIF program allows municipalities to provide financial assistance to local economic development projects and programs – from infrastructure, municipal economic development programs and staff, to business expansions - by using new property taxes that result from new commercial or residential investment associated with the corresponding increase in property value.

Portland TIF Policy supports investment in municipal economic development programs, infrastructure investment (which is generally through the establishment of area wide or neighborhood TIF districts) and individual project site specific TIF districts to support either infrastructure or individual private project financing needs.

The City is committed to invest in infrastructure located within the public rights-of-way that encourage economic development. Use of TIF investment to invest in infrastructure recognizes the savings which occurs through the TIF Program tax sheltering benefits.

"Infrastructure" is defined, but not limited to: traffic upgrades, public parking facilities, roadway improvements, lighting, sidewalks, water and sewer utilities, storm water management improvements and placing above ground overhead electric and telecommunications lines underground.

STATE TIF LIMITATION

There are acreage and value caps limitations for municipalities to establish TIF along with term limits. Term limits include bonds which may be issued for a maximum of 20 years (anticipation notes for three years). TIF districts may be designated for a maximum of 30 years.

PURPOSE

The primary purposes of the TIF Policy include:

1. To support Portland Economic Development and Housing Plans and Policies;
2. To stimulate expansion of the City's commercial and industrial tax base;
3. To stimulate new affordable and market rate housing investment;
4. To retain and create quality employment;
5. To support Portland's Capital Improvement Plan; and,
6. To establish standards upon which the City Council will authorize TIF.

GENERAL PRINICPLES

The three primary general principles for the City Council to establish TIF districts include:

A. Investment

***Minimum Real Property Investment*.** A minimum of $1 million in new taxable investment property value for commercial and industrial development and $500,000 for affordable housing development is needed to qualify for a TIF. This is the minimum amount which makes practical sense to consider use of the TIF program due to the amount of new municipal property tax revenue generated from new private investment.

B. Jobs Associated with Commercial and Industrial Development

Applicants for TIF participation will be required to provide a plan outlining the number and quality of jobs retained or created associated with each TIF district. While there is not a specific formula for the numbers of jobs associated with the amount of TIF financial assistance, the number and quality of the jobs will be taken into consideration for each TIF district. It is recognized that housing projects do not create many permanent jobs.

C. Maximize Tax Sheltering Benefits

A municipality's total equalized assessed value is used to calculate General Purpose Aid to Education (subsidy), State Revenue Sharing (subsidy) and County taxes (expense). When a municipality's equalized assessed value increases, State Aid for Education decreases, municipal revenue sharing decreases, and the municipality pays a greater portion of County taxes. TIF allows municipalities to "shelter" new value resulting from private investment from the calculation of its State subsidies (education and revenue sharing) and County taxes. In other words, specific municipal shelter benefits, for the term of the TIF, include:

1) No reduction in State aid for education,
2) No reduction in municipal revenue sharing and
3) No increase in County taxes.

Annually, the Council Committee with jurisdiction over housing and community development and City Council will evaluate available TIF district capacity related to State acreage and value limitations to determine whether existing TIF districts need amending and/or new TIF district establishment. Scheduled public infrastructure investments included in the City's Capital Improvement Plan will inform decisions about adjustments to existing TIF districts or establishment of new TIF districts.

APPROACH, POLICY, and TERM REQUIREMENTS

Must meet or exceed the below requirements.

A. Approach

There are three approaches to consider establishing TIF districts. They include:

1) ***Municipal Economic Development Programs funded directly through a pay-as-you-go approach.***

   Examples of municipal economic development programs include paying for economic development staff, annual funding to Creative Portland for city marketing/branding, and other TIF law allowable activities.

2) ***Area wide TIF districts financed by City Bond/Debt Issuance***

   Issuance of municipal general obligation bonds or limited obligation bonds is a mechanism that may be used to fund a TIF district program. Allowable uses are spelled out in state TIF law. Generally, municipalities will issue debt to cover the cost of infrastructure investment.

3) ***Individual Site Specific TIF districts utilizing Credit Enhancement Agreements (CEAs)***

   A CEA is a contract between a municipality and developer to assist an individual development project by using a percentage or all of the tax revenue generated by the investment to pay certain authorized project costs which could include site specific infrastructure or private individual project financing needs. Allowable project costs are spelled out in state TIF law.

B. Policy for the Three Approaches

1. **Policy for Municipal Economic Development Programs.**

Requires annual review and City Council financial appropriations.

2. Policy for Area wide TIF District Locations (for City Bond/Debt Issuance)

a) Area wide TIF will be established for infrastructure investment which has applications beyond one individual project.

b) City TIF emphasis will be placed upon the following general "Priority Revitalization Areas" to support commercial development, housing development, redevelopment, or to support buildings in need to redevelopment, address blight or historic preservation:

- Affordable housing projects off peninsula;
- India Street Neighborhood;
- Franklin Street Corridor from I-295 to Commercial Street;
- Riverside Street commercial and industrial zoned areas;
- Forest Avenue corridor from I-295 to Woodfords Corner;
- Washington Avenue corridor from Congress Street to I-295;
- Re-examine the boundary of Bayside TIF District;
- Examine establishing a Downtown TIF district in place of the Arts TIF District;
- Portland Technology Park ;
- Areas in which future significant wastewater and/or stormwater infrastructure investments are planned;
- West Commercial Street vacant property;
- Libbytown;
- St. Johns Street Valley;
- Other areas based upon scheduled public infrastructure investment included in the City's Capital Improvement Plan.

The above list of general priority revitalization areas serve as guides to establish specific boundaries for TIF districts at time of district establishment.

c) Market Rate Housing. Market rate rental housing projects must be located in priority revitalization areas to stimulate housing investment for the purpose of attracting 24/7 pedestrian activity. Pursuant to State Law, TIF for condominium projects are not allowed.

d) Affordable Housing**.** Affordable Housing TIF (AHTIF) may be designated on an area wide or site specific basis.

The relevant City Council Committee will complete an annual assessment of housing needs and priorities. This assessment will include a determination regarding designation of an area wide AHTIF. Site specific AHTIF requests submitted by developers will be considered on a case-by-case basis. Area wide or site specific AHTIF designations must address an identified community need.

State law requires that at least 25% of the district area must be suitable for residential use, development must be primarily residential, and at least 1/3 of the units must be for households at or below 120% of area median income which allows for individual mixed income projects or area wide affordable housing TIF districts.

Allowable uses of AHTIF revenues are defined by State law.

e) City preference is to invest in area wide public infrastructure TIF districts versus establishing individual private site specific TIF districts.

f) Area wide TIF districts also should seek to maximize the benefit of downtown and transit oriented development (TOD) districts which are exempt from State TIF law for acreage and value limitations.

g) Terms for area wide TIF districts will be considered for up to 100% of new tax revenue and upwards of thirty (30) years, the maximum allowed by State law, due to the long-term need to invest in neighborhood infrastrucutre.

NOTE 1: As of this Amended TIF Policy date, there are three existing area wide TIF Districts, i.e., Bayside, Arts, and Waterfront TIF Districts.

NOTE 2: As of this Amended TIF Policy date, there also exists one Transit Oriented Development (TOD) District, namely the Thompson Point TOD TIF District to support new or expanded transit services and improved transit connections between the Portland Transportation Center, Jetport and Downtown.

3. Policy for Individual Site Specific TIF Districts Utilizing Credit Enhancement Agreements (CEAs)

a) CEAs for individual site specific TIF districts will be considered for investment in infrastructure or project financing need and cannot be applied to any agreed upon public infrastructure improvements associated with a City Council approved conditional rezone agreement. Additional provisions related to CEAs include:

i) City Green Building Code

Compliance with the City's Green Building Code is required when TIF assistance is provided to individual private project CEAs.

ii)Affordable Housing

Affordable Housing TIF (AHTIF) may be designated on an area wide or site specific basis. Developments are encouraged to promote economic diversity.

The City Council Committee will complete an annual assessment of housing needs and priorities. This assessment will include a determination regarding designation of an area wide AHTIF. Site specific AHTIF requests submitted by developers will be considered on a case-by-case basis. Area wide or site specific AHTIF designations must address an identified community need.

State law requires that at least 25% of the district area must be suitable for residential use, development must be primarily residential, and at least 1/3 of the units must be for households at or below 120% of area median income which allows for individual mixed income projects or area wide AHTIF districts.

Allowable uses of AHTIF revenues are defined by State law.

b) Applicants for CEA participation must demonstrate and pay the following:

i) Financial Necessity.

The applicant must demonstrate the City's participation is financially necessary in order for the project to proceed.

ii) Financial Capacity.

The applicant must demonstrate financial capacity to support their project.

iii) Fees

-- A financial underwriting analysis will be conducted by a third party on all projects requesting CEA participation. Applicants for CEA assistance will be responsible for reimbursing the City for all project third party legal and financial underwriting costs.

C. Terms for CEA Projects

1) Maximum Percentages.

A maximum average percentage of 65% for the entire term associated with individual project CEA's.

2) Maximum Number of Years.

Up to twenty (20) years to match individual private sector commercial financing terms. The term of a TIF may start upon agreed trigger event, such as an increased assessed value. This would be included in a CEA on that negotiated triggering event.

3) Use of Maine Services for CEA Projects Encouraged.

TIF APPLICATION AND ADMINISTRATION PROCESS

A. Application Information and Contact.

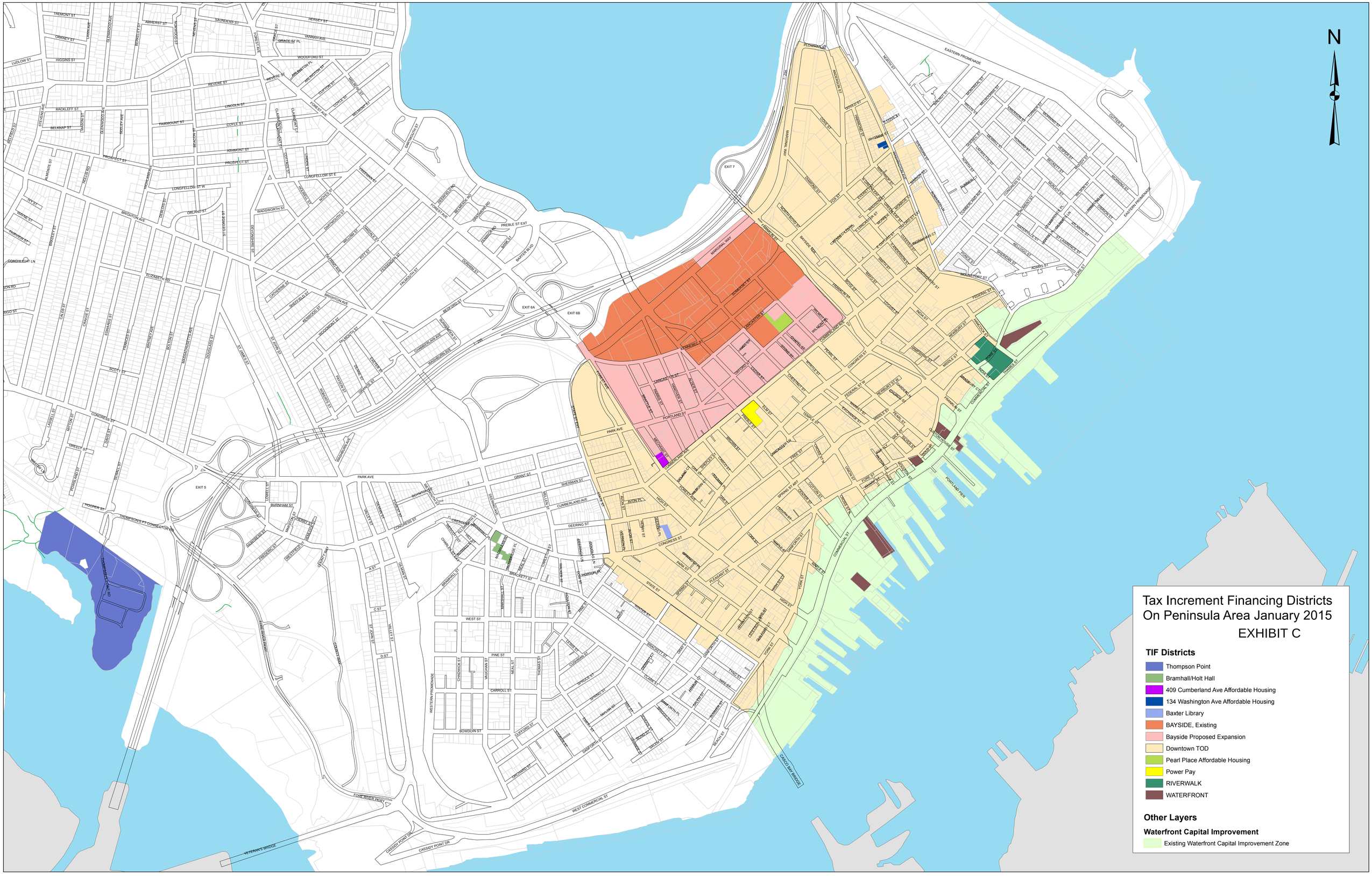
The Economic Development Department handles all TIF inquires and processes requests for TIF. An applicant must submit a letter to the Economic Development Department outlining the proposed project, including TIF project financial information, along with a plan outlining the number of jobs associated with the proposed project.

B. Approval Process.

There is a two step approval process which includes obtaining a recommendation from the City Council Committee and City Council approval. Two meetings (or readings) by the City Council are needed. The City Council vote on the TIF occurs at the second meeting.

C. Annual Report to City Council.

The Economic Development Department shall provide annual reports to the City Council Committee and City Council regarding TIF district activity.


N
Tax Increment Financing Districts
On Peninsula Area January 2015
EXHIBIT C
TIF Districts
Thompson Point
Bramhall/Holt Hall
409 Cumberland Ave Affordable Housing
134 Washington Ave Affordable Housing
Baxter Library
BAYSIDE, Existing
Bayside Proposed Expansion
Downtown TOD
Pearl Place Affordable Housing
Power Pay
RIVERWALK
WATERFRONT
Other Layers
Waterfront Capital Improvement
Existing Waterfront Capital Improvement Zone

City of Portland - TIF Model
10/30/2014

EXHIBIT D-1 TO DOWNTOWN TOD TIF APPLICATION

Table Assumes 2% Annual Mill Rate Increase
OAV as of 3/31/2014: $968,136,850

City of Portland- Downtown TOD/TIF Projection Table; 12% Captured Year One, 22% Captured Years 2 to 30 - with TIF Revenue Funds to City Development Account

TIF Year	Tax Year- April 1	City Fiscal Year	Increased Assessed Value Real Prop.	% of Value Captured	Captured Valuation	Projected Mill Rate	Total Projected New Taxes Captured	Captured Revenue to Business Project Account	Captured Revenue to Municipal Project Account	City Non-Captured General Fund Revenues
1	2015	2015/2016	$88,000,000	12.00%	$10,560,000	20.00	$211,223	$0	$211,223	$1,548,970
2	2016	2016/2017	$88,000,000	22.00%	$19,360,000	20.40	$394,987	$0	$394,987	$1,400,410
3	2017	2017/2018	$88,000,000	22.00%	$19,360,000	20.81	$402,887	$0	$402,887	$1,428,418
4	2018	2018/2019	$88,000,000	22.00%	$19,360,000	21.23	$410,945	$0	$410,945	$1,456,987
5	2019	2019/2020	$88,000,000	22.00%	$19,360,000	21.65	$419,164	$0	$419,164	$1,486,126
6	2020	2020/2021	$88,000,000	22.00%	$19,360,000	22.08	$427,547	$0	$427,547	$1,515,849
7	2021	2021/2022	$88,000,000	22.00%	$19,360,000	22.53	$436,098	$0	$436,098	$1,546,166
8	2022	2022/2023	$88,000,000	22.00%	$19,360,000	22.98	$444,820	$0	$444,820	$1,577,089
9	2023	2023/2024	$88,000,000	22.00%	$19,360,000	23.44	$453,716	$0	$453,716	$1,608,631
10	2024	2024/2025	$88,000,000	22.00%	$19,360,000	23.90	$462,791	$0	$462,791	$1,640,804
11	2025	2025/2026	$88,000,000	22.00%	$19,360,000	24.38	$472,047	$0	$472,047	$1,673,620
12	2026	2026/2027	$88,000,000	22.00%	$19,360,000	24.87	$481,487	$0	$481,487	$1,707,092
13	2027	2027/2028	$88,000,000	22.00%	$19,360,000	25.37	$491,117	$0	$491,117	$1,741,234
14	2028	2028/2029	$88,000,000	22.00%	$19,360,000	25.87	$500,940	$0	$500,940	$1,776,059
15	2029	2029/2030	$88,000,000	22.00%	$19,360,000	26.39	$510,958	$0	$510,958	$1,811,580
16	2030	2030/2031	$88,000,000	22.00%	$19,360,000	26.92	$521,178	$0	$521,178	$1,847,811
17	2031	2031/2032	$88,000,000	22.00%	$19,360,000	27.46	$531,601	$0	$531,601	$1,884,768
18	2032	2032/2033	$88,000,000	22.00%	$19,360,000	28.01	$542,233	$0	$542,233	$1,922,463
19	2033	2033/2034	$88,000,000	22.00%	$19,360,000	28.57	$553,078	$0	$553,078	$1,960,912
20	2034	2034/2035	$88,000,000	22.00%	$19,360,000	29.14	$564,139	$0	$564,139	$2,000,130
21	2035	2035/2036	$88,000,000	22.00%	$19,360,000	29.72	$575,422	$0	$575,422	$2,040,133
22	2036	2036/2037	$88,000,000	22.00%	$19,360,000	30.32	$586,931	$0	$586,931	$2,080,936
23	2037	2037/2038	$88,000,000	22.00%	$19,360,000	30.92	$598,669	$0	$598,669	$2,122,554
24	2038	2038/2039	$88,000,000	22.00%	$19,360,000	31.54	$610,643	$0	$610,643	$2,165,005
25	2039	2039/2040	$88,000,000	22.00%	$19,360,000	32.17	$622,855	$0	$622,855	$2,208,306
26	2040	2040/2041	$88,000,000	22.00%	$19,360,000	32.82	$635,313	$0	$635,313	$2,252,472
27	2041	2041/2042	$88,000,000	22.00%	$19,360,000	33.47	$648,019	$0	$648,019	$2,297,521
28	2042	2042/2043	$88,000,000	22.00%	$19,360,000	34.14	$660,979	$0	$660,979	$2,343,472
29	2043	2043/2044	$88,000,000	22.00%	$19,360,000	34.82	$674,199	$0	$674,199	$2,390,341
30	2044	2044/2045	$88,000,000	22.00%	$19,360,000	35.52	$687,683	$0	$687,683	$2,438,148
30 Year TIF Total			**$2,640,000,000**		**$572,000,000**		**$15,533,669**	**$0**	**$15,533,669**	**$55,874,005**
Yearly Average:					**$19,360,000**		**$517,789**	**$0**	**$517,789**	**$1,862,467**

City of Portland - TIF Model
10/30/2014
Table Assumes 2% Annual Mill Rate Increase

EXHIBIT D-2 TO DOWNTOWN TOD TIF APPLICATION

Tax Shifts-Avoided Formula Impacts from Sheltering of Valuation: City of Portland-Downtown TOD/TIF Model

12% Sheltered - Year 1 ; 22% Years 2 through 30 - Revenues to City Development Account

					Avoided Formula Impacts from Sheltering of Valuation			
TIF Year	Tax Year-April 1	City Fiscal Year	Total Added Valuation	Sheltered Valuation	Avoided Loss of State Aid to for Education	Avoided Loss of State Municipal Revenue Sharing	Avoided Increase in County Tax	Total Avoided Impacts
1	2015	2015/2016	$88,000,000	$10,560,000	$0	$6,878	$5,589	$12,467
2	2016	2016/2017	$88,000,000	$19,360,000	$0	$12,610	$10,243	$22,854
3	2017	2017/2018	$88,000,000	$19,360,000	$0	$12,610	$10,243	$22,854
4	2018	2018/2019	$88,000,000	$19,360,000	$52,272	$12,610	$10,243	$75,126
5	2019	2019/2020	$88,000,000	$19,360,000	$104,544	$12,610	$10,243	$127,398
6	2020	2020/2021	$88,000,000	$19,360,000	$156,816	$12,610	$10,243	$179,670
7	2021	2021/2022	$88,000,000	$19,360,000	$156,816	$12,610	$10,243	$179,670
8	2022	2022/2023	$88,000,000	$19,360,000	$156,816	$12,610	$10,243	$179,670
9	2023	2023/2024	$88,000,000	$19,360,000	$156,816	$12,610	$10,243	$179,670
10	2024	2024/2025	$88,000,000	$19,360,000	$156,816	$12,610	$10,243	$179,670
11	2025	2025/2026	$88,000,000	$19,360,000	$156,816	$12,610	$10,243	$179,670
12	2026	2026/2027	$88,000,000	$19,360,000	$156,816	$12,610	$10,243	$179,670
13	2027	2027/2028	$88,000,000	$19,360,000	$156,816	$12,610	$10,243	$179,670
14	2028	2028/2029	$88,000,000	$19,360,000	$156,816	$12,610	$10,243	$179,670
15	2029	2029/2030	$88,000,000	$19,360,000	$156,816	$12,610	$10,243	$179,670
16	2030	2030/2031	$88,000,000	$19,360,000	$156,816	$12,610	$10,243	$179,670
17	2031	2031/2032	$88,000,000	$19,360,000	$156,816	$12,610	$10,243	$179,670
18	2032	2032/2033	$88,000,000	$19,360,000	$156,816	$12,610	$10,243	$179,670
19	2033	2033/2034	$88,000,000	$19,360,000	$156,816	$12,610	$10,243	$179,670
20	2034	2034/2035	$88,000,000	$19,360,000	$156,816	$12,610	$10,243	$179,670
21	2035	2035/2036	$88,000,000	$19,360,000	$156,816	$12,610	$10,243	$179,670
22	2036	2036/2037	$88,000,000	$19,360,000	$156,816	$12,610	$10,243	$179,670
23	2037	2037/2038	$88,000,000	$19,360,000	$156,816	$12,610	$10,243	$179,670
24	2038	2038/2039	$88,000,000	$19,360,000	$156,816	$12,610	$10,243	$179,670
25	2039	2039/2040	$88,000,000	$19,360,000	$156,816	$12,610	$10,243	$179,670
26	2040	2040/2041	$88,000,000	$19,360,000	$156,816	$12,610	$10,243	$179,670
27	2041	2041/2042	$88,000,000	$19,360,000	$156,816	$12,610	$10,243	$179,670
28	2042	2042/2043	$88,000,000	$19,360,000	$156,816	$12,610	$10,243	$179,670
29	2043	2043/2044	$88,000,000	$19,360,000	$156,816	$12,610	$10,243	$179,670
30	2044	2044/2045	$88,000,000	$19,360,000	$156,816	$12,610	$10,243	$179,670
30 Year TIF Total			**$2,640,000,000**	**$572,000,000**	**$4,077,216**	**$372,572**	**$302,649**	**$4,752,437**
Yearly Average:				**$19,066,667**	**$135,907**	**$12,419**	**$10,088**	**$158,415**

STATUTORY REQUIREMENTS & THRESHOLDS

A. ACRE LIMITATION

1. Total Acreage of Municipality		12,386
2. Total Acreage of Proposed Municipal TIF District		422
3. Total **Downtown** acres contained in the Proposed Municipal TIF District		422
4. Total **Transit** acres contained in the Proposed Municipal TIF District		422
5. Total acreage of Proposed Municipal TIF District counted towards 2% cap (A2-A3-A4)		0
6. Percentage of total acreage in proposed municipal TIF District (cannot exceed 2%) Divide A5 by A1		0%
7. Total acreage of all existing and proposed municipal TIF districts in the municipality. Add A2 to sum of all existing TIF district acreage.		703
8. Total acreage of an existing or Proposed **Downtown** TIF District in the municipality.		422
9. Total acreage of all existing **Pine Tree Development Zone** TIF Districts in the municipality.		0
10. Total acreage of all existing or Proposed **Transit** TIF Districts in the municipality.		30
11. Total acreage of all existing and Proposed Municipal TIF Districts in the municipality counted toward 5% cap. Subtract A8+A9+A10 from A7.		251
12. Percentage of total acreage in all existing and proposed Municipal TIF Districts (cannot exceed 5%) Divide A11 by A1.		2%
13. Total Acreage of all real property in the Proposed Municipal TIF District that is:		
(Note: a, b, or c must be at least 25%)	Acres	
a. Blighted (Divide acres by		
b. In need of rehabilitation/conservation (Divide acres by		
c. Suitable for industrial/commercial site (Divide acres by		
TOTAL		

B. VALUATION LIMITATION

1. Total Aggregate Value of Municipality (TAV) *Use most recent April 1st*	$7,707,200,000
2. Original Assessed Value (OAV) of Proposed Municipal TIF District. *Use March 31st of tax year preceding date of municipal designation*	$968,136,850
3. Total OAV of all existing and Proposed Municipal TIF Districts in the municipality. *Add b2 to sum of all existing TIF district OAVs*	$1,341,024,360
4. OAV of an existing or proposed **Downtown** TIF District in the municipality.	$968,136,850
5. OAV of all existing **Pine Tree Development Zone** TIF Districts in the municipality.	$0
6. OAV of all existing or Proposed **Transit** TIF Districts in the municipality.	$4,970,470
7. Total OAV of all existing and Proposed Municipal TIF Districts in the municipality counted toward 5% cap *Subtract B4+B5+B6 from B3*	$367,917,040
8. Percentage of total OAV to TAV in all existing and Proposed Municipal TIF Districts (cannot exceed 5%) *Divide B7 by B1*	4.77%

Listing of Existing TIF Districts for MDECD and City's Application for Downtown TOD Omnibus TIF District

Active TIFs			
TIF District	**FY Start/End**	**Original Assessed Value (OAV)**	**Acres**
Bramhall/Holt Hall	FY00/FY19	$349,110	1.065
UNUM	FY01/FY15	$1,383,070	53.813
Waterfront	FY03/FY32	$6,716,410	3.171
Bayside Existing	FY04/FY33	$44,066,380	62.180
Proposed Bayside - Expanded area of	FY16/FY33	$78,251,800	67.000
Waterfront - Sub District			
-- Waterfront ME	FY12/FY31	$950,900	1.550
Riverwalk/Ocean Gateway	FY07/FY19	$1,085,550	2.872
Pearl Place/Avesta-AH TIF	FY08/10-2036	$646,050	1.035
Arts TIF District	FY11/FY24	$231,979,370	50.600
Public Market/Power Pay	FY11/FY40	$1,862,600	1.070
McAuley Place	FY10/FY39	$0	5.320
Avesta/409 Cumberland Ave-AH TIF	FY14/FY35	$470,200	0.410
Thompson's Pt TOD/TIF II	FY15/FY44	$4,970,470	30.000
134 Washington Avenue/AH TIF	FY15/FY34	$155,600	0.230
Proposed Reduced Arts TIF District and Renamed Baxter Library	FY10/FY19	$0	0.370
Proposed Downtown TOD and Omnibus TIF District	FY16/FY45	$968,136,850	422.000
Sub-Total:		$1,341,024,360	702.686
Less Exempt:			
Thompson's Point (TOD TIF)	FY15/FY44	-$4,970,470	-30.000
Proposed Downtown TOD and Omnibus TIF District	FY16/FY45	-$968,136,850	-422.000
Totals for Caps:		**$367,917,040**	**250.686**
FY15 Aggreg Total Value:		$7,707,200,000	
Total Acreage for Ptld:			12,386.000
5% Allowed to be TIF'd:		$385,360,000	619.300
Current Amounts TIF'd:		$367,917,040	250.686
Amount Remaining that can be TIF'd:		**$17,442,960**	**368.614**

Assessor Department
Richard Blackburn, Tax Assessor

Exhibit F

CITY OF PORTLAND
DOWNTOWN TRANSIT-ORIENTED DEVELOPMENT AND OMNIBUS TAX INCREMENT FINANCING DISTRICT

ASSESSOR'S CERTIFICATE

The undersigned Tax Assessor for the City of Portland, Maine, does hereby certify pursuant to the provisions of 30-A M.R.S.A. § 5254 that: (1) the taxable assessed value of the real property in the Downtown Transit-Oriented Development and Omnibus TIF District as described in the TIF District Program to which this certificate is included, was $968,136,850 as of March 31, 2014 (i.e., April 1, 2013).

IN WITNESS WHEROF, this certificate has been executed as of this 13 day of January 2015.

CITY ASSESSOR

By: Richard W. Blackburn
Richard W. Blackburn

PARID	LUC	TAXYR	ADRNO	ADRSTR	APRLAND	APRBLDG	APRTOT	ASSESSED VALUE
009 A002001	24	2013	89	COVE ST	148,400	462,500	610,900	610,900
009 A005001	56	2013	12	PLOWMAN ST	162,600	-	162,600	-
009 A006001	27	2013	411	MARGINAL WAY	213,600	1,351,000	1,564,600	1,564,600
009 A007001	21	2013	375	MARGINAL WAY	152,400	329,400	481,800	481,800
009 A013001	32	2013	220	ANDERSON ST	117,100	354,800	471,900	471,900
009 A014001	40	2013	8	PLOWMAN ST	100	-	100	100
009 A015001	40	2013	250	ANDERSON ST	147,200	-	147,200	147,200
009 A015002	21	2013	250	ANDERSON ST	-	1,089,130	1,089,130	1,089,130
009 A016001	22	2013	230	ANDERSON ST	112,700	266,500	379,200	379,200
009 A017001	22	2013	226	ANDERSON ST	116,400	199,300	315,700	315,700
010 A008001	32	2013	219	ANDERSON ST	119,800	386,100	505,900	505,900
010 A010001	40	2013	220	WASHINGTON AVE	51,200	-	51,200	51,200
010 A013001	40	2013	207	ANDERSON ST	26,400	-	26,400	26,400
010 A015001	27	2013	218	WASHINGTON AVE	127,600	73,600	201,200	201,200
010 A016001	11	2013	202	WASHINGTON AVE	72,200	82,600	154,800	154,800
010 A021001	24	2013	197	ANDERSON ST	141,800	355,000	496,800	496,800
010 A026001	21	2013	189	ANDERSON ST	177,500	35,900	213,400	213,400
010 A027001	11	2013	9	GOULD ST	68,900	68,100	137,000	127,000
010 A029001	11	2013	190	WASHINGTON AVE	63,800	78,200	142,000	132,000
010 A030001	13	2013	192	WASHINGTON AVE	70,100	191,400	261,500	261,500
010 A036001	11	2013	198	WASHINGTON AVE	66,500	75,100	141,600	131,600
010 A040001	40	2013	233	ANDERSON ST	48,100	-	48,100	48,100
010 A042001	40	2013	232	WASHINGTON AVE	25,900	-	25,900	25,900
010 D001001	32	2013	165	WASHINGTON AVE	229,200	366,200	595,400	595,400
010 E001001	24	2013	184	ANDERSON ST	158,400	618,600	777,000	777,000
010 E002001	32	2013	170	ANDERSON ST	221,100	1,120,400	1,341,500	1,341,500
010 F001001	11	2013	61	HAMMOND ST	68,800	125,200	194,000	194,000
010 F002001	57	2013	184	WASHINGTON AVE	112,500	310,300	422,800	-
010 F003001	12	2013	59	HAMMOND ST	68,300	132,600	200,900	190,900
010 F004001	21	2013	178	WASHINGTON AVE	123,300	49,800	173,100	173,100
010 F006001	11	2013	53	HAMMOND ST	61,900	62,300	124,200	124,200
010 F007001	21	2013	170	WASHINGTON AVE	136,200	42,600	178,800	178,800
010 F008001	11	2013	51	HAMMOND ST	62,300	41,900	104,200	104,200
010 F009001	56	2013	43	HAMMOND ST	71,200	250,800	322,000	-
010 F011001	11	2013	180	WASHINGTON AVE	62,400	61,400	123,800	123,800
010 G002001	13	2013	56	HAMMOND ST	67,700	230,400	298,100	298,100
010 G003001	13	2013	58	HAMMOND ST	67,600	176,200	243,800	243,800
010 G004001	11	2013	48	HAMMOND ST	69,200	97,000	166,200	156,200
010 G005001	27	2013	175	ANDERSON ST	150,200	216,100	366,300	366,300
010 G006001	56	2013	155	ANDERSON ST	82,000	372,040	454,040	-
010 H001001	24	2013	341	MARGINAL WAY	159,800	696,900	856,700	856,700
010 H002001	24	2013	327	MARGINAL WAY	160,400	1,155,200	1,315,600	1,315,600
010 H003001	56	2013	45	DIAMOND ST	180,500	-	180,500	-
010 H004001	24	2013	50	COVE ST	181,800	561,320	743,120	743,120
010 H005001	32	2013	122	ANDERSON ST	242,900	122,000	364,900	364,900
010 H006001	40	2013	66	COVE ST	111,700	-	111,700	111,700
010 H006002	32	2013	66	COVE ST	-	173,770	173,770	173,770
010 H007001	40	2013	72	COVE ST	145,800	-	145,800	145,800
010 H007002	24	2013	72	COVE ST	-	544,520	544,520	544,520
010 H008001	40	2013	0	COVE ST	9,900	-	9,900	9,900
012 A001001	56	2013	117	ANDERSON ST	344,500	321,700	666,200	-
012 A002001	21	2013	107	ANDERSON ST	192,900	228,700	421,600	421,600
012 A004001	15	2013	131	ANDERSON ST	77,000	402,600	479,600	479,600
012 A005001	10	2013	145	ANDERSON ST	32,300	129,200	161,500	151,500
012 A005002	10	2013	145	ANDERSON ST	31,100	124,300	155,400	155,400
012 A005003	10	2013	145	ANDERSON ST	34,900	139,600	174,500	164,500
012 A005004	10	2013	145	ANDERSON ST	34,900	139,600	174,500	174,500
012 A005005	10	2013	145	ANDERSON ST	38,400	153,800	192,200	182,200
012 A005006	10	2013	145	ANDERSON ST	34,500	138,100	172,600	172,600
012 A005007	10	2013	145	ANDERSON ST	37,100	148,500	185,600	185,600
012 A005008	10	2013	145	ANDERSON ST	37,100	148,500	185,600	185,600
012 A009001	13	2013	133	ANDERSON ST	69,300	169,200	238,500	238,500

PARID	LUC	TAXYR	ADRNO	ADRSTR	APRLAND	APRBLDG	APRTOT	ASSESSED VALUE
012 B001001	11	2013	42	HAMMOND ST	70,200	141,400	211,600	201,600
012 B002001	12	2013	38	HAMMOND ST	71,300	183,900	255,200	245,200
012 B004001	11	2013	34	HAMMOND ST	69,000	64,100	133,100	123,100
012 B006001	11	2013	30	HAMMOND ST	63,100	102,100	165,200	155,200
012 B008001	12	2013	24	HAMMOND ST	69,900	185,100	255,000	245,000
012 B010001	11	2013	18	HAMMOND ST	65,300	96,900	162,200	152,200
012 B011001	12	2013	20	HAMMOND ST	60,800	91,100	151,900	141,900
012 B017001	11	2013	28	HAMMOND ST	65,600	94,500	160,100	150,100
012 C004001	14	2013	16	HAMMOND ST	63,500	241,100	304,600	304,600
012 C006001	11	2013	10	HAMMOND ST	65,700	90,800	156,500	146,500
012 C008001	40	2013	8	HAMMOND ST	14,900	-	14,900	14,900
012 C010001	40	2013	4	HAMMOND ST	14,300	-	14,300	14,300
012 C011001	11	2013	6	HAMMOND ST	66,300	49,300	115,600	105,600
012 C012001	12	2013	41	FOX ST	67,900	118,800	186,700	176,700
012 C013001	11	2013	37	FOX ST	60,200	50,100	110,300	94,300
012 C015001	11	2013	33	FOX ST	59,900	62,500	122,400	122,400
012 C017001	40	2013	14	HAMMOND ST	5,800	-	5,800	5,800
012 D004001	11	2013	168	WASHINGTON AVE	71,900	92,600	164,500	164,500
012 D007001	11	2013	41	HAMMOND ST	63,200	74,000	137,200	127,200
012 D008001	11	2013	39	HAMMOND ST	63,300	64,200	127,500	117,500
012 D009001	15	2013	160	WASHINGTON AVE	69,300	239,900	309,200	309,200
012 D010001	11	2013	37	HAMMOND ST	63,000	66,000	129,000	129,000
012 D011001	13	2013	35	HAMMOND ST	69,500	178,900	248,400	248,400
012 D012001	14	2013	154	WASHINGTON AVE	64,400	202,900	267,300	257,300
012 D013001	12	2013	152	WASHINGTON AVE	64,500	84,800	149,300	149,300
012 D014001	11	2013	29	HAMMOND ST	61,400	53,200	114,600	104,600
012 D015001	56	2013	0	WHITMAN ST	4,000	-	4,000	-
012 D016001	13	2013	150	WASHINGTON AVE	31,600	215,000	246,600	246,600
012 E001001	40	2013	23	HAMMOND ST	14,400	-	14,400	14,400
012 E002001	11	2013	19	HAMMOND ST	62,600	61,900	124,500	124,500
012 E003001	40	2013	23	HAMMOND ST	12,100	-	12,100	12,100
012 E004001	12	2013	146	WASHINGTON AVE	71,000	138,300	209,300	199,300
012 E005001	11	2013	17	HAMMOND ST	69,000	109,200	178,200	168,200
012 E007001	13	2013	13	HAMMOND ST	60,900	184,400	245,300	245,300
012 E008001	11	2013	11	HAMMOND ST	59,200	61,400	120,600	110,600
012 E009001	11	2013	17	FOX ST	61,600	79,000	140,600	140,600
012 E010001	11	2013	23	FOX ST	60,100	91,800	151,900	141,900
012 E011001	11	2013	13	FOX ST	69,800	72,100	141,900	141,900
012 E012001	11	2013	9	FOX ST	62,800	73,700	136,500	126,500
012 E013001	22	2013	132	WASHINGTON AVE	115,200	113,200	228,400	228,400
012 F008001	12	2013	163	WASHINGTON AVE	110,800	114,400	225,200	225,200
012 F014001	11	2013	159	WASHINGTON AVE	105,200	65,000	170,200	160,200
012 G001001	22	2013	155	WASHINGTON AVE	136,600	28,600	165,200	165,200
012 G009001	40	2013	145	WASHINGTON AVE	43,600	-	43,600	43,600
012 G011001	11	2013	143	WASHINGTON AVE	57,100	96,100	153,200	143,200
012 G012001	12	2013	141	WASHINGTON AVE	106,000	72,600	178,600	178,600
012 G021001	11	2013	107	WALNUT ST	88,900	36,700	125,600	125,600
012 I001001	31	2013	89	ANDERSON ST	148,800	147,500	296,300	296,300
012 I002001	16	2013	42	GREENLEAF ST	73,500	799,000	872,500	872,500
012 I005001	25	2013	29	EVERETT ST	9,500	-	9,500	9,500
012 J001001	11	2013	40	FOX ST	56,900	56,800	113,700	103,700
012 J002001	11	2013	38	FOX ST	58,200	69,900	128,100	128,100
012 J003001	14	2013	34	FOX ST	63,600	245,700	309,300	309,300
012 J004001	11	2013	32	FOX ST	66,200	82,100	148,300	138,300
012 J006001	11	2013	28	WINTHROP ST	59,800	59,100	118,900	108,900
012 J007001	11	2013	15	EVERETT ST	60,800	69,500	130,300	120,300
012 J008001	11	2013	13	EVERETT ST	60,800	47,800	108,600	108,600
012 J009001	11	2013	11	EVERETT ST	60,800	62,200	123,000	113,000
012 J010001	11	2013	9	EVERETT ST	60,800	88,400	149,200	139,200
012 J011001	11	2013	5	EVERETT ST	63,100	54,100	117,200	117,200
012 J012001	11	2013	22	WINTHROP ST	60,900	57,700	118,600	118,600
012 J013001	40	2013	1	WINTHROP ST	3,000	-	3,000	3,000

PARID	LUC	TAXYR	ADRNO	ADRSTR	APRLAND	APRBLDG	APRTOT	ASSESSED VALUE
012 K001001	40	2013	20	FOX ST	11,200	-	11,200	11,200
012 K002001	11	2013	16	FOX ST	59,500	78,600	138,100	138,100
012 K003001	11	2013	10	FOX ST	64,100	76,600	140,700	140,700
012 K004001	40	2013	8	FOX ST	7,400	-	7,400	7,400
012 K005001	13	2013	126	WASHINGTON AVE	64,600	181,300	245,900	245,900
012 K006001	21	2013	120	WASHINGTON AVE	90,900	158,100	249,000	249,000
012 K007001	11	2013	19	WINTHROP ST	63,300	65,000	128,300	128,300
012 K008001	15	2013	114	WASHINGTON AVE	69,600	312,800	382,400	382,400
012 K009001	33	2013	118	WASHINGTON AVE	111,400	169,600	281,000	281,000
012 K012001	11	2013	13	WINTHROP ST	69,100	83,600	152,700	136,700
012 K013001	14	2013	108	WASHINGTON AVE	69,300	214,900	284,200	284,200
012 K015001	21	2013	104	WASHINGTON AVE	97,800	65,800	163,600	163,600
012 K016001	11	2013	9	WINTHROP ST	60,300	75,200	135,500	125,500
012 K017001	40	2013	7	WINTHROP ST	8,800	-	8,800	8,800
012 K018001	22	2013	98	WASHINGTON AVE	85,300	148,900	234,200	234,200
012 K019001	11	2013	5	WINTHROP ST	59,300	78,600	137,900	127,900
012 K020001	11	2013	5	MADISON ST	59,700	80,400	140,100	124,100
012 K021001	11	2013	18	FOX ST	57,400	57,600	115,000	105,000
012 K023001	40	2013	11	WINTHROP ST	5,600	-	5,600	5,600
012 K024001	12	2013	102	WASHINGTON AVE	60,300	122,800	183,100	173,100
012 L001001	12	2013	83	ANDERSON ST	63,300	132,300	195,600	195,600
012 L002001	11	2013	30	EVERETT ST	60,700	59,600	120,300	120,300
012 L003001	19	2013	26	EVERETT ST	27,900	4,670	32,570	32,570
012 L004001	27	2013	40	GREENLEAF ST	100,600	108,200	208,800	208,800
012 L006001	11	2013	79	ANDERSON ST	63,400	62,500	125,900	109,900
012 L007001	11	2013	77	ANDERSON ST	63,300	101,000	164,300	154,300
012 L008001	40	2013	41	MADISON ST	9,600	-	9,600	9,600
012 L009001	40	2013	39	MADISON ST	9,600	-	9,600	9,600
012 L010001	11	2013	37	MADISON ST	60,800	76,900	137,700	127,700
012 L011032	10	2013	32	GREENLEAF ST	25,400	101,700	127,100	127,100
012 L011034	10	2013	34	GREENLEAF ST	25,400	101,700	127,100	127,100
012 L012001	11	2013	73	ANDERSON ST	57,700	61,400	119,100	109,100
012 L013001	11	2013	45	MADISON ST	58,900	67,100	126,000	116,000
012 L014001	54	2013	20	EVERETT ST	3,200	-	3,200	-
012 M001001	15	2013	39	GREENLEAF ST	69,100	360,600	429,700	429,700
012 M002001	11	2013	10	EVERETT ST	63,300	64,800	128,100	118,100
012 M003001	11	2013	12	WINTHROP ST	63,300	64,100	127,400	111,400
012 M004001	40	2013	8	WINTHROP ST	12,800	-	12,800	12,800
012 M005001	12	2013	31	GREENLEAF ST	62,300	115,500	177,800	177,800
012 M006001	11	2013	23	MADISON ST	61,800	57,300	119,100	119,100
012 M007001	11	2013	21	MADISON ST	63,100	72,500	135,600	125,600
012 M008001	11	2013	19	MADISON ST	60,800	72,500	133,300	133,300
012 M009001	11	2013	15	MADISON ST	60,800	61,900	122,700	122,700
012 M010001	11	2013	13	MADISON ST	60,800	61,600	122,400	112,400
012 M011001	56	2013	18	EVERETT ST	16,000	-	16,000	-
012 N003001	24	2013	132	ANDERSON ST	211,600	254,900	466,500	466,500
012 N004001	32	2013	114	ANDERSON ST	101,500	242,800	344,300	344,300
012 O001001	13	2013	27	GREENLEAF ST	62,600	135,100	197,700	187,700
012 O002001	14	2013	22	MADISON ST	61,000	231,000	292,000	292,000
012 O003001	12	2013	18	MADISON ST	61,000	127,500	188,500	188,500
012 O004001	11	2013	16	MADISON ST	63,100	71,500	134,600	124,600
012 O005001	11	2013	12	MADISON ST	63,300	82,000	145,300	135,300
012 O006001	54	2013	94	WASHINGTON AVE	284,000	1,273,670	1,557,670	-
012 O011001	12	2013	23	GREENLEAF ST	58,900	144,400	203,300	193,300
012 P001001	54	2013	135	WASHINGTON AVE	133,900	92,100	226,000	-
012 P004001	21	2013	131	WASHINGTON AVE	92,500	72,500	165,000	165,000
012 P007001	31	2013	121	WASHINGTON AVE	156,800	605,900	762,700	762,700
012 P013001	25	2013	113	WASHINGTON AVE	34,100	-	34,100	34,100
012 P016001	40	2013	109	WASHINGTON AVE	19,000	-	19,000	19,000
012 P018001	21	2013	105	WASHINGTON AVE	137,200	241,500	378,700	378,700
012 P019001	40	2013	101	WASHINGTON AVE	61,300	-	61,300	61,300
012 P022001	12	2013	93	WASHINGTON AVE	109,500	132,400	241,900	231,900

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012 P029001	40	2013	111	WASHINGTON AVE	104,200	-	104,200	104,200
012 R001001	56	2013	25	MONROE ST	48,200	578,500	626,700	-
013 A001001	11	2013	21	GREENLEAF ST	68,500	69,300	137,800	137,800
013 A003001	40	2013	15	MONROE ST	9,600	-	9,600	9,600
013 A004001	11	2013	13	MONROE ST	60,800	63,600	124,400	114,400
013 B001038	10	2013	38	MONROE CT	28,900	115,600	144,500	144,500
013 B001047	10	2013	47	ANDERSON ST	28,900	115,600	144,500	144,500
013 B002001	56	2013	24	MONROE ST	103,600	381,600	485,200	-
013 B006001	13	2013	35	E OXFORD ST	62,400	185,300	247,700	247,700
013 B007001	13	2013	31	OXFORD ST	63,300	172,600	235,900	235,900
013 B008001	13	2013	27	E OXFORD ST	63,300	168,600	231,900	221,900
013 B015001	56	2013	0	OXFORD ST EXT	24,000	-	24,000	-
013 C001001	13	2013	15	GREENLEAF ST	63,600	155,600	219,200	209,200
013 C002001	13	2013	12	MONROE ST	51,000	205,200	256,200	256,200
013 C004001	54	2013	6	MONROE ST	61,200	134,700	195,900	-
013 C005001	27	2013	78	WASHINGTON AVE	76,900	230,300	307,200	307,200
013 C008001	11	2013	7	GREENLEAF ST	66,300	73,000	139,300	139,300
013 C009001	11	2013	9	OXFORD ST	68,100	64,300	132,400	122,400
013 C010001	12	2013	7	OXFORD ST EXT	67,800	99,100	166,900	156,900
013 C011001	11	2013	70	WASHINGTON AVE	67,700	84,100	151,800	141,800
013 C012001	21	2013	66	WASHINGTON AVE	75,700	172,300	248,000	248,000
013 C013001	21	2013	64	WASHINGTON AVE	68,200	28,800	97,000	97,000
013 C014001	14	2013	62	WASHINGTON AVE	59,100	144,000	203,100	203,100
013 C015001	13	2013	9	GREENLEAF ST	47,600	207,700	255,300	255,300
013 D001001	14	2013	34	OXFORD ST	108,300	157,200	265,500	265,500
013 D002001	12	2013	26	E OXFORD ST	67,600	126,500	194,100	194,100
013 D003001	11	2013	27	ANDERSON ST	61,200	89,100	150,300	150,300
013 D004001	40	2013	26	CLEEVE ST	9,000	-	9,000	9,000
013 D005001	11	2013	25	ANDERSON ST	61,000	101,200	162,200	152,200
013 D006001	12	2013	23	ANDERSON ST	60,900	172,200	233,100	233,100
013 D007001	13	2013	24	CLEEVE ST	64,500	205,800	270,300	270,300
013 D008001	13	2013	19	ANDERSON ST	63,200	218,700	281,900	281,900
013 D009001	13	2013	20	CLEEVE ST	64,400	158,000	222,400	222,400
013 D010001	10	2013	13	ANDERSON ST	33,900	135,900	169,800	159,800
013 D010002	10	2013	15	ANDERSON ST	33,600	134,200	167,800	167,800
013 D010003	10	2013	15	ANDERSON ST	33,600	134,200	167,800	167,800
013 D011001	13	2013	14	CLEEVE ST	63,600	231,300	294,900	284,900
013 D012001	13	2013	11	ANDERSON ST	58,000	155,500	213,500	213,500
013 D013001	13	2013	9	ANDERSON ST	59,700	183,000	242,700	242,700
013 D014001	40	2013	5	ANDERSON ST	4,500	-	4,500	4,500
013 D015001	14	2013	127	CUMBERLAND AVE	60,500	250,000	310,500	310,500
013 D016001	13	2013	123	CUMBERLAND AVE	68,000	152,800	220,800	210,800
013 D017001	13	2013	121	CUMBERLAND AVE	59,200	189,600	248,800	248,800
013 D018001	11	2013	10	CLEEVE ST	68,600	67,500	136,100	120,100
013 E001001	13	2013	29	CLEEVE ST	62,600	209,900	272,500	272,500
013 E002001	11	2013	18	OXFORD ST EXT	63,200	51,500	114,700	104,700
013 E003001	12	2013	10	OXFORD ST	68,900	165,100	234,000	234,000
013 E006001	12	2013	6	OXFORD ST	62,200	158,400	220,600	220,600
013 E007001	21	2013	56	WASHINGTON AVE	79,100	130,600	209,700	209,700
013 E009001	40	2013	25	CLEEVE ST	4,100	-	4,100	4,100
013 E010001	21	2013	50	WASHINGTON AVE	72,100	96,700	168,800	168,800
013 E011001	21	2013	48	WASHINGTON AVE	94,300	147,200	241,500	225,500
013 E012001	27	2013	44	WASHINGTON AVE	65,800	192,700	258,500	258,500
013 E014001	11	2013	23	CLEEVE ST	57,800	67,500	125,300	125,300
013 E015001	27	2013	40	WASHINGTON AVE	116,200	128,900	245,100	245,100
013 E016001	27	2013	38	WASHINGTON AVE	121,100	119,800	240,900	240,900
013 E017001	11	2013	15	CLEEVE ST	62,800	86,400	149,200	139,200
013 E018001	21	2013	34	WASHINGTON AVE	115,300	101,750	217,050	217,050
013 E020001	12	2013	32	WASHINGTON AVE	137,100	99,500	236,600	236,600
013 E021001	11	2013	21	CLEEVE ST	56,600	57,300	113,900	113,900
013 E022001	40	2013	42	WASHINGTON AVE	3,900	-	3,900	3,900
013 F001001	13	2013	11	CLEEVE ST	61,900	201,000	262,900	262,900

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013 F002001	13	2013	7	CLEEVE ST	64,300	228,200	292,500	292,500
013 F003001	14	2013	115	CUMBERLAND AVE	64,200	215,100	279,300	279,300
013 F004001	21	2013	109	CUMBERLAND AVE	121,700	46,360	168,060	168,060
013 F006001	13	2013	24	WASHINGTON AVE	62,600	222,600	285,200	285,200
013 F007001	21	2013	30	WASHINGTON AVE	100,300	35,400	135,700	135,700
013 G001001	25	2013	124	MONTGOMERY ST	37,900	9,680	47,580	47,580
013 G002001	21	2013	122	CUMBERLAND AVE	100,700	175,800	276,500	276,500
013 G003001	21	2013	16	WASHINGTON AVE	150,700	134,940	285,640	285,640
013 G004001	25	2013	11	MONTGOMERY ST	31,600	6,690	38,290	38,290
013 G005001	40	2013	10	WASHINGTON AVE	61,400	-	61,400	61,400
013 G006001	15	2013	7	MONTGOMERY ST	63,700	267,800	331,500	331,500
013 G007001	40	2013	6	WASHINGTON AVE	57,300	-	57,300	57,300
013 G008001	27	2013	229	CONGRESS ST	120,300	402,300	522,600	522,600
013 G010001	21	2013	223	CONGRESS ST	118,000	388,490	506,490	506,490
013 G012001	25	2013	221	CONGRESS ST	62,900	3,750	66,650	66,650
013 H003001	25	2013	20	MARION ST	11,900	5,580	17,480	17,480
013 H006001	25	2013	85	WASHINGTON AVE	10,600	3,530	14,130	14,130
013 H007001	25	2013	83	WASHINGTON AVE	11,500	4,990	16,490	16,490
013 H008001	25	2013	0	AMITY RD	11,300	4,700	16,000	16,000
013 H009001	25	2013	0	AMITY RD	22,400	8,230	30,630	30,630
013 I020001	21	2013	43	WASHINGTON AVE	122,900	253,000	375,900	375,900
013 I030001	21	2013	21	WASHINGTON AVE	330,600	178,100	508,700	508,700
013 I043001	31	2013	59	WASHINGTON AVE	339,900	3,663,100	4,003,000	4,003,000
013 M003001	21	2013	15	WASHINGTON AVE	133,300	19,200	152,500	152,500
013 M015001	54	2013	215	CONGRESS ST	275,500	1,214,500	1,490,000	-
013 M017001	54	2013	207	CONGRESS ST	19,200	5,060	24,260	-
020 A001001	56	2013	224	CONGRESS ST	460,200	2,610	462,810	-
020 A002001	27	2013	248	CONGRESS ST	975,500	2,679,300	3,654,800	3,654,800
020 A004001	25	2013	101	INDIA ST	25,100	10,990	36,090	36,090
020 A005001	22	2013	97	INDIA ST	123,200	610,500	733,700	733,700
020 A006001	27	2013	95	INDIA ST	238,000	318,300	556,300	556,300
020 A007001	32	2013	63	FEDERAL ST	139,200	206,200	345,400	345,400
020 A008001	54	2013	105	INDIA ST	139,200	358,800	498,000	-
020 B001001	13	2013	24	MOUNTFORT ST	57,000	142,000	199,000	199,000
020 B002001	22	2013	65	NEWBURY ST	75,500	200,200	275,700	275,700
020 B003001	40	2013	6	FEDERAL ST	4,400	-	4,400	4,400
020 B004001	27	2013	69	NEWBURY ST	76,800	202,200	279,000	279,000
020 B005001	54	2013	73	NEWBURY ST	111,700	45,700	157,400	-
020 B007001	11	2013	77	NEWBURY ST	62,300	84,300	146,600	146,600
020 B008001	13	2013	81	NEWBURY ST	62,800	201,100	263,900	263,900
020 B009001	40	2013	18	FEDERAL ST	5,400	-	5,400	5,400
020 B010001	11	2013	83	NEWBURY ST	59,900	78,000	137,900	127,900
020 B011001	13	2013	26	FEDERAL ST	67,900	238,200	306,100	306,100
020 B012001	11	2013	87	NEWBURY ST	59,200	78,200	137,400	121,400
020 B013001	15	2013	49	HANCOCK ST	63,100	295,400	358,500	358,500
020 B014001	15	2013	45	HANCOCK ST	69,000	217,800	286,800	286,800
020 B015001	12	2013	89	NEWBURY ST	59,100	106,300	165,400	165,400
020 B016001	12	2013	95	NEWBURY ST	59,500	115,900	175,400	175,400
020 B017001	12	2013	97	NEWBURY ST	60,700	164,000	224,700	224,700
020 B018001	11	2013	16	FEDERAL ST	58,700	106,500	165,200	165,200
020 C001001	25	2013	62	NEWBURY ST	21,600	4,540	26,140	26,140
020 C002001	12	2013	12	MOUNTFORT ST	64,300	142,800	207,100	207,100
020 C005001	15	2013	70	NEWBURY ST	67,600	432,800	500,400	500,400
020 D001001	13	2013	50	HANCOCK ST	58,700	186,100	244,800	244,800
020 D002001	13	2013	36	FEDERAL ST	61,600	188,700	250,300	250,300
020 D008001	13	2013	52	FEDERAL ST	99,500	274,300	373,800	373,800
020 D009001	15	2013	56	FEDERAL ST	64,800	411,700	476,500	476,500
020 D010001	27	2013	85	INDIA ST	123,900	299,800	423,700	423,700
020 D01100A	10	2013	50	FEDERAL ST	108,100	432,500	540,600	530,600
020 D01100B	10	2013	48	FEDERAL ST	92,300	369,400	461,700	451,700
020 D01100C	10	2013	46	FEDERAL ST	99,700	398,600	498,300	488,300
020 D01100D	10	2013	44	FEDERAL ST	99,700	398,600	498,300	488,300

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020 D01100E	10	2013	42	FEDERAL ST	99,700	398,600	498,300	498,300
020 D01100F	10	2013	40	FEDERAL ST	99,700	398,600	498,300	498,300
020 D01100G	10	2013	38	FEDERAL ST	99,700	398,600	498,300	482,300
020 D012001	12	2013	48	HANCOCK ST	57,300	83,100	140,400	140,400
020 D013001	25	2013	40	HANCOCK ST	82,800	30,590	113,390	113,390
020 D022001	12	2013	123	NEWBURY ST	57,700	189,600	247,300	247,300
020 D023001	12	2013	125	NEWBURY ST	58,600	170,400	229,000	229,000
020 D024001	40	2013	71	INDIA ST	25,100	-	25,100	25,100
020 D025001	12	2013	66	FEDERAL ST	58,400	165,300	223,700	223,700
020 D029001	21	2013	129	NEWBURY ST	69,400	139,500	208,900	208,900
020 D031001	21	2013	71	INDIA ST	400,400	185,800	586,200	586,200
020 D032001	25	2013	113	NEWBURY ST	131,600	28,130	159,730	159,730
020 E009001	17	2013	1	MIDDLE ST	981,600	1,491,200	2,472,800	2,472,800
020 E019001	21	2013	67	INDIA ST	112,900	95,200	208,100	208,100
020 E020001	54	2013	65	INDIA ST	171,600	280,500	452,100	-
020 E021001	27	2013	61	INDIA ST	123,400	183,500	306,900	306,900
020 E022001	32	2013	57	INDIA ST	11,400	5,300	16,700	16,700
020 E023001	21	2013	25	MIDDLE ST	106,300	501,800	608,100	608,100
020 E026001	21	2013	47	INDIA ST	225,900	272,800	498,700	498,700
020 E029001	17	2013	21	MIDDLE ST	981,600	1,602,300	2,583,900	2,583,900
020 F021001	21	2013	45	INDIA ST	185,000	223,200	408,200	408,200
020 F027001	25	2013	37	INDIA ST	81,200	21,780	102,980	102,980
021 A001001	25	2013	119	PEARL ST	4,181,700	84,200	4,265,900	4,265,900
021 A012001	56	2013	214	CUMBERLAND AVE	18,200	-	18,200	-
021 D005001	16	2013	113	FRANKLIN ST	69,700	1,059,600	1,129,300	1,129,300
021 D007001	53	2013	313	CONGRESS ST	360,100	1,204,200	1,564,300	-
021 D008001	53	2013	307	CONGRESS ST	1,702,700	4,971,350	6,674,050	-
021 D009001	11	2013	307	CONGRESS ST	85,000	972,700	1,057,700	223,270
021 E001001	25	2013	170	CUMBERLAND AVE	21,000	4,410	25,410	25,410
021 E002001	21	2013	166	CUMBERLAND AVE	80,900	129,000	209,900	209,900
021 E003001	15	2013	21	LOCUST ST	63,400	297,800	361,200	361,200
021 E004001	15	2013	11	LOCUST ST	74,700	293,500	368,200	368,200
021 E007001	53	2013	281	CONGRESS ST	221,400	414,500	635,900	-
021 E008001	53	2013	279	CONGRESS ST	57,700	101,400	159,100	-
021 E009001	15	2013	160	CUMBERLAND AVE	69,000	334,300	403,300	403,300
021 E011001	14	2013	158	CUMBERLAND AVE	62,300	182,700	245,000	245,000
021 E012001	12	2013	156	CUMBERLAND AVE	62,000	136,500	198,500	198,500
021 E014001	13	2013	152	CUMBERLAND AVE	60,900	207,200	268,100	268,100
021 E015001	54	2013	148	CUMBERLAND AVE	8,500	-	8,500	-
021 E018001	21	2013	273	CONGRESS ST	155,700	822,400	978,100	978,100
021 E019001	53	2013	267	CONGRESS ST	243,100	203,680	446,780	-
021 E023001	13	2013	12	SMITH ST	66,500	209,200	275,700	275,700
021 E024001	54	2013	263	CONGRESS ST	15,000	10,470	25,470	-
021 E028001	14	2013	277	CONGRESS ST	63,900	189,300	253,200	253,200
021 E029001	13	2013	20	SMITH ST	65,100	202,200	267,300	267,300
021 F001001	21	2013	142	CUMBERLAND AVE	112,100	141,400	253,500	253,500
021 F002001	56	2013	136	CUMBERLAND AVE	77,600	4,200	81,800	-
021 F006001	21	2013	251	CONGRESS ST	107,400	158,600	266,000	266,000
021 F009001	27	2013	247	CONGRESS ST	177,100	735,300	912,400	912,400
021 F011001	13	2013	130	CUMBERLAND AVE	61,100	198,600	259,700	259,700
021 F012001	13	2013	12	MONTGOMERY ST	61,000	177,600	238,600	228,600
021 F013001	11	2013	8	MONTGOMERY ST	60,200	63,100	123,300	113,300
021 F016001	21	2013	239	CONGRESS ST	88,700	65,700	154,400	154,400
021 F017001	27	2013	235	CONGRESS ST	112,300	220,000	332,300	332,300
021 F018001	11	2013	132	CUMBERLAND AVE	59,400	70,000	129,400	129,400
021 F020001	13	2013	11	SMITH ST	62,100	212,300	274,400	258,400
021 F021001	21	2013	249	CONGRESS ST	50,200	72,100	122,300	122,300
021 F023001	21	2013	241	CONGRESS ST	77,200	249,200	326,400	326,400
021 F024001	40	2013	241	CONGRESS ST	8,100	-	8,100	8,100
022 F001001	56	2013	54	LANCASTER ST	275,100	156,800	431,900	-
022 F023001	56	2013	2	BOYD ST	115,500	4,380	119,880	-
022 H001001	56	2013	70	OXFORD ST	118,300	1,132,400	1,250,700	-

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022 H023001	27	2013	12	MAYO ST	65,400	181,800	247,200	247,200
022 H024001	21	2013	171	CUMBERLAND AVE	92,900	171,500	264,400	264,400
022 H025001	54	2013	169	CUMBERLAND AVE	12,100	-	12,100	-
022 H026001	54	2013	165	CUMBERLAND AVE	106,600	376,300	482,900	-
022 H028001	12	2013	8	MAYO ST	58,900	145,400	204,300	194,300
022 I001001	56	2013	33	MAYO ST	88,700	119,600	208,300	-
022 I003001	15	2013	47	BOYD ST	69,600	495,100	564,700	564,700
022 I004001	56	2013	43	BOYD ST	12,300	-	12,300	-
022 I005001	11	2013	38	MAYO ST	67,000	110,800	177,800	167,800
022 I010001	13	2013	49	MAYO ST	65,800	158,500	224,300	224,300
022 I011001	11	2013	78	SMITH ST	61,700	86,500	148,200	148,200
022 I012001	12	2013	76	SMITH ST	60,400	93,800	154,200	154,200
022 I013001	19	2013	45	MAYO ST	11,500	12,600	24,100	24,100
022 I014001	40	2013	43	MAYO ST	61,700	-	61,700	61,700
022 I015001	40	2013	61	OXFORD ST R	7,000	-	7,000	7,000
022 I016001	11	2013	74	SMITH ST	61,600	63,000	124,600	124,600
022 I017001	11	2013	70	SMITH ST	62,900	59,800	122,700	122,700
022 I018001	12	2013	41	MAYO ST	61,000	80,500	141,500	141,500
022 I019001	13	2013	35	MAYO ST	61,400	222,400	283,800	283,800
022 I020001	11	2013	63	E OXFORD ST	60,000	84,100	144,100	134,100
022 I022001	19	2013	57	OXFORD ST	14,600	-	14,600	14,600
022 I023001	11	2013	61	E OXFORD ST	56,700	66,100	122,800	112,800
022 I025001	13	2013	68	SMITH ST	58,900	186,800	245,700	245,700
022 I026001	13	2013	66	SMITH ST	58,200	179,200	237,400	237,400
022 I027001	12	2013	62	SMITH ST	58,600	160,200	218,800	218,800
022 I030001	56	2013	80	SMITH ST	331,300	2,368,500	2,699,800	-
022 J001066	10	2013	66	E OXFORD ST	24,500	98,200	122,700	122,700
022 J001068	10	2013	68	E OXFORD ST	25,100	100,400	125,500	125,500
022 J005001	11	2013	58	E OXFORD ST	68,600	99,200	167,800	157,800
022 J007001	12	2013	52	SMITH ST	68,300	140,100	208,400	208,400
022 J008001	11	2013	23	MAYO ST	66,800	120,100	186,900	186,900
022 J011001	11	2013	21	MAYO ST	65,800	144,700	210,500	200,500
022 J012001	10	2013	13	MAYO ST	31,000	124,000	155,000	155,000
022 J012002	10	2013	13	MAYO ST	25,900	103,600	129,500	129,500
022 J012003	10	2013	15	MAYO ST	25,900	103,400	129,300	129,300
022 J013001	13	2013	46	SMITH ST	63,300	169,600	232,900	232,900
022 J014001	12	2013	42	SMITH ST	64,300	124,800	189,100	189,100
022 J016001	12	2013	11	MAYO ST	63,700	177,800	241,500	241,500
022 J018001	12	2013	38	SMITH ST	62,700	140,900	203,600	203,600
022 J019001	12	2013	9	MAYO ST	60,800	130,500	191,300	191,300
022 J020001	11	2013	32	SMITH ST	66,400	129,400	195,800	195,800
022 J021001	13	2013	36	SMITH ST	62,700	178,700	241,400	231,400
022 J023001	13	2013	5	MAYO ST	60,400	155,400	215,800	215,800
022 J024001	13	2013	163	CUMBERLAND AVE	57,400	39,700	97,100	97,100
022 J025001	13	2013	161	CUMBERLAND AVE	58,800	176,200	235,000	235,000
022 J026001	13	2013	155	CUMBERLAND AVE	64,500	180,000	244,500	244,500
022 J027001	40	2013	153	CUMBERLAND AVE	13,100	-	13,100	13,100
022 J028001	13	2013	151	CUMBERLAND AVE	60,000	135,900	195,900	195,900
022 J029001	14	2013	149	CUMBERLAND AVE	58,500	185,300	243,800	243,800
022 K001001	11	2013	12	E LANCASTER ST	60,100	72,200	132,300	132,300
022 K002001	11	2013	77	SMITH ST	60,900	72,100	133,000	123,000
022 K003001	12	2013	10	E LANCASTER ST	65,600	132,200	197,800	197,800
022 K004002	10	2013	2	E LANCASTER ST	14,600	58,600	73,200	73,200
022 K004006	10	2013	6	E LANCASTER ST	14,600	58,600	73,200	63,200
022 K007001	56	2013	38	ANDERSON ST	98,600	737,900	836,500	-
022 K020001	11	2013	79	SMITH ST	64,000	77,300	141,300	131,300
022 L001001	16	2013	47	SMITH ST	114,100	1,187,900	1,302,000	1,302,000
022 L004001	10	2013	32	ANDERSON ST	22,500	90,100	112,600	112,600
022 L004002	10	2013	32	ANDERSON ST	22,100	88,600	110,700	110,700
022 L004003	10	2013	32	ANDERSON ST	22,900	91,700	114,600	114,600
022 L007001	13	2013	26	ANDERSON ST	64,900	191,600	256,500	256,500
022 L008001	11	2013	22	ANDERSON ST	59,200	109,600	168,800	168,800

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022 L010001	12	2013	45	SMITH ST	67,900	128,300	196,200	186,200
022 L011001	12	2013	41	SMITH ST	67,800	152,100	219,900	219,900
022 L012001	13	2013	18	ANDERSON ST	64,700	274,600	339,300	339,300
022 L013001	13	2013	14	ANDERSON ST	63,600	189,600	253,200	253,200
022 L014001	14	2013	37	SMITH ST	68,500	207,900	276,400	276,400
022 L015001	11	2013	12	ANDERSON ST	62,700	77,500	140,200	130,200
022 L016001	13	2013	33	SMITH ST	65,900	186,700	252,600	242,600
022 L017001	27	2013	145	CUMBERLAND AVE	63,300	225,600	288,900	288,900
022 L018001	13	2013	141	CUMBERLAND AVE	62,000	191,300	253,300	253,300
022 L019001	14	2013	139	CUMBERLAND AVE	67,800	220,200	288,000	288,000
022 L024001	11	2013	8	ANDERSON ST	61,800	92,300	154,100	154,100
023 A001001	56	2013	44	DIAMOND ST	122,000	-	122,000	-
023 A002001	27	2013	34	DIAMOND ST	301,600	2,390,400	2,692,000	2,692,000
023 A003001	40	2013	257	MARGINAL WAY	47,800	-	47,800	47,800
023 A004001	25	2013	137	NORTH BOYD ST	4,800	3,190	7,990	7,990
023 A005001	40	2013	293	MARGINAL WAY	178,800	-	178,800	178,800
023 A005002	27	2013	50	DIAMOND ST	-	769,800	769,800	769,800
023 A008001	33	2013	109	FOX ST	291,800	958,100	1,249,900	1,249,900
023 B001001	56	2013	92	ANDERSON ST	341,500	-	341,500	-
023 B003001	11	2013	86	ANDERSON ST	68,400	82,900	151,300	141,300
023 B007001	12	2013	80	ANDERSON ST	68,500	135,700	204,200	204,200
023 B011001	40	2013	78	ANDERSON ST	6,000	-	6,000	6,000
023 B013001	11	2013	76	ANDERSON ST	67,800	102,400	170,200	160,200
023 B021001	11	2013	1	E LANCASTER ST	70,800	90,400	161,200	151,200
023 B032001	56	2013	90	ANDERSON ST	123,700	61,300	185,000	-
023 B034001	56	2013	0	ANDERSON ST	12,700	-	12,700	-
023 E001001	31	2013	31	DIAMOND ST	159,200	1,044,800	1,204,000	1,204,000
023 E002001	27	2013	315	MARGINAL WAY	229,000	2,704,100	2,933,100	2,933,100
023 E006001	32	2013	11	DIAMOND ST	174,400	1,049,200	1,223,600	1,223,600
023 E009001	25	2013	21	DIAMOND ST	53,400	23,690	77,090	77,090
023 E010001	31	2013	35	DIAMOND ST	161,500	959,600	1,121,100	1,121,100
024 A001001	33	2013	129	FOX ST	150,400	270,500	420,900	420,900
024 A002001	25	2013	139	FOX ST	203,900	4,070	207,970	207,970
024 A005001	56	2013	0	FRANKLIN ST	65,100	-	65,100	-
024 A006001	56	2013	235	MARGINAL WAY	108,800	-	108,800	-
024 A019001	24	2013	126	NORTH BOYD ST	151,500	380,500	532,000	532,000
024 A030001	56	2013	235	FRANKLIN ST	167,000	1,244,800	1,411,800	-
024 A034001	40	2013	241	MARGINAL WAY	2,800	-	2,800	2,800
024 A037001	56	2013	243	MARGINAL WAY	500	-	500	-
024 B006001	56	2013	128	FOX ST	137,400	959,100	1,096,500	-
024 B008001	56	2013	65	LANCASTER ST	500	-	500	-
027 A014001	25	2013	7	PREBLE ST	37200	19850	57050	57,050
027 A015001	22	2013	465	CONGRESS ST	327900	4918100	5246000	**4,928,900**
027 A016001	25	2013	465	CONGRESS ST	212200	4880	217080	217,080
027 B002001	22	2013	443	CONGRESS ST	369100	2604300	2973400	2,973,400
027 B004001	27	2013	439	CONGRESS ST	533000	3201300	3734300	3,734,300
027 B007001	22	2013	415	CONGRESS ST	362600	3134400	3497000	3,497,000
027 C002001	27	2013	17	CHESTNUT ST	104500	90700	195200	195,200
027 C010001	20	2013	21	CHESTNUT ST	32800	131000	163800	163,800
027 C010002	20	2013	21	CHESTNUT ST	39800	159200	199000	199,000
027 C01002E	10	2013	21	CHESTNUT ST	32200	128900	161100	151,100
027 C01002N	10	2013	21	CHESTNUT ST	33900	135600	169500	169,500
027 C01002S	10	2013	21	CHESTNUT ST	32200	128900	161100	161,100
027 C01002W	10	2013	21	CHESTNUT ST	33900	135600	169500	169,500
027 C01003E	10	2013	21	CHESTNUT ST	32900	131500	164400	164,400
027 C01003N	10	2013	21	CHESTNUT ST	37100	148400	185500	175,500
027 C01003S	10	2013	21	CHESTNUT ST	32900	131500	164400	154,400
027 C01003W	10	2013	21	CHESTNUT ST	37100	148400	185500	185,500
027 C01004E	10	2013	21	CHESTNUT ST	36100	144400	180500	180,500
027 C01004N	10	2013	21	CHESTNUT ST	40300	161300	201600	191,600
027 C01004S	10	2013	21	CHESTNUT ST	36100	144400	180500	180,500
027 C01004W	10	2013	21	CHESTNUT ST	40300	161300	201600	201,600

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027 C01005E	10	2013	21	CHESTNUT ST	38700	154700	193400	193,400
027 C01005N	10	2013	21	CHESTNUT ST	44600	178400	223000	213,000
027 C01005S	10	2013	21	CHESTNUT ST	38700	154700	193400	193,400
027 C01005W	10	2013	21	CHESTNUT ST	44600	178400	223000	223,000
027 C01006E	10	2013	21	CHESTNUT ST	41300	165000	206300	206,300
027 C01006N	10	2013	21	CHESTNUT ST	45300	181300	226600	206,600
027 C01006S	10	2013	21	CHESTNUT ST	41300	165000	206300	206,300
027 C01006W	10	2013	21	CHESTNUT ST	45300	181300	226600	226,600
027 C01007E	10	2013	21	CHESTNUT ST	50200	201200	251400	251,400
027 C01007N	10	2013	21	CHESTNUT ST	45300	181200	226500	216,500
027 C01007S	10	2013	21	CHESTNUT ST	49300	197000	246300	246,300
027 C01007W	10	2013	21	CHESTNUT ST	53300	213300	266600	266,600
027 C01008N	10	2013	21	CHESTNUT ST	66000	264000	330000	320,000
027 C01008S	10	2013	21	CHESTNUT ST	65000	260000	325000	325,000
027 C01008W	10	2013	21	CHESTNUT ST	62600	250300	312900	312,900
027 C0102NW	10	2013	21	CHESTNUT ST	32900	131400	164300	164,300
027 C0102SE	10	2013	21	CHESTNUT ST	31400	125400	156800	156,800
027 C0103NW	10	2013	21	CHESTNUT ST	36300	145100	181400	181,400
027 C0103SE	10	2013	21	CHESTNUT ST	32900	131600	164500	164,500
027 C0104NW	10	2013	21	CHESTNUT ST	39400	157400	196800	196,800
027 C0104SE	10	2013	21	CHESTNUT ST	33900	135400	169300	169,300
027 C0105NW	10	2013	21	CHESTNUT ST	43800	175200	219000	219,000
027 C0105SE	10	2013	21	CHESTNUT ST	36400	145400	181800	181,800
027 C0106NW	10	2013	21	CHESTNUT ST	44500	177900	222400	212,400
027 C0106SE	10	2013	21	CHESTNUT ST	37900	151700	189600	189,600
027 C011001	27	2013	15	CHESTNUT ST	164800	1645000	1809800	1,809,800
027 D001001	32	2013	385	CONGRESS ST	1405600	943940	2349540	2,349,540
027 F001001	22	2013	50	MONUMENT SQ	309,300	2,857,100	3,166,400	3,166,400
027 F002001	10	2013	28	MONUMENT SQ	154,200	616,700	770,900	760,900
027 F002002	10	2013	28	MONUMENT SQ	113,300	453,300	566,600	566,600
027 F002003	20	2013	28	MONUMENT SQ	46,500	185,800	232,300	232,300
027 F002004	20	2013	28	MONUMENT SQ	49,300	197,000	246,300	246,300
027 F002005	20	2013	28	MONUMENT SQ	23,300	93,000	116,300	116,300
027 F003001	21	2013	22	MONUMENT SQ	205,800	1,473,900	1,679,700	1,679,700
027 F004001	25	2013	6	MONUMENT SQ	180,500	6,500	187,000	187,000
027 F005001	21	2013	18	MONUMENT SQ	139,600	435,100	574,700	574,700
027 F006001	21	2013	16	MONUMENT SQ	162,700	544,000	706,700	706,700
027 F009001	21	2013	121	CENTER ST	452,600	1,036,700	1,489,300	1,489,300
027 F011001	21	2013	1	MONUMENT WAY	513,300	2,952,200	3,465,500	3,465,500
027 F014001	19	2013	0	MONUMENT SQ	30,100	1,600	31,700	31,700
027 F023001	27	2013	30	CITY CTR	133,900	170,800	304,700	304,700
027 F024001	21	2013	28	CITY CTR	134,200	189,400	323,600	323,600
027 F026001	21	2013	26	CITY CTR	160,900	466,800	627,700	627,700
027 F027001	22	2013	24	CITY CTR	165,200	741,600	906,800	906,800
027 F028001	25	2013	41	FREE ST	113,700	4,220	117,920	117,920
027 F029001	25	2013	23	FREE ST	1,002,300	5,582,400	6,584,700	6,584,700
027 G001001	56	2013	456	CONGRESS ST	470,400	-	470,400	-
028 A001001	56	2013	380	CONGRESS ST	1,616,700	750,300	2,367,000	-
028 B001001	56	2013	350	CONGRESS ST	130,900	157,550	288,450	-
028 C002001	21	2013	316	CONGRESS ST	86,700	208,900	295,600	295,600
028 C004001	16	2013	312	CONGRESS ST	68,000	828,300	896,300	896,300
028 C005001	6	2013	306	CONGRESS ST	64,000	264,400	328,400	328,400
028 C006001	12	2013	68	HAMPSHIRE ST	59,300	165,500	224,800	214,800
028 C009001	15	2013	62	HAMPSHIRE ST	67,600	226,800	294,400	284,400
028 C010001	14	2013	60	HAMPSHIRE ST	68,200	287,600	355,800	355,800
028 C013001	24	2013	56	HAMPSHIRE ST	227,400	111,200	338,600	338,600
028 C018001	25	2013	316	CONGRESS ST	45,400	1,330	46,730	46,730
028 D001001	21	2013	51	HAMPSHIRE ST	323,700	418,400	742,100	742,100
028 D003001	21	2013	290	CONGRESS ST	633,700	599,100	1,232,800	1,232,800
028 D008001	54	2013	284	CONGRESS ST	134,800	220,900	355,700	-
028 D010001	54	2013	272	CONGRESS ST	195,500	3,570,200	3,765,700	-
028 D014001	15	2013	98	INDIA ST	70,400	412,100	482,500	482,500

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028 D024001	13	2013	75	FEDERAL ST	60,800	202,100	262,900	262,900
028 D025001	13	2013	73	FEDERAL ST	60,400	202,100	262,500	262,500
028 D026001	27	2013	69	FEDERAL ST	66,500	360,600	427,100	427,100
028 E001001	56	2013	168	FEDERAL ST	1,538,900	8,444,700	9,983,600	-
028 F001001	56	2013	142	FEDERAL ST	1,870,100	19,638,590	21,508,690	-
028 I004001	13	2013	100	FEDERAL ST	66,600	200,900	267,500	267,500
028 I005001	15	2013	96	FEDERAL ST	61,200	297,300	358,500	358,500
028 I006001	13	2013	42	HAMPSHIRE ST	61,500	181,000	242,500	242,500
028 I009001	13	2013	169	NEWBURY ST	62,900	214,900	277,800	277,800
028 I010001	12	2013	167	NEWBURY ST	63,000	131,900	194,900	194,900
028 I011001	13	2013	36	HAMPSHIRE ST	62,600	161,700	224,300	224,300
028 I012001	12	2013	32	HAMPSHIRE ST	60,100	150,200	210,300	210,300
028 I013001	56	2013	104	FEDERAL ST	2,400	-	2,400	-
028 J001001	53	2013	88	FEDERAL ST	226,600	409,400	636,000	-
028 J002001	53	2013	78	FEDERAL ST	554,200	700,100	1,254,300	-
028 J003001	11	2013	72	FEDERAL ST	68,600	249,600	318,200	159,100
028 J006001	15	2013	78	INDIA ST	68,600	388,500	457,100	457,100
028 J007001	12	2013	39	HAMPSHIRE ST	56,800	90,800	147,600	147,600
028 J009001	14	2013	33	HAMPSHIRE ST	62,100	271,700	333,800	333,800
028 J010001	53	2013	157	NEWBURY ST	67,600	-	67,600	-
028 J011001	21	2013	145	NEWBURY ST	281,800	402,600	684,400	684,400
028 J013001	12	2013	76	INDIA ST	66,100	205,600	271,700	271,700
028 J014001	13	2013	139	NEWBURY ST	62,300	263,100	325,400	325,400
028 J015001	20	2013	137	NEWBURY ST	35,900	143,400	179,300	179,300
028 J015002	10	2013	137	NEWBURY ST	32,400	129,700	162,100	162,100
028 J015003	10	2013	137	NEWBURY ST	31,800	127,100	158,900	158,900
028 J015004	20	2013	137	NEWBURY ST	11,900	47,600	59,500	59,500
028 J017001	25	2013	143	NEWBURY ST	33,000	4,650	37,650	37,650
028 K001001	21	2013	77	MARKET ST	308,300	1,339,200	1,647,500	1,647,500
028 K002001	22	2013	66	PEARL ST	927,200	3,057,000	3,984,200	3,984,200
028 K003001	22	2013	75	MARKET ST	424,600	3,219,300	3,643,900	3,643,900
028 L002001	56	2013	0	NEWBURY ST	62,900	-	62,900	-
028 L005001	20	2013	75	PEARL ST	125,000	895,700	1,020,700	1,020,700
028 L00502A	20	2013	75	PEARL ST	64,000	507,300	571,300	571,300
028 L00502B	20	2013	75	PEARL ST	50,000	399,000	449,000	449,000
028 L00503A	20	2013	75	PEARL ST	40,000	312,000	352,000	352,000
028 L00503B	20	2013	75	PEARL ST	52,000	409,900	461,900	461,900
028 L00504A	20	2013	75	PEARL ST	40,000	312,000	352,000	352,000
028 L00504B	20	2013	75	PEARL ST	65,000	506,300	571,300	571,300
028 L007001	24	2013	131	MIDDLE ST	399,500	1,769,300	2,168,800	2,168,800
028 M001001	56	2013	192	NEWBURY ST	942,500	3,425,100	4,367,600	-
028 M005001	21	2013	121	MIDDLE ST	408,200	2,330,100	2,738,300	2,738,300
028 N001001	56	2013	109	MIDDLE ST	1,490,700	5,716,700	7,207,400	-
028 N009001	21	2013	115	MIDDLE ST	244,700	403,600	648,300	648,300
028 N010001	21	2013	111	MIDDLE ST	134,300	65,800	200,100	200,100
028 O003001	13	2013	160	NEWBURY ST	62,400	218,700	281,100	281,100
028 O004001	12	2013	28	HAMPSHIRE ST	56,800	89,700	146,500	136,500
028 O005001	12	2013	26	HAMPSHIRE ST	57,700	160,000	217,700	217,700
028 O008001	13	2013	24	HAMPSHIRE ST	61,900	235,600	297,500	297,500
028 O011001	22	2013	77	MIDDLE ST	135,700	350,900	486,600	486,600
028 O015001	21	2013	20	HAMPSHIRE ST	73,600	59,400	133,000	133,000
028 O016001	21	2013	18	HAMPSHIRE ST	65,400	43,400	108,800	108,800
028 O017001	56	2013	83	MIDDLE ST	277,800	-	277,800	-
028 P001001	11	2013	154	NEWBURY ST	57,100	196,200	253,300	253,300
028 P002001	40	2013	150	NEWBURY ST	58,900	-	58,900	58,900
028 P003001	10	2013	23	HAMPSHIRE ST	58,400	233,700	292,100	292,100
028 P003002	10	2013	23	HAMPSHIRE ST	59,500	238,000	297,500	297,500
028 P003003	10	2013	23	HAMPSHIRE ST	59,900	239,500	299,400	299,400
028 P004001	40	2013	148	NEWBURY ST	60,000	-	60,000	60,000
028 P005001	12	2013	148	NEWBURY ST	60,100	159,600	219,700	209,700
028 P006001	12	2013	146	NEWBURY ST	60,300	137,900	198,200	188,200
028 P007001	12	2013	142	NEWBURY ST	59,900	135,600	195,500	185,500

PARID	LUC	TAXYR	ADRNO	ADRSTR	APRLAND	APRBLDG	APRTOT	ASSESSED VALUE
028 P008001	25	2013	62	INDIA ST	249,500	25,150	274,650	274,650
028 P010001	25	2013	63	MIDDLE ST	158,800	17,580	176,380	176,380
028 P013001	21	2013	59	MIDDLE ST	192,400	376,800	569,200	569,200
028 P015001	21	2013	50	INDIA ST	238,400	98,500	336,900	336,900
028 P016001	27	2013	45	MIDDLE ST	68,700	140,600	209,300	209,300
028 P021001	27	2013	47	MIDDLE ST	68,900	252,800	321,700	321,700
028 P022001	27	2013	41	MIDDLE ST	68,100	174,200	242,300	242,300
029 A00101A	20	2013	150	MIDDLE ST	40,000	288,300	328,300	328,300
029 A00101B	20	2013	150	MIDDLE ST	36,000	293,700	329,700	329,700
029 A00101C	20	2013	150	MIDDLE ST	32,500	258,200	290,700	290,700
029 A00101D	20	2013	150	MIDDLE ST	32,500	258,200	290,700	290,700
029 A00102A	10	2013	150	MIDDLE ST	35,700	142,700	178,400	168,400
029 A00102B	10	2013	150	MIDDLE ST	30,200	120,600	150,800	150,800
029 A00102C	10	2013	150	MIDDLE ST	31,800	127,100	158,900	158,900
029 A00102D	10	2013	150	MIDDLE ST	30,700	122,700	153,400	143,400
029 A00102E	10	2013	150	MIDDLE ST	33,500	133,900	167,400	167,400
029 A00102F	10	2013	150	MIDDLE ST	33,400	133,400	166,800	166,800
029 A00102G	10	2013	150	MIDDLE ST	28,700	114,600	143,300	143,300
029 A00102H	10	2013	150	MIDDLE ST	35,700	142,700	178,400	168,400
029 A00102I	10	2013	150	MIDDLE ST	29,900	119,700	149,600	139,600
029 A00102J	10	2013	150	MIDDLE ST	27,400	109,700	137,100	137,100
029 A00102K	10	2013	150	MIDDLE ST	32,200	128,700	160,900	160,900
029 A00103A	10	2013	150	MIDDLE ST	35,700	142,700	178,400	178,400
029 A00103B	10	2013	150	MIDDLE ST	30,200	120,600	150,800	150,800
029 A00103C	10	2013	150	MIDDLE ST	31,800	127,100	158,900	158,900
029 A00103D	10	2013	150	MIDDLE ST	30,700	122,700	153,400	153,400
029 A00103E	10	2013	150	MIDDLE ST	33,500	133,900	167,400	167,400
029 A00103F	10	2013	150	MIDDLE ST	33,400	133,400	166,800	166,800
029 A00103G	10	2013	150	MIDDLE ST	28,700	114,600	143,300	143,300
029 A00103H	10	2013	150	MIDDLE ST	31,200	124,600	155,800	155,800
029 A00103I	10	2013	150	MIDDLE ST	29,900	119,700	149,600	149,600
029 A00103J	10	2013	150	MIDDLE ST	27,400	109,700	137,100	137,100
029 A00103K	10	2013	150	MIDDLE ST	32,200	128,700	160,900	160,900
029 A00104A	10	2013	150	MIDDLE ST	35,700	142,700	178,400	178,400
029 A00104B	10	2013	150	MIDDLE ST	30,200	120,600	150,800	150,800
029 A00104C	10	2013	150	MIDDLE ST	31,800	127,100	158,900	158,900
029 A00104D	10	2013	150	MIDDLE ST	30,700	122,700	153,400	153,400
029 A00104E	10	2013	150	MIDDLE ST	33,500	133,900	167,400	167,400
029 A00104F	10	2013	150	MIDDLE ST	33,400	133,400	166,800	166,800
029 A00104G	10	2013	150	MIDDLE ST	28,700	114,600	143,300	143,300
029 A00104H	10	2013	150	MIDDLE ST	31,200	124,600	155,800	145,800
029 A00104I	10	2013	150	MIDDLE ST	29,900	119,700	149,600	149,600
029 A00104J	10	2013	150	MIDDLE ST	27,400	109,700	137,100	137,100
029 A00104K	10	2013	150	MIDDLE ST	32,200	128,700	160,900	160,900
029 A00105A	20	2013	150	MIDDLE ST	159,900	639,400	799,300	799,300
029 A00105B	10	2013	150	MIDDLE ST	80,600	322,300	402,900	402,900
029 A0010BA	20	2013	150	MIDDLE ST	21,000	167,500	188,500	188,500
029 A0010BB	20	2013	150	MIDDLE ST	21,000	167,500	188,500	188,500
029 A001P01	10	2013	150	MIDDLE ST	1,000	9,100	10,100	10,100
029 A001P02	10	2013	150	MIDDLE ST	500	4,600	5,100	5,100
029 A001P03	10	2013	150	MIDDLE ST	1,000	9,400	10,400	10,400
029 A001P04	10	2013	150	MIDDLE ST	1,000	9,100	10,100	10,100
029 A001P05	10	2013	150	MIDDLE ST	1,000	9,100	10,100	10,100
029 A001P06	10	2013	150	MIDDLE ST	1,000	9,100	10,100	10,100
029 A001P07	10	2013	150	MIDDLE ST	1,000	9,100	10,100	10,100
029 A001P08	10	2013	150	MIDDLE ST	1,000	9,100	10,100	10,100
029 A001P09	10	2013	150	MIDDLE ST	1,000	9,100	10,100	10,100
029 A001P10	10	2013	150	MIDDLE ST	1,000	9,100	10,100	10,100
029 A001P11	10	2013	150	MIDDLE ST	1,000	9,100	10,100	10,100
029 A001P12	10	2013	150	MIDDLE ST	1,000	9,100	10,100	10,100
029 A001P13	10	2013	150	MIDDLE ST	1,000	9,100	10,100	10,100
029 A001P14	10	2013	150	MIDDLE ST	1,000	9,100	10,100	10,100

PARID	LUC	TAXYR	ADRNO	ADRSTR	APRLAND	APRBLDG	APRTOT	ASSESSED VALUE
029 A001P15	10	2013	150	MIDDLE ST	1,000	9,100	10,100	10,100
029 A001P16	10	2013	150	MIDDLE ST	1,000	9,100	10,100	10,100
029 A001P17	10	2013	150	MIDDLE ST	1,000	9,100	10,100	10,100
029 A001P18	10	2013	150	MIDDLE ST	1,000	9,100	10,100	10,100
029 A001P19	10	2013	150	MIDDLE ST	1,000	9,100	10,100	10,100
029 A001P20	10	2013	150	MIDDLE ST	1,000	9,100	10,100	10,100
029 A001P21	10	2013	150	MIDDLE ST	1,000	9,100	10,100	10,100
029 A001P22	10	2013	150	MIDDLE ST	1,000	9,100	10,100	10,100
029 A001P23	10	2013	150	MIDDLE ST	1,000	9,100	10,100	10,100
029 A001P24	10	2013	150	MIDDLE ST	1,000	9,100	10,100	10,100
029 A001P25	10	2013	150	MIDDLE ST	1,000	9,100	10,100	10,100
029 A001P26	10	2013	150	MIDDLE ST	1,000	9,100	10,100	10,100
029 A001P27	10	2013	150	MIDDLE ST	1,000	9,100	10,100	10,100
029 A001P28	10	2013	150	MIDDLE ST	1,000	9,100	10,100	10,100
029 A001P29	10	2013	150	MIDDLE ST	1,000	9,100	10,100	10,100
029 A003001	22	2013	5	MILK ST	350,400	2,211,500	2,561,900	2,561,900
029 B001001	21	2013	37	SILVER ST	165,000	355,400	520,400	520,400
029 B002001	22	2013	4	MILK ST	312,200	1,102,100	1,414,300	1,414,300
029 B003001	25	2013	25	SILVER ST	574,300	26,250	600,550	600,550
029 B004001	10	2013	341	FORE ST	30,200	120,800	151,000	151,000
029 B004002	10	2013	341	FORE ST	25,500	101,900	127,400	127,400
029 B004003	10	2013	341	FORE ST	29,400	117,400	146,800	146,800
029 B004004	10	2013	341	FORE ST	28,100	112,600	140,700	140,700
029 B004005	10	2013	341	FORE ST	25,700	102,900	128,600	128,600
029 B004006	10	2013	341	FORE ST	29,800	119,300	149,100	139,100
029 B004007	10	2013	341	FORE ST	28,100	112,600	140,700	130,700
029 B004008	10	2013	341	FORE ST	26,000	103,900	129,900	129,900
029 B004009	10	2013	341	FORE ST	79,500	318,000	397,500	397,500
029 B004010	20	2013	341	FORE ST	18,000	162,000	180,000	180,000
029 B004011	20	2013	341	FORE ST	12,000	106,100	118,100	118,100
029 C001001	10	2013	340	FORE ST	24,000	96,000	120,000	120,000
029 C001002	10	2013	340	FORE ST	26,000	102,000	128,000	128,000
029 C001003	10	2013	340	FORE ST	44,000	176,000	220,000	220,000
029 C001004	20	2013	340	FORE ST	28,300	113,200	141,500	141,500
029 C001005	20	2013	340	FORE ST	13,200	52,700	65,900	65,900
029 C002001	21	2013	336	FORE ST	101,500	246,500	348,000	348,000
029 C003001	21	2013	334	FORE ST	131,300	269,800	401,100	401,100
029 C005001	21	2013	330	FORE ST	129,300	316,400	445,700	445,700
029 C006001	20	2013	320	FORE ST	31,400	125,600	157,000	157,000
029 C006002	20	2013	320	FORE ST	30,900	123,900	154,800	154,800
029 C006003	20	2013	320	FORE ST	32,400	129,700	162,100	162,100
029 C006004	20	2013	320	FORE ST	33,500	134,200	167,700	167,700
029 C006005	20	2013	320	FORE ST	24,400	97,700	122,100	122,100
029 C006006	20	2013	320	FORE ST	27,600	110,600	138,200	138,200
029 C006007	20	2013	320	FORE ST	78,400	313,700	392,100	392,100
029 E001001	22	2013	130	MIDDLE ST	2,254,800	3,508,400	5,763,200	5,763,200
029 E006001	22	2013	100	MIDDLE ST	1,241,200	15,888,800	17,130,000	17,130,000
029 E007001	21	2013	291	FORE ST	371,400	440,600	812,000	812,000
029 E009001	27	2013	25	PEARL ST	1,349,700	11,769,600	13,119,300	13,119,300
029 E012001	25	2013	277	FORE ST	303,900	17,680	321,580	321,580
029 E016001	22	2013	31	PEARL ST	784,300	3,589,800	4,374,100	4,374,100
029 E019001	56	2013	0	FRANKLIN ST	6,200	-	6,200	-
029 E026001	22	2013	100	MIDDLE ST	1,314,800	14,863,200	16,178,000	16,178,000
029 L001001	10	2013	207	FORE ST	62,600	250,400	313,000	313,000
029 L001002	10	2013	207	FORE ST	67,500	270,000	337,500	337,500
029 L001003	10	2013	207	FORE ST	55,100	220,300	275,400	275,400
029 L001004	10	2013	207	FORE ST	74,000	296,000	370,000	370,000
029 L001005	10	2013	207	FORE ST	74,200	296,800	371,000	371,000
029 L001006	10	2013	207	FORE ST	55,100	220,200	275,300	275,300
029 L001007	10	2013	207	FORE ST	70,500	281,800	352,300	352,300
029 L001008	10	2013	207	FORE ST	92,200	368,700	460,900	460,900
029 L001009	10	2013	207	FORE ST	55,200	220,600	275,800	275,800

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029 L00100H	20	2013	209	FORE ST	2,114,100	8,456,200	10,570,300	10,570,300
029 L00100R	20	2013	211	FORE ST	292,000	1,168,400	1,460,400	1,460,400
029 L001010	10	2013	207	FORE ST	41,800	167,300	209,100	209,100
029 L001011	10	2013	207	FORE ST	39,900	159,500	199,400	199,400
029 L001012	10	2013	207	FORE ST	55,200	220,800	276,000	276,000
029 L003001	25	2013	203	FORE ST	1,188,900	58,200	1,247,100	1,247,100
029 L004001	21	2013	80	MIDDLE ST	193,500	1,377,100	1,570,600	1,570,600
029 N003001	40	2013	234	FORE ST	2,800	-	2,800	2,800
029 N004001	22	2013	15	FRANKLIN ST	454,700	1,271,400	1,726,100	1,726,100
029 N005001	25	2013	216	FORE ST	146,600	54,990	201,590	201,590
029 N008001	22	2013	208	FORE ST	190,200	890,000	1,080,200	1,080,200
029 N009001	25	2013	0	INDIA ST	143,800	-	143,800	143,800
029 N042001	25	2013	0	INDIA ST	95,700	29,070	124,770	124,770
029 O001011	10	2013	99	SILVER ST	24,100	96,300	120,400	110,400
029 O001012	10	2013	99	SILVER ST	26,100	104,500	130,600	120,600
029 O001013	10	2013	99	SILVER ST	24,200	96,900	121,100	121,100
029 O001021	10	2013	99	SILVER ST	25,600	102,500	128,100	118,100
029 O001023	10	2013	99	SILVER ST	28,000	112,200	140,200	140,200
029 O001024	10	2013	99	SILVER ST	22,900	91,800	114,700	114,700
029 O001025	10	2013	99	SILVER ST	21,400	85,400	106,800	106,800
029 O001026	10	2013	99	SILVER ST	22,000	88,000	110,000	110,000
029 O001028	10	2013	99	SILVER ST	26,100	104,400	130,500	130,500
029 O001029	10	2013	99	SILVER ST	25,600	102,300	127,900	127,900
029 O001031	10	2013	99	SILVER ST	24,800	99,000	123,800	123,800
029 O001032	10	2013	99	SILVER ST	25,100	100,400	125,500	115,500
029 O001033	10	2013	99	SILVER ST	25,100	100,400	125,500	125,500
029 O001034	10	2013	99	SILVER ST	25,100	100,400	125,500	125,500
029 O001035	10	2013	99	SILVER ST	25,100	100,400	125,500	125,500
029 O001036	10	2013	99	SILVER ST	23,600	94,300	117,900	117,900
029 O001037	10	2013	99	SILVER ST	22,000	87,900	109,900	99,900
029 O001038	10	2013	99	SILVER ST	23,800	95,300	119,100	109,100
029 O001039	10	2013	99	SILVER ST	22,500	90,100	112,600	112,600
029 O001041	10	2013	99	SILVER ST	25,800	103,300	129,100	129,100
029 O001042	10	2013	99	SILVER ST	25,800	103,300	129,100	129,100
029 O001043	10	2013	99	SILVER ST	27,700	110,700	138,400	138,400
029 O001044	10	2013	99	SILVER ST	25,400	101,500	126,900	126,900
029 O001045	10	2013	99	SILVER ST	25,100	100,400	125,500	125,500
029 O001046	10	2013	99	SILVER ST	25,100	100,400	125,500	125,500
029 O001047	10	2013	99	SILVER ST	18,400	73,500	91,900	91,900
029 O001048	10	2013	99	SILVER ST	20,500	82,200	102,700	102,700
029 O001049	10	2013	99	SILVER ST	19,500	78,000	97,500	97,500
029 O001210	10	2013	99	SILVER ST	21,100	84,400	105,500	105,500
029 O001211	10	2013	99	SILVER ST	20,300	81,300	101,600	101,600
029 O001212	10	2013	99	SILVER ST	19,200	76,900	96,100	86,100
029 O001213	10	2013	99	SILVER ST	21,100	84,500	105,600	105,600
029 O001310	10	2013	99	SILVER ST	23,000	92,100	115,100	115,100
029 O001410	10	2013	99	SILVER ST	24,800	99,200	124,000	114,000
029 O001501	10	2013	99	SILVER ST	77,900	311,700	389,600	379,600
029 O001502	20	2013	99	SILVER ST	50,000	356,200	406,200	406,200
029 O001B01	10	2013	99	SILVER ST	20,000	80,000	100,000	100,000
029 O001B02	10	2013	99	SILVER ST	20,000	80,000	100,000	100,000
029 O002001	21	2013	164	MIDDLE ST	348,300	884,600	1,232,900	1,232,900
029 O003001	25	2013	43	MARKET ST	267,000	18,520	285,520	285,520
029 O004001	25	2013	11	MILK ST	104,600	7,480	112,080	112,080
029 R001001	23	2013	20	MILK ST	920,700	6,981,200	7,901,900	7,901,900
032 C001001	22	2013	390	CONGRESS ST	224400	1162000	1386400	1,386,400
032 C002001	27	2013	390	CONGRESS ST	262100	1880200	2142300	2,142,300
032 D001001	22	2013	107	EXCHANGE ST	191,300	727,400	918,700	918,700
032 D002001	22	2013	97	EXCHANGE ST	222,200	1,737,300	1,959,500	1,959,500
032 D003001	22	2013	93	EXCHANGE ST	197,000	1,233,600	1,430,600	1,430,600
032 D004001	22	2013	85	EXCHANGE ST	285,800	2,262,600	2,548,400	2,548,400
032 D005001	56	2013	167	MIDDLE ST	526,300	24,820	551,120	-

PARID	LUC	TAXYR	ADRNO	ADRSTR	APRLAND	APRBLDG	APRTOT	ASSESSED VALUE
032 E001001	22	2013	57	EXCHANGE ST	288,400	2,618,300	2,906,700	2,906,700
032 E002001	21	2013	53	EXCHANGE ST	200,600	976,200	1,176,800	1,176,800
032 E004001	21	2013	49	EXCHANGE ST	161,100	404,000	565,100	565,100
032 E005001	22	2013	45	EXCHANGE ST	285,500	1,845,400	2,130,900	2,130,900
032 E008001	22	2013	39	EXCHANGE ST	223,400	726,200	949,600	949,600
032 E009001	21	2013	31	EXCHANGE ST	209,900	798,700	1,008,600	1,008,600
032 E010001	21	2013	46	MARKET ST	147,700	574,200	721,900	721,900
032 F001001	21	2013	42	MARKET ST	192,600	617,300	809,900	809,900
032 F002001	24	2013	36	MARKET ST	173,700	487,900	661,600	661,600
032 F003001	21	2013	30	MARKET ST	155,600	356,000	511,600	511,600
032 F005001	22	2013	363	FORE ST	217,800	665,600	883,400	883,400
032 F007001	21	2013	375	FORE ST	144,600	322,600	467,200	467,200
032 F008001	21	2013	375	FORE ST	145,800	305,200	451,000	451,000
032 F009001	22	2013	30	MILK ST	168,300	1,145,400	1,313,700	1,313,700
032 F010001	21	2013	9	EXCHANGE ST	233,100	1,188,600	1,421,700	1,421,700
032 F012001	21	2013	5	EXCHANGE ST	143,600	475,900	619,500	619,500
032 F013001	22	2013	379	FORE ST	150,000	498,800	648,800	648,800
032 F014001	21	2013	1	EXCHANGE ST	143,200	374,400	517,600	517,600
032 G001001	22	2013	396	CONGRESS ST	2058100	7124000	9182100	9,182,100
032 H001001	22	2013	110	EXCHANGE ST	180,400	996,200	1,176,600	1,176,600
032 H002001	21	2013	106	EXCHANGE ST	164,600	517,400	682,000	682,000
032 H003001	22	2013	102	EXCHANGE ST	246,100	613,100	859,200	859,200
032 H004001	56	2013	15	TEMPLE ST	2,082,400	3,820,400	5,902,800	-
032 H005001	56	2013	1	TEMPLE ST	406,300	-	406,300	-
032 H005002	22	2013	0	TEMPLE ST	-	2,590,200	2,590,200	2,590,200
032 H006001	22	2013	92	EXCHANGE ST	166,100	402,200	568,300	568,300
032 H007001	27	2013	88	EXCHANGE ST	185,200	525,600	710,800	710,800
032 H008001	22	2013	80	EXCHANGE ST	238,900	1,556,400	1,795,300	1,795,300
032 H009001	56	2013	70	EXCHANGE ST	362,700	1,960	364,660	-
032 H016001	20	2013	183	MIDDLE ST	70,000	613,900	683,900	683,900
032 H016002	20	2013	183	MIDDLE ST	50,000	499,700	549,700	549,700
032 H016003	20	2013	183	MIDDLE ST	50,000	499,700	549,700	549,700
032 H016004	20	2013	183	MIDDLE ST	25,840	232,520	258,360	258,360
032 H01604B	20	2013	183	MIDDLE ST	29,140	262,200	291,340	291,340
032 H022001	22	2013	193	MIDDLE ST	428,200	1,576,000	2,004,200	2,004,200
032 I001001	22	2013	178	MIDDLE ST	225,100	1,738,100	1,963,200	1,963,200
032 I002001	21	2013	52	EXCHANGE ST	218,100	1,339,100	1,557,200	1,557,200
032 I006001	22	2013	50	EXCHANGE ST	161,300	431,700	593,000	593,000
032 I007001	25	2013	0	CANAL PLAZA	18,200	52,500	70,700	70,700
032 I008001	21	2013	44	EXCHANGE ST	313,500	1,366,400	1,679,900	1,679,900
032 I010001	21	2013	34	EXCHANGE ST	179,500	635,900	815,400	815,400
032 I011001	21	2013	30	EXCHANGE ST	103,300	579,800	683,100	683,100
032 I012001	21	2013	10	EXCHANGE ST	313,900	1,819,800	2,133,700	2,133,700
032 I018001	21	2013	395	FORE ST	195,400	716,900	912,300	912,300
032 I021001	22	2013	188	MIDDLE ST	526,600	2,749,300	3,275,900	3,275,900
032 I023001	22	2013	3	CANAL PLAZA	491,300	6,536,100	7,027,400	7,027,400
032 I033001	22	2013	2	CANAL PLAZA	426,400	3,691,500	4,117,900	4,117,900
032 I036001	22	2013	1	CANAL PLAZA	915,200	15,061,600	15,976,800	15,976,800
032 I038001	40	2013	182	MIDDLE ST	53,700	-	53,700	53,700
032 I039001	33	2013	40	UNION ST	809,300	59,420	868,720	868,720
032 I040001	25	2013	44	EXCHANGE ST	197,500	50,000	247,500	247,500
032 I041001	27	2013	425	FORE ST	1,529,200	3,639,300	5,168,500	5,168,500
032 I041002	27	2013	425	FORE ST	-	85,000	85,000	85,000
032 I042001	23	2013	433	FORE ST	737,100	200,000	937,100	937,100
032 J001001	21	2013	386	FORE ST	182,800	1,015,100	1,197,900	1,197,900
032 J002001	21	2013	392	FORE ST	159,800	704,800	864,600	864,600
032 J004001	20	2013	396	FORE ST	20,200	146,200	166,400	166,400
032 J004002	20	2013	396	FORE ST	20,200	160,100	180,300	180,300
032 J004003	10	2013	396	FORE ST	45,700	182,600	228,300	228,300
032 J00400B	20	2013	396	FORE ST	20,200	131,400	151,600	151,600
032 J005001	20	2013	398	FORE ST	41,600	333,500	375,100	375,100
032 J005002	20	2013	398	FORE ST	22,500	277,500	300,000	300,000

PARID	LUC	TAXYR	ADRNO	ADRSTR	APRLAND	APRBLDG	APRTOT	ASSESSED VALUE
032 J005003	20	2013	398	FORE ST	21,500	250,100	271,600	271,600
032 J005004	20	2013	398	FORE ST	21,500	250,100	271,600	271,600
032 K001001	22	2013	2	MONUMENT SQ	1,009,800	14,098,000	15,107,800	15,107,800
032 K012001	22	2013	1	MONUMENT SQ	611,500	11,697,500	12,309,000	12,309,000
032 L001001	56	2013	234	FEDERAL ST W	3,400	-	3,400	-
032 L002001	22	2013	1	CITY CTR	1,781,800	27,288,200	29,070,000	29,070,000
032 N009001	21	2013	414	FORE ST	140,500	291,700	432,200	432,200
032 N010001	21	2013	416	FORE ST	167,000	668,800	835,800	835,800
032 N011001	21	2013	422	FORE ST	139,500	310,600	450,100	450,100
032 N012001	21	2013	424	FORE ST	164,500	664,200	828,700	828,700
032 P001001	22	2013	2	CITY CTR	218,900	3,109,000	3,327,900	3,327,900
032 P003001	21	2013	4	CITY CTR	178,900	829,300	1,008,200	1,008,200
032 P004001	21	2013	6	CITY CTR	348,000	1,955,000	2,303,000	2,303,000
032 P005001	56	2013	0	SPRING ST ARTERIAL	600	-	600	-
032 P017001	22	2013	10	CITY CTR	236,800	740,600	977,400	977,400
032 R001001	21	2013	428	FORE ST	156,000	600,200	756,200	756,200
032 R003001	21	2013	432	FORE ST	138,400	284,800	423,200	423,200
032 R004001	21	2013	434	FORE ST	148,200	345,100	493,300	493,300
032 R007001	21	2013	436	FORE ST	233,400	1,041,600	1,275,000	1,275,000
032 R008001	21	2013	446	FORE ST	159,800	840,700	1,000,500	1,000,500
032 S001001	21	2013	366	FORE ST	270,800	2,050,600	2,321,400	2,321,400
032 U005001	21	2013	7	DANA ST	212,100	453,600	665,700	665,700
032 V001001	21	2013	10	DANA ST	199,200	1,055,300	1,254,500	1,254,500
032 V014001	21	2013	50	WHARF ST	349,200	456,800	806,000	806,000
032 V015001	24	2013	42	WHARF ST	228,200	153,000	381,200	381,200
032 V016001	21	2013	34	WHARF ST	142,600	227,000	369,600	369,600
035 F001001	56	2013	116	FOREST AVE	139,900	-	139,900	-
035 G001001	56	2013	19	PARK AVE	1,417,900	-	1,417,900	-
036 D001001	10	2013	291	STATE ST	32,500	130,100	162,600	162,600
036 D001002	10	2013	291	STATE ST	32,500	130,100	162,600	152,600
036 D001003	10	2013	291	STATE ST	27,200	108,700	135,900	135,900
036 D002001	15	2013	287	STATE ST	67,200	348,400	415,600	415,600
036 D003001	13	2013	48	PARK AVE	62,500	222,400	284,900	284,900
036 D004001	11	2013	44	PARK AVE	67,900	127,800	195,700	195,700
036 D005001	11	2013	40	PARK AVE	72,200	166,700	238,900	228,900
036 D007001	53	2013	28	PARK AVE	157,000	226,900	383,900	-
036 D009001	54	2013	22	PARK AVE	131,900	304,400	436,300	-
036 D010001	15	2013	279	STATE ST	69,000	259,600	328,600	328,600
036 D011001	13	2013	33	GRANT ST	65,000	265,100	330,100	330,100
036 D012001	15	2013	27	GRANT ST	67,700	319,500	387,200	387,200
036 D013001	15	2013	25	GRANT ST	67,700	361,200	428,900	428,900
036 D014001	15	2013	21	GRANT ST	67,700	295,300	363,000	363,000
036 D015001	15	2013	17	GRANT ST	67,700	237,000	304,700	304,700
036 D016001	16	2013	13	GRANT ST	68,100	577,200	645,300	645,300
036 D017001	54	2013	5	GRANT ST	82,200	243,800	326,000	-
036 D019001	13	2013	3	GRANT ST	60,300	188,500	248,800	248,800
036 D020001	14	2013	1	GRANT ST	59,300	189,100	248,400	238,400
036 D021001	15	2013	250	HIGH ST	70,000	266,100	336,100	336,100
036 E001001	54	2013	275	STATE ST	62,600	149,300	211,900	-
036 E002001	4	2013	273	STATE ST	150,300	349,800	500,100	500,100
036 E003001	13	2013	28	GRANT ST	67,500	254,100	321,600	311,600
036 E004001	15	2013	24	GRANT ST	67,900	274,900	342,800	342,800
036 E006001	14	2013	20	GRANT ST	67,700	219,200	286,900	286,900
036 E007001	14	2013	16	GRANT ST	66,800	294,100	360,900	360,900
036 E008001	15	2013	10	GRANT ST	69,400	378,700	448,100	448,100
036 E009001	12	2013	6	GRANT ST	60,200	163,900	224,100	224,100
036 E010001	15	2013	236	HIGH ST	62,500	327,400	389,900	389,900
036 E011001	15	2013	232	HIGH ST	67,500	231,300	298,800	298,800
036 E012001	11	2013	265	STATE ST	83,800	163,400	247,200	247,200
036 E013001	11	2013	263	STATE ST	80,000	170,400	250,400	240,400
036 E014001	15	2013	31	SHERMAN ST	68,200	254,500	322,700	322,700
036 E015001	15	2013	27	SHERMAN ST	67,700	249,700	317,400	317,400

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036 E016001	11	2013	25	SHERMAN ST	67,700	203,500	271,200	261,200
036 E017001	14	2013	19	SHERMAN ST	68,100	292,000	360,100	350,100
036 E018001	13	2013	17	SHERMAN ST	66,600	255,800	322,400	322,400
036 E019001	15	2013	11	SHERMAN ST	68,400	281,100	349,500	349,500
036 E020001	14	2013	5	SHERMAN ST	67,600	288,800	356,400	356,400
036 E021001	15	2013	1	SHERMAN ST	67,800	470,000	537,800	537,800
036 E022001	11	2013	32	GRANT ST	58,700	142,000	200,700	190,700
036 F001001	15	2013	261	STATE ST	64,000	342,300	406,300	406,300
036 F002001	13	2013	257	STATE ST	80,500	288,100	368,600	358,600
036 F003001	11	2013	32	SHERMAN ST	65,200	270,200	335,400	325,400
036 F004001	13	2013	28	SHERMAN ST	67,900	262,300	330,200	320,200
036 F005001	54	2013	26	SHERMAN ST	67,900	2,100	70,000	-
036 F006001	15	2013	22	SHERMAN ST	67,900	290,600	358,500	358,500
036 F007001	10	2013	18	SHERMAN ST	30,700	123,000	153,700	153,700
036 F007002	10	2013	18	SHERMAN ST	36,300	145,100	181,400	181,400
036 F007003	10	2013	18	SHERMAN ST	19,100	76,400	95,500	95,500
036 F007004	10	2013	18	SHERMAN ST	20,500	81,800	102,300	102,300
036 F008001	54	2013	14	SHERMAN ST	114,500	246,300	360,800	-
036 F009001	15	2013	8	SHERMAN ST	69,200	491,000	560,200	560,200
036 F011001	15	2013	212	HIGH ST	67,700	407,800	475,500	475,500
036 F013001	15	2013	210	HIGH ST	66,900	288,600	355,500	355,500
036 F015001	16	2013	471	CUMBERLAND AVE	68,700	767,800	836,500	836,500
036 F017001	15	2013	469	CUMBERLAND AVE	67,000	185,500	252,500	252,500
036 F018001	16	2013	461	CUMBERLAND AVE	72,000	740,600	812,600	812,600
036 F020001	17	2013	447	CUMBERLAND AVE	76,600	2,749,700	2,826,300	2,826,300
036 F024001	13	2013	443	CUMBERLAND AVE	148,600	218,500	367,100	357,100
036 F025001	13	2013	439	CUMBERLAND AVE	148,900	168,200	317,100	317,100
036 F026001	21	2013	200	HIGH ST	150,500	265,200	415,700	415,700
036 G001001	21	2013	2	PARK AVE	392,600	176,620	569,220	569,220
036 G005001	9	2013	245	HIGH ST	118,000	80,900	198,900	198,900
036 G006001	9	2013	243	HIGH ST	117,600	76,000	193,600	193,600
036 G007001	15	2013	100	FOREST AVE	60,400	217,500	277,900	277,900
036 G008001	15	2013	241	HIGH ST	67,000	318,500	385,500	385,500
036 G009001	54	2013	96	FOREST AVE	67,000	-	67,000	-
036 G010001	16	2013	231	HIGH ST	67,900	539,500	607,400	607,400
036 G011001	13	2013	92	FOREST AVE	67,600	209,200	276,800	266,800
036 G015001	13	2013	90	FOREST AVE	61,700	151,100	212,800	212,800
036 G020001	54	2013	70	FOREST AVE	495,600	5,887,100	6,382,700	-
036 G020002	17	2013	231	HIGH ST	-	1,757,000	1,757,000	1,757,000
036 G021001	54	2013	221	HIGH ST	7,700	-	7,700	-
036 G022001	54	2013	219	HIGH ST	7,800	-	7,800	-
036 G023001	25	2013	217	HIGH ST	14,000	-	14,000	14,000
036 G024001	54	2013	0	HIGH ST	67,700	-	67,700	-
036 G026001	15	2013	207	HIGH ST	64,000	182,500	246,500	246,500
036 G027001	40	2013	0	HIGH ST	61,900	-	61,900	61,900
036 G028001	40	2013	433	CUMBERLAND AVE	96,000	-	96,000	96,000
036 G029001	25	2013	427	CUMBERLAND AVE	28,700	470	29,170	29,170
036 G032001	17	2013	419	CUMBERLAND AVE	72,200	1,291,700	1,363,900	1,363,900
036 G033001	21	2013	415	CUMBERLAND AVE	157,300	557,000	714,300	714,300
036 G035001	12	2013	102	FOREST AVE	61,600	163,000	224,600	214,600
037 A001001	33	2013	45	FOREST AVE	1201900	9218900	10420800	10,420,800
037 A009001	17	2013	104	OAK ST	64700	1281900	1346600	1,346,600
037 A011001	22	2013	92	OAK ST	148500	218500	367000	367,000
037 A012001	22	2013	39	FOREST AVE	469600	2487500	2957100	2,957,100
037 A022001	21	2013	25	FOREST AVE	396200	426700	822900	822,900
037 A023001	25	2013	84	OAK ST	295200	46300	341500	341,500
037 A033001	25	2013	11	FOREST AVE	461400	38080	499480	499,480
037 A035001	17	2013	72	OAK ST	604600	1591800	2196400	2,196,400
037 A038001	21	2013	565	CONGRESS ST	490800	1330500	1821300	1,821,300
037 A042001	27	2013	559	CONGRESS ST	115300	172400	287700	287,700
037 A043001	21	2013	555	CONGRESS ST	113500	242100	355600	355,600
037 A044001	21	2013	553	CONGRESS ST	110700	214400	325100	325,100

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037 A045001	21	2013	575	CONGRESS ST	138700	162000	300700	300,700
037 A046001	22	2013	7	FOREST AVE	115300	257200	372500	372,500
037 B001001	22	2013	380	CUMBERLAND AVE	947200	859800	1807000	1,807,000
037 B013001	25	2013	95	OAK ST	200500	9380	209880	209,880
037 B015001	17	2013	11	SHEPLEY ST	70000	1599800	1669800	1,669,800
037 C001001	25	2013	0	SHEPLEY ST	300200	22500	322700	322,700
037 C004001	25	2013	0	SHEPLEY ST	191500	13130	204630	204,630
037 C006001	17	2013	18	CASCO ST	69100	2560500	2629600	2,629,600
037 C008001	25	2013	81	OAK ST	252700	86240	338940	338,940
037 C010001	22	2013	16	CASCO ST	253300	487400	740700	740,700
037 C014100	20	2013	531	CONGRESS ST	273500	1115300	1388800	1,388,800
037 C014200	20	2013	531	CONGRESS ST	411800	1656300	2068100	2,068,100
037 C014300	20	2013	531	CONGRESS ST	276500	1083000	1359500	1,359,500
037 C014400	20	2013	531	CONGRESS ST	313400	1363000	1676400	1,676,400
037 C014501	10	2013	531	CONGRESS ST	86700	346600	433300	433,300
037 C014502	10	2013	531	CONGRESS ST	67300	269200	336500	336,500
037 C014503	10	2013	531	CONGRESS ST	98300	393100	491400	491,400
037 C014504	10	2013	531	CONGRESS ST	161300	645300	806600	806,600
037 C014505	10	2013	531	CONGRESS ST	120300	481200	601500	601,500
037 C014506	10	2013	531	CONGRESS ST	79400	317400	396800	396,800
037 C014507	10	2013	531	CONGRESS ST	79500	318100	397600	397,600
037 C014508	10	2013	531	CONGRESS ST	107900	431600	539500	539,500
037 C014509	10	2013	531	CONGRESS ST	62200	248700	310900	310,900
037 C014510	10	2013	531	CONGRESS ST	87900	351700	439600	429,600
037 C016001	21	2013	551	CONGRESS ST	197200	651700	848900	848,900
037 C017006	10	2013	547	CONGRESS ST	92800	545200	638000	638,000
037 C01701A	20	2013	545	CONGRESS ST	28500	114300	142800	142,800
037 C01701B	20	2013	545	CONGRESS ST	30000	120900	150900	150,900
037 C01701C	20	2013	545	CONGRESS ST	32000	129700	161700	161,700
037 C01702A	10	2013	547	CONGRESS ST	26400	105700	132100	132,100
037 C01702B	10	2013	547	CONGRESS ST	24800	99100	123900	123,900
037 C01702C	10	2013	547	CONGRESS ST	31100	124400	155500	145,500
037 C01702D	10	2013	547	CONGRESS ST	40900	163800	204700	194,700
037 C01702E	10	2013	547	CONGRESS ST	28700	114800	143500	143,500
037 C01703A	10	2013	547	CONGRESS ST	39900	159800	199700	199,700
037 C01703B	10	2013	547	CONGRESS ST	34100	160300	194400	194,400
037 C01703C	10	2013	547	CONGRESS ST	53400	213400	266800	266,800
037 C01704A	10	2013	547	CONGRESS ST	41600	166300	207900	197,900
037 C01704B	10	2013	547	CONGRESS ST	32100	128100	160200	160,200
037 C01704C	10	2013	547	CONGRESS ST	54200	216600	270800	270,800
037 C01705A	10	2013	547	CONGRESS ST	92500	499900	592400	592,400
037 C01705B	10	2013	547	CONGRESS ST	41400	212700	254100	254,100
037 D001001	21	2013	45	CASCO ST	213500	516600	730100	730,100
037 D002001	22	2013	511	CONGRESS ST	1557500	6886500	8444000	8,444,000
037 D003001	27	2013	360	CUMBERLAND AVE	90000	375800	465800	465,800
037 D004001	25	2013	48	BROWN ST	737800	136290	874090	874,090
037 D007001	17	2013	37	CASCO ST	71900	3131300	3203200	3,203,200
037 D023001	22	2013	15	CASCO ST	211100	761900	973000	973,000
037 D024001	21	2013	519	CONGRESS ST	226100	369770	595870	595,870
037 E002001	27	2013	585	CONGRESS ST	355500	981800	1337300	1,337,300
037 E003001	27	2013	10	CONGRESS SQ	1079700	8536600	9616300	9,616,300
037 E004001	25	2013	28	FOREST AVE	181300	16450	197750	197,750
037 E005001	40	2013	32	FOREST AVE	162900	0	162900	162,900
037 E005002	25	2013	32	FOREST AVE	162900	12660	175560	175,560
037 E006004	20	2013	173	HIGH ST	99500	893100	992600	992,600
037 E006005	20	2013	173	HIGH ST	37500	337600	375100	375,100
037 E006006	53	2013	173	HIGH ST	38500	346500	385000	-
037 E006008	20	2013	173	HIGH ST	29000	179100	208100	208,100
037 E006009	20	2013	173	HIGH ST	550000	7759400	8309400	8,309,400
037 E006010	10	2013	173	HIGH ST	900	9000	9900	9,900
037 E006011	10	2013	173	HIGH ST	900	9000	9900	9,900
037 E006012	10	2013	173	HIGH ST	900	9000	9900	9,900

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037 E006013	10	2013	173	HIGH ST	900	9000	9900	9,900
037 E006014	10	2013	173	HIGH ST	900	9000	9900	9,900
037 E006015	10	2013	173	HIGH ST	900	9000	9900	9,900
037 E006016	10	2013	173	HIGH ST	900	9000	9900	9,900
037 E006017	10	2013	173	HIGH ST	900	9000	9900	9,900
037 E006018	10	2013	173	HIGH ST	900	9000	9900	9,900
037 E006019	10	2013	173	HIGH ST	900	9000	9900	9,900
037 E006025	10	2013	173	HIGH ST	900	9000	9900	9,900
037 E006026	10	2013	173	HIGH ST	900	9000	9900	9,900
037 E006027	10	2013	173	HIGH ST	900	9000	9900	9,900
037 E006028	10	2013	173	HIGH ST	900	9000	9900	9,900
037 E006029	10	2013	173	HIGH ST	900	9000	9900	9,900
037 E006030	10	2013	173	HIGH ST	900	9000	9900	9,900
037 E006036	10	2013	173	HIGH ST	900	9000	9900	9,900
037 E006037	10	2013	173	HIGH ST	900	9000	9900	9,900
037 E006041	10	2013	173	HIGH ST	900	9000	9900	9,900
037 E006042	10	2013	173	HIGH ST	900	9000	9900	9,900
037 E007001	23	2013	157	HIGH ST	1162600	7243900	8406500	8,406,500
037 F002001	25	2013	45	BROWN ST	1192300	1354900	2547200	2,547,200
037 F005001	27	2013	28	PREBLE ST	255100	2187300	2442400	2,442,400
037 F007001	22	2013	24	PREBLE ST	119000	1102800	1221800	1,221,800
037 F009001	32	2013	338	CUMBERLAND AVE	300300	1511400	1811700	1,811,700
037 F012001	25	2013	41	BROWN ST	158000	13290	171290	171,290
037 F017001	21	2013	489	CONGRESS ST	513700	713100	1226800	1,226,800
037 F018001	21	2013	481	CONGRESS ST	0	77500	77500	77,500
037 F018002	22	2013	481	CONGRESS ST	168300	734600	902900	902,900
037 F020001	54	2013	38	PREBLE ST	146700	1349800	1496500	-
037 F022001	22	2013	477	CONGRESS ST	351000	6073700	6424700	**5,280,500**
037 F023001	22	2013	22	PREBLE ST	520100	2285900	2806000	**2,153,900**
037 G001001	21	2013	594	CONGRESS ST	179600	623000	802600	802,600
037 G004001	21	2013	582	CONGRESS ST	96700	120300	217000	217,000
037 G005001	21	2013	580	CONGRESS ST	127000	409300	536300	536,300
037 G006001	27	2013	578	CONGRESS ST	90700	128700	219400	219,400
037 G007001	27	2013	576	CONGRESS ST	135400	50400	185800	185,800
037 G008001	27	2013	574	CONGRESS ST	94700	97100	191800	191,800
037 G009001	22	2013	570	CONGRESS ST	207200	335500	542700	542,700
037 G010001	27	2013	133	FREE ST	209400	323300	532700	532,700
037 G012001	21	2013	584	CONGRESS ST	90500	46500	137000	137,000
037 G014001	22	2013	562	CONGRESS ST	719700	4051400	4771100	4,771,100
037 H001001	27	2013	550	CONGRESS ST	140000	340400	480400	480,400
037 H002001	55	2013	540	CONGRESS ST	70000	623600	693600	-
037 H002002	20	2013	540	CONGRESS ST	190000	1962700	2152700	2,152,700
037 H002003	10	2013	540	CONGRESS ST	29000	113900	142900	142,900
037 H002004	10	2013	540	CONGRESS ST	29000	116400	145400	145,400
037 H002005	10	2013	540	CONGRESS ST	29000	113900	142900	142,900
037 H002006	10	2013	540	CONGRESS ST	32000	128700	160700	160,700
037 H005001	20	2013	536	CONGRESS ST	276000	650100	926100	926,100
037 H009001	21	2013	516	CONGRESS ST	484200	350000	834200	834,200
037 H010001	21	2013	510	CONGRESS ST	850500	2777900	3628400	3,628,400
037 H011001	20	2013	500	CONGRESS ST	18000	159800	177800	177,800
037 H011002	20	2013	500	CONGRESS ST	15600	173000	188600	188,600
037 H013001	21	2013	504	CONGRESS ST	586700	589500	1176200	1,176,200
037 H014001	20	2013	51	OAK ST	16170	139260	155430	155,430
037 H014002	20	2013	51	OAK ST	8540	105180	113720	113,720
037 H014003	20	2013	51	OAK ST	19430	139700	159130	159,130
037 H014004	55	2013	51	OAK ST	461080	1844320	2305400	-
037 H014005	20	2013	51	OAK ST	19430	97130	116560	116,560
037 H025001	21	2013	57	OAK ST	50300	27000	77300	77,300
037 I001001	21	2013	498	CONGRESS ST	193900	454600	648500	648,500
037 I002101	20	2013	490	CONGRESS ST	46500	186100	232600	232,600
037 I002102	20	2013	492	CONGRESS ST	52100	208500	260600	260,600
037 I002103	55	2013	15	BROWN ST	26400	105500	131900	-

PARID	LUC	TAXYR	ADRNO	ADRSTR	APRLAND	APRBLDG	APRTOT	ASSESSED VALUE
037 I002104	10	2013	15	BROWN ST	33300	133000	166300	166,300
037 I002105	10	2013	15	BROWN ST	43200	172700	215900	205,900
037 I002201	10	2013	15	BROWN ST	40400	161400	201800	201,800
037 I002202	10	2013	15	BROWN ST	39800	159300	199100	199,100
037 I002203	10	2013	15	BROWN ST	53400	213600	267000	257,000
037 I002204	10	2013	15	BROWN ST	37000	148100	185100	185,100
037 I002205	10	2013	15	BROWN ST	45900	183400	229300	229,300
037 I002206	10	2013	15	BROWN ST	30700	122900	153600	153,600
037 I002207	10	2013	15	BROWN ST	32100	128300	160400	150,400
037 I002208	10	2013	15	BROWN ST	62400	249400	311800	311,800
037 I002301	10	2013	15	BROWN ST	38000	151800	189800	189,800
037 I002302	10	2013	15	BROWN ST	41900	167400	209300	209,300
037 I002303	10	2013	15	BROWN ST	54100	216200	270300	270,300
037 I002304	10	2013	15	BROWN ST	44800	179300	224100	224,100
037 I002305	10	2013	15	BROWN ST	41200	164700	205900	205,900
037 I002306	10	2013	15	BROWN ST	49300	197100	246400	246,400
037 I002307	10	2013	15	BROWN ST	56600	226500	283100	283,100
037 I002401	10	2013	15	BROWN ST	70400	281500	351900	341,900
037 I002402	10	2013	15	BROWN ST	69600	278300	347900	347,900
037 I002403	10	2013	15	BROWN ST	83000	332100	415100	399,100
037 I002404	10	2013	15	BROWN ST	70300	281200	351500	351,500
037 I002405	10	2013	15	BROWN ST	76900	307600	384500	384,500
037 I002406	10	2013	15	BROWN ST	90900	363400	454300	454,300
037 I003001	21	2013	482	CONGRESS ST	442900	2682700	3125600	3,125,600
037 I004001	22	2013	480	CONGRESS ST	209500	774200	983700	983,700
037 I005001	27	2013	486	CONGRESS ST	102400	213600	316000	316,000
037 I007001	21	2013	11	BROWN ST	343300	497000	840300	840,300
037 I009001	25	2013	59	FREE ST	430600	17660	448260	448,260
037 I012001	25	2013	104	CENTER ST	350800	21560	372360	372,360
038 A001001	20	2013	10	FREE ST	214,800	2,719,000	2,933,800	2,933,800
038 A001002	20	2013	10	FREE ST	80,000	633,300	713,300	713,300
038 A005001	22	2013	22	FREE ST	1,261,700	1,257,800	2,519,500	2,519,500
038 A014001	56	2013	28	FREE ST	238,900	-	238,900	-
038 A015001	56	2013	41	COTTON ST	169,500	-	169,500	-
038 B001001	20	2013	1	PORTLAND SQ	1,000,000	14,876,300	15,876,300	15,876,300
038 B001007	20	2013	1	PORTLAND SQ	840,000	11,483,400	12,323,400	12,323,400
038 B002001	22	2013	2	PORTLAND SQ	1,450,700	24,256,400	25,707,100	25,707,100
038 B003001	25	2013	481	FORE ST	3,334,400	125,000	3,459,400	3,459,400
038 C008001	56	2013	28	COTTON ST	162,900	-	162,900	-
038 C009001	25	2013	24	COTTON ST	729,500	-	729,500	729,500
038 C012001	27	2013	8	COTTON ST	808,200	1,054,300	1,862,500	1,862,500
038 C030001	21	2013	59	CENTER ST	135,400	198,200	333,600	333,600
038 D015001	56	2013	82	FREE ST	2,435,100	16,958,500	19,393,600	-
038 E009105	20	2013	70	CENTER ST	20,000	176,000	196,000	196,000
038 E009106	20	2013	70	CENTER ST	18,000	161,300	179,300	179,300
038 E009204	20	2013	70	CENTER ST	20,000	174,600	194,600	194,600
038 E009205	20	2013	70	CENTER ST	20,000	182,300	202,300	202,300
038 E009304	20	2013	70	CENTER ST	20,000	183,900	203,900	203,900
038 E009305	20	2013	70	CENTER ST	20,000	182,900	202,900	202,900
038 E009401	20	2013	70	CENTER ST	35,000	317,300	352,300	352,300
038 E009G07	20	2013	70	CENTER ST	19,000	165,900	184,900	184,900
038 E009G08	20	2013	70	CENTER ST	18,000	163,700	181,700	181,700
038 E010001	20	2013	17	SOUTH ST	15,000	129,200	144,200	144,200
038 E010002	20	2013	17	SOUTH ST	15,000	129,200	144,200	144,200
038 E010003	20	2013	17	SOUTH ST	25,000	208,800	233,800	233,800
038 E012001	21	2013	52	CENTER ST	155,300	257,700	413,000	413,000
038 E019001	21	2013	1	PLEASANT ST	216,600	480,100	696,700	696,700
038 E020001	27	2013	7	PLEASANT ST	203,400	188,800	392,200	392,200
038 E021001	25	2013	9	PLEASANT ST	73,500	6,490	79,990	79,990
038 E023001	27	2013	15	PLEASANT ST	285,000	526,000	811,000	811,000
038 E024001	27	2013	21	PLEASANT ST	168,300	263,000	431,300	431,300
038 E025001	13	2013	11	SOUTH ST	141,500	235,100	376,600	366,600

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038 E026001	12	2013	9	SOUTH ST	145,200	190,200	335,400	325,400
038 E027001	27	2013	5	SOUTH ST	147,500	133,300	280,800	280,800
038 E029001	27	2013	19	SOUTH ST	157,200	567,000	724,200	724,200
038 E030001	25	2013	58	CENTER ST	466,600	34,030	500,630	500,630
038 F008001	22	2013	470	FORE ST	165,700	1,982,300	2,148,000	2,148,000
038 F009001	23	2013	468	FORE ST	500,000	7,158,200	7,658,200	7,658,200
038 F009002	22	2013	468	FORE ST	953,400	1,407,500	2,360,900	2,360,900
038 G001001	25	2013	486	FORE ST	2,968,100	162,730	3,130,830	3,130,830
038 I001001	56	2013	38	FREE ST	192,300	-	192,300	-
038 I002001	56	2013	42	COTTON ST	234,000	-	234,000	-
038 I004001	56	2013	38	COTTON ST	221,700	3,130	224,830	-
038 I018001	21	2013	46	FREE ST	449,000	1,910,200	2,359,200	2,359,200
039 A001001	21	2013	626	CONGRESS ST	257800	552900	810700	810,700
039 A002001	21	2013	622	CONGRESS ST	139600	773700	913300	913,300
039 A005001	21	2013	616	CONGRESS ST	198200	831000	1029200	1,029,200
039 A006001	25	2013	143	PARK ST	72300	6560	78860	78,860
039 A007001	25	2013	612	CONGRESS ST	42800	3590	46390	46,390
039 A008001	21	2013	610	CONGRESS ST	84000	244800	328800	328,800
039 A009001	21	2013	608	CONGRESS ST	97200	192500	289700	289,700
039 A010001	21	2013	606	CONGRESS ST	82600	165600	248200	248,200
039 A011001	25	2013	141	PARK ST	128100	10940	139040	139,040
039 A013001	22	2013	600	CONGRESS ST	176800	701300	878100	878,100
039 A014001	10	2013	139	PARK ST	39600	158300	197900	187,900
039 A014002	10	2013	137	PARK ST	39600	158300	197900	187,900
039 A014003	10	2013	135	PARK ST	62200	252800	315000	315,000
039 A014004	10	2013	139	PARK ST	56900	227700	284600	274,600
039 A014005	10	2013	137	PARK ST	56900	227700	284600	284,600
039 A014006	10	2013	135	PARK ST	56900	227700	284600	274,600
039 A015001	12	2013	23	SPRING ST PL	128200	149000	277200	277,200
039 A016001	40	2013	122	HIGH ST	79500	0	79500	79,500
039 A016002	25	2013	122	HIGH ST	776300	36750	813050	813,050
039 A017001	22	2013	128	HIGH ST	405800	3242570	3648370	**2,817,500**
039 A021001	16	2013	129	PARK ST	161500	517900	679400	679,400
039 A023001	25	2013	125	PARK ST	50600	4680	55280	55,280
039 A025001	25	2013	123	PARK ST	58000	5050	63050	63,050
039 A026001	11	2013	1	SPRING ST PL	134,400	78,000	212,400	212,400
039 A027001	26	2013	116	HIGH ST	557,800	759,400	1,317,200	1,317,200
039 A028001	4	2013	135	SPRING ST	113,600	479,400	593,000	593,000
039 A029001	27	2013	133	SPRING ST	106,500	205,800	312,300	312,300
039 A030001	27	2013	131	SPRING ST	106,900	198,300	305,200	305,200
039 A031001	27	2013	129	SPRING ST	104,100	248,400	352,500	352,500
039 A032001	25	2013	127	SPRING ST	149,200	17,920	167,120	167,120
039 A035001	27	2013	110	HIGH ST	167,800	215,000	382,800	382,800
039 A037001	21	2013	106	HIGH ST	154,500	350,400	504,900	504,900
039 B004001	25	2013	130	FREE ST	687600	35780	723380	723,380
039 B007001	21	2013	128	FREE ST	127100	177900	305000	305,000
039 B008001	25	2013	120	FREE ST	530500	56340	586840	586,840
039 B011001	21	2013	44	OAK ST	151600	980100	1131700	1,131,700
039 C001002	54	2013	110	FREE ST	263,800	2,373,800	2,637,600	-
039 C00101A	54	2013	110	FREE ST	25,500	229,300	254,800	-
039 C00101B	20	2013	110	FREE ST	73,100	657,700	730,800	730,800
039 C00101C	20	2013	110	FREE ST	103,300	929,600	1,032,900	1,032,900
039 C0010GB	20	2013	110	FREE ST	4,300	39,000	43,300	43,300
039 C0010GC	54	2013	110	FREE ST	10,300	92,300	102,600	-
039 C001301	54	2013	110	FREE ST	242,200	2,179,800	2,422,000	-
039 C001302	22	2013	110	FREE ST	24,000	215,500	239,500	239,500
039 C001GA1	54	2013	110	FREE ST	76,400	688,000	764,400	-
039 C001GA2	54	2013	110	FREE ST	35,700	321,500	357,200	-
039 C002001	56	2013	0	FREE ST	1,846,200	6,279,700	8,125,900	-
039 D001001	11	2013	130	SPRING ST	137,000	131,700	268,700	258,700
039 D002001	15	2013	126	SPRING ST	109,300	200,300	309,600	309,600
039 D003001	54	2013	124	SPRING ST	134,600	164,100	298,700	-

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039 D004001	12	2013	122	SPRING ST	134,800	152,600	287,400	287,400
039 D005001	56	2013	98	HIGH ST	302,300	13,130	315,430	-
039 D008001	53	2013	141	PLEASANT ST	372,500	642,700	1,015,200	-
039 D009001	53	2013	133	PLEASANT ST	437,700	307,400	745,100	-
039 D010001	12	2013	127	PLEASANT ST	158,600	326,500	485,100	485,100
039 D013001	27	2013	132	SPRING ST	133,200	271,000	404,200	404,200
039 D014001	15	2013	90	HIGH ST	150,100	505,700	655,800	655,800
039 D016001	13	2013	120	SPRING ST	134,400	174,200	308,600	308,600
039 E001001	56	2013	94	SPRING ST ARTERIAL	7,000	-	7,000	-
039 E008001	22	2013	93	HIGH ST	261,200	469,400	730,600	730,600
039 E009001	54	2013	87	HIGH ST	350,800	710,500	1,061,300	-
039 E010001	23	2013	88	SPRING ST	1,788,000	12,743,800	14,531,800	14,531,800
039 F001001	25	2013	40	SPRING ST ARTERIAL	1,856,400	792,300	2,648,700	2,648,700
039 F013001	32	2013	59	PLEASANT ST	285,600	658,100	943,700	943,700
039 F017001	12	2013	22	SOUTH ST	144,600	135,000	279,600	269,600
039 F018001	12	2013	20	SOUTH ST	144,000	120,700	264,700	264,700
039 F019001	12	2013	16	SOUTH ST	125,000	108,900	233,900	223,900
039 F020001	12	2013	14	SOUTH ST	135,400	136,300	271,700	271,700
039 F021001	25	2013	10	SOUTH ST	9,600	-	9,600	9,600
039 F022001	10	2013	37	PLEASANT ST	36,000	143,800	179,800	179,800
039 F022002	10	2013	37	PLEASANT ST	34,600	138,300	172,900	172,900
039 F022003	10	2013	37	PLEASANT ST	36,000	143,800	179,800	179,800
039 F022004	10	2013	37	PLEASANT ST	35,700	142,600	178,300	162,300
039 F022005	10	2013	37	PLEASANT ST	38,800	155,200	194,000	194,000
039 F022006	10	2013	37	PLEASANT ST	37,400	149,700	187,100	187,100
039 F023001	21	2013	35	PLEASANT ST	79,800	247,600	327,400	327,400
039 F025001	56	2013	24	SOUTH ST	185,600	24,910	210,510	-
039 F026001	40	2013	22	SOUTH ST	27,000	-	27,000	27,000
039 G001001	11	2013	142	PLEASANT ST	136,400	321,900	458,300	448,300
039 G002931	10	2013	93	PARK ST	56,300	225,300	281,600	281,600
039 G002932	10	2013	93	PARK ST	42,200	168,900	211,100	211,100
039 G002951	10	2013	95	PARK ST	56,300	225,300	281,600	271,600
039 G002952	10	2013	95	PARK ST	42,200	168,900	211,100	195,100
039 G004001	12	2013	91	PARK ST	166,400	241,500	407,900	407,900
039 G005001	11	2013	136	PLEASANT ST	129,700	132,800	262,500	252,500
039 G006001	27	2013	132	PLEASANT ST	181,700	286,900	468,600	468,600
039 G007001	12	2013	89	PARK ST	166,400	241,500	407,900	407,900
039 G010A01	10	2013	72	HIGH ST	39,400	157,700	197,100	197,100
039 G010A02	10	2013	72	HIGH ST	36,300	145,100	181,400	181,400
039 G010A03	10	2013	72	HIGH ST	32,600	130,400	163,000	163,000
039 G010B01	10	2013	72	HIGH ST	39,200	156,800	196,000	186,000
039 G010B02	10	2013	72	HIGH ST	35,800	143,000	178,800	168,800
039 G010B03	10	2013	72	HIGH ST	30,500	122,000	152,500	152,500
039 G010C01	10	2013	72	HIGH ST	41,400	165,600	207,000	207,000
039 G010C02	10	2013	72	HIGH ST	34,500	138,000	172,500	172,500
039 G010C03	10	2013	72	HIGH ST	30,200	120,700	150,900	150,900
039 G010D01	10	2013	72	HIGH ST	41,200	164,700	205,900	195,900
039 G010D02	10	2013	72	HIGH ST	40,400	161,700	202,100	192,100
039 G010D03	10	2013	72	HIGH ST	36,500	146,000	182,500	182,500
039 G010E01	10	2013	72	HIGH ST	22,000	87,800	109,800	99,800
039 G010E02	10	2013	72	HIGH ST	40,400	161,700	202,100	192,100
039 G010E03	10	2013	72	HIGH ST	33,900	135,500	169,400	169,400
039 G010F03	10	2013	72	HIGH ST	34,600	138,200	172,800	172,800
039 G010G03	10	2013	72	HIGH ST	44,700	178,900	223,600	223,600
039 G011001	15	2013	120	PLEASANT ST	120,200	368,700	488,900	488,900
039 G012001	14	2013	84	HIGH ST	150,200	259,900	410,100	410,100
039 G013001	11	2013	82	HIGH ST	131,300	138,100	269,400	253,400
040 A001001	54	2013	71	HIGH ST	320,100	457,900	778,000	-
040 A002001	14	2013	98	PLEASANT ST	151,700	239,400	391,100	391,100
040 A003001	12	2013	92	PLEASANT ST	144,000	173,800	317,800	317,800
040 A004001	15	2013	88	PLEASANT ST	177,100	417,300	594,400	594,400
040 A005001	25	2013	76	PLEASANT ST	186,000	33,690	219,690	219,690

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040 A008001	25	2013	74	PLEASANT ST	42,700	-	42,700	42,700
040 A009001	14	2013	68	PLEASANT ST	134,300	252,600	386,900	386,900
040 A010001	54	2013	54	MAPLE ST	170,000	224,300	394,300	-
040 A011001	11	2013	67	HIGH ST	153,800	129,700	283,500	283,500
040 A013001	17	2013	53	DANFORTH ST	447,100	2,264,800	2,711,900	2,711,900
040 A014001	11	2013	52	MAPLE ST	128,300	98,800	227,100	227,100
040 A015001	15	2013	65	HIGH ST	152,700	352,800	505,500	505,500
040 A016001	17	2013	81	DANFORTH ST	253,200	880,000	1,133,200	1,133,200
040 A017001	15	2013	77	DANFORTH ST	149,300	304,800	454,100	454,100
040 A018001	15	2013	75	DANFORTH ST	147,200	174,900	322,100	322,100
040 A019001	15	2013	71	DANFORTH ST	170,700	257,100	427,800	427,800
040 A022001	15	2013	67	DANFORTH ST	165,900	145,400	311,300	311,300
040 A024001	15	2013	63	DANFORTH ST	156,100	133,400	289,500	289,500
040 A027001	11	2013	50	MAPLE ST	133,100	112,800	245,900	235,900
040 A028001	40	2013	46	MAPLE ST	23,500	-	23,500	23,500
040 A030001	16	2013	69	HIGH ST	109,300	357,800	467,100	467,100
040 B001001	25	2013	55	MAPLE ST	61,500	6,250	67,750	67,750
040 B002001	25	2013	58	PLEASANT ST	38,900	6,250	45,150	45,150
040 B003001	13	2013	54	PLEASANT ST	132,900	215,500	348,400	348,400
040 B004001	27	2013	44	PLEASANT ST	131,500	688,900	820,400	820,400
040 B006001	11	2013	40	PLEASANT ST	185,100	308,200	493,300	493,300
040 B007001	27	2013	23	DANFORTH ST	141,000	197,500	338,500	338,500
040 B008001	22	2013	32	PLEASANT ST	61,200	186,200	247,400	247,400
040 B009001	20	2013	30	PLEASANT ST	28,400	113,600	142,000	142,000
040 B009002	10	2013	30	PLEASANT ST	27,900	111,700	139,600	139,600
040 B009003	10	2013	30	PLEASANT ST	28,500	114,000	142,500	132,500
040 B010001	12	2013	20	PLEASANT ST	139,000	73,600	212,600	212,600
040 B012001	22	2013	18	PLEASANT ST	98,100	92,300	190,400	190,400
040 B013001	12	2013	14	PLEASANT ST	132,500	118,200	250,700	250,700
040 B015001	25	2013	10	PLEASANT ST	15,100	-	15,100	15,100
040 B017001	21	2013	4	PLEASANT ST	45,400	620	46,020	46,020
040 B018001	40	2013	51	MAPLE ST	8,100	-	8,100	8,100
040 B020001	21	2013	35	DANFORTH ST	175,200	195,800	371,000	371,000
040 B021001	13	2013	33	DANFORTH ST	108,200	100,300	208,500	208,500
040 B022001	40	2013	29	DANFORTH ST	119,900	-	119,900	119,900
040 B023001	25	2013	13	DANFORTH ST	96,700	6,250	102,950	102,950
040 B028001	21	2013	1	DANFORTH ST	161,300	232,700	394,000	394,000
040 B032001	21	2013	45	DANFORTH ST	131,400	174,300	305,700	305,700
040 B033001	10	2013	56	PLEASANT ST	33,600	134,200	167,800	167,800
040 B033002	10	2013	56	PLEASANT ST	34,300	137,200	171,500	171,500
040 B033003	10	2013	56	PLEASANT ST	35,100	140,400	175,500	165,500
040 C001001	16	2013	51	HIGH ST	177,000	574,100	751,100	751,100
040 C002001	15	2013	78	DANFORTH ST	183,300	229,500	412,800	412,800
040 C003001	25	2013	68	DANFORTH ST	52,600	-	52,600	52,600
040 C004001	25	2013	66	DANFORTH ST	32,800	-	32,800	32,800
040 C005001	25	2013	60	DANFORTH ST	275,300	-	275,300	275,300
040 C009001	31	2013	50	DANFORTH ST	394,200	231,200	625,400	625,400
040 C014001	14	2013	41	HIGH ST	150,300	182,300	332,600	332,600
040 C015001	10	2013	37	HIGH ST	27,100	108,400	135,500	135,500
040 C015002	10	2013	37	HIGH ST	21,700	86,700	108,400	108,400
040 C015003	10	2013	37	HIGH ST	52,900	211,400	264,300	264,300
040 C015004	10	2013	37	HIGH ST	25,000	100,100	125,100	125,100
040 C016001	12	2013	31	HIGH ST	152,000	125,600	277,600	277,600
040 C018001	40	2013	11	HIGH ST CT	126,400	-	126,400	126,400
040 C021001	12	2013	27	HIGH ST	148,400	183,800	332,200	322,200
040 C022001	21	2013	101	YORK ST	-	174,780	174,780	174,780
040 C025001	22	2013	85	YORK ST	111,300	481,600	592,900	592,900
040 C026001	24	2013	75	YORK ST	165,600	503,400	669,000	669,000
040 C030001	21	2013	53	YORK ST	119,000	807,800	926,800	926,800
040 C033001	40	2013	0	HIGH ST CT	40,900	-	40,900	40,900
040 D001001	22	2013	20	DANFORTH ST	202,900	2,571,900	2,774,800	2,774,800
040 D002001	22	2013	10	DANFORTH ST	110,000	893,100	1,003,100	1,003,100

PARID	LUC	TAXYR	ADRNO	ADRSTR	APRLAND	APRBLDG	APRTOT	ASSESSED VALUE
040 E001001	25	2013	40	YORK ST	520,400	61,680	582,080	582,080
040 F011001	22	2013	14	YORK ST	256,400	1,992,200	2,248,600	2,248,600
042 A007001	22	2013	54	YORK ST	306,300	848,300	1,154,600	1,154,600
042 B002001	56	2013	14	HIGH ST	91,700	-	91,700	-
043 A001001	56	2013	0	BRACKETT ST	172,300	-	172,300	-
043 B001001	56	2013	0	YORK ST	28,300	-	28,300	-
043 B003001	11	2013	194	YORK ST	133,700	142,200	275,900	275,900
043 B004001	56	2013	192	YORK ST	15,600	-	15,600	-
043 B005001	56	2013	182	YORK ST	11,700	-	11,700	-
043 C001001	11	2013	170	YORK ST	135,800	165,200	301,000	301,000
043 C002001	11	2013	168	YORK ST	130,600	171,900	302,500	292,500
043 C003001	40	2013	158	YORK ST	27,500	-	27,500	27,500
043 C004001	14	2013	156	YORK ST	169,400	186,400	355,800	355,800
043 C006001	56	2013	431	COMMERCIAL ST	562,500	-	562,500	-
043 E005001	56	2013	14	STATE ST	1,600	-	1,600	-
043 E008001	57	2013	469	COMMERCIAL ST	88,100	-	88,100	-
044 A001001	13	2013	20	HIGH ST	141,300	256,000	397,300	397,300
044 A002001	16	2013	24	HIGH ST	180,200	782,900	963,100	963,100
044 A003001	11	2013	117	YORK ST	141,600	119,500	261,100	251,100
044 A00400A	10	2013	125	YORK ST	70,300	281,300	351,600	351,600
044 A00400B	10	2013	125	YORK ST	69,100	276,200	345,300	345,300
044 A00400C	10	2013	125	YORK ST	64,000	256,000	320,000	320,000
044 A00400D	10	2013	125	YORK ST	64,200	256,900	321,100	321,100
044 A00400E	10	2013	125	YORK ST	62,200	248,700	310,900	310,900
044 A00400F	10	2013	125	YORK ST	54,300	217,200	271,500	271,500
044 A00400G	10	2013	125	YORK ST	54,300	217,200	271,500	271,500
044 A005271	10	2013	127	YORK ST	35,800	143,000	178,800	178,800
044 A005272	10	2013	127	YORK ST	36,600	146,200	182,800	182,800
044 A005273	10	2013	127	YORK ST	39,600	158,500	198,100	198,100
044 A005274	10	2013	127	YORK ST	28,300	113,100	141,400	141,400
044 A005275	10	2013	127	YORK ST	29,400	117,500	146,900	146,900
044 A005276	10	2013	127	YORK ST	32,100	128,500	160,600	160,600
044 A005291	10	2013	129	YORK ST	35,800	143,000	178,800	178,800
044 A005292	10	2013	129	YORK ST	36,600	146,200	182,800	182,800
044 A005293	10	2013	129	YORK ST	39,600	158,500	198,100	198,100
044 A005294	10	2013	129	YORK ST	28,300	113,100	141,400	141,400
044 A005295	10	2013	129	YORK ST	29,400	117,500	146,900	146,900
044 A005296	10	2013	129	YORK ST	32,100	128,500	160,600	150,600
044 A007001	13	2013	135	YORK ST	148,900	114,300	263,200	263,200
044 A008001	11	2013	25	PARK ST	146,400	243,500	389,900	389,900
044 A009001	15	2013	28	HIGH ST	154,800	365,900	520,700	520,700
044 A010001	11	2013	32	HIGH ST	148,000	107,800	255,800	245,800
044 A011001	11	2013	34	HIGH ST	169,800	263,800	433,600	423,600
044 A012001	10	2013	33	PARK ST	47,000	187,900	234,900	234,900
044 A012002	10	2013	33	PARK ST	50,500	202,000	252,500	242,500
044 A012003	10	2013	33	PARK ST	61,200	244,600	305,800	305,800
044 A012004	10	2013	33	PARK ST	59,800	239,200	299,000	289,000
044 A012005	10	2013	33	PARK ST	59,200	236,600	295,800	295,800
044 A013001	54	2013	11	NYE ST	143,800	208,200	352,000	-
044 A014001	54	2013	7	NYE ST	144,000	213,900	357,900	-
044 A015001	13	2013	5	NYE ST	144,000	242,000	386,000	386,000
044 A016001	15	2013	40	HIGH ST	233,700	316,300	550,000	550,000
044 A018001	54	2013	12	NYE ST	138,300	208,800	347,100	-
044 A019001	10	2013	45	PARK ST	35,000	140,200	175,200	175,200
044 A019002	10	2013	45	PARK ST	32,800	131,400	164,200	164,200
044 A019003	10	2013	45	PARK ST	33,600	134,500	168,100	168,100
044 A019004	10	2013	45	PARK ST	32,800	131,400	164,200	164,200
044 A019005	10	2013	45	PARK ST	23,100	92,500	115,600	115,600
044 A019006	10	2013	45	PARK ST	24,700	98,900	123,600	123,600
044 A020001	10	2013	48	HIGH ST	41,200	164,700	205,900	195,900
044 A020002	10	2013	48	HIGH ST	66,400	265,500	331,900	331,900
044 A021001	27	2013	86	DANFORTH ST	140,500	251,200	391,700	391,700

PARID	LUC	TAXYR	ADRNO	ADRSTR	APRLAND	APRBLDG	APRTOT	ASSESSED VALUE
044 A022001	16	2013	92	DANFORTH ST	117,600	500,300	617,900	617,900
044 A023001	54	2013	96	DANFORTH ST	306,000	884,900	1,190,900	-
044 A025001	16	2013	51	PARK ST	167,900	524,700	692,600	692,600
044 A026001	12	2013	57	PARK ST	163,400	246,800	410,200	400,200
044 A029001	12	2013	133	YORK ST	152,500	63,500	216,000	216,000
044 A031001	40	2013	0	YORK ST	14,200	-	14,200	14,200
044 B001001	15	2013	22	PARK ST	138,200	384,900	523,100	523,100
044 B002001	12	2013	30	PARK ST	136,700	167,500	304,200	304,200
044 B003001	14	2013	153	YORK ST	125,400	104,500	229,900	229,900
044 B004001	12	2013	8	GUILFORD CT	143,600	135,700	279,300	279,300
044 B00501A	10	2013	16	GUILFORD CT	31,500	125,900	157,400	157,400
044 B00501B	10	2013	16	GUILFORD CT	31,800	127,100	158,900	158,900
044 B00501C	10	2013	16	GUILFORD CT	31,500	125,900	157,400	157,400
044 B00501D	10	2013	16	GUILFORD CT	31,500	125,900	157,400	157,400
044 B00502A	10	2013	16	GUILFORD CT	62,800	251,400	314,200	298,200
044 B00502B	10	2013	16	GUILFORD CT	62,800	251,400	314,200	304,200
044 B00503A	10	2013	16	GUILFORD CT	65,900	263,600	329,500	329,500
044 B00503B	10	2013	16	GUILFORD CT	65,900	263,600	329,500	329,500
044 B006001	11	2013	161	YORK ST	130,400	109,800	240,200	230,200
044 B007001	11	2013	163	YORK ST	164,500	149,200	313,700	303,700
044 B008001	10	2013	167	YORK ST	41,700	166,700	208,400	208,400
044 B008002	10	2013	167	YORK ST	42,400	169,500	211,900	211,900
044 B009001	27	2013	21	STATE ST	126,700	254,300	381,000	381,000
044 B010001	15	2013	27	STATE ST	164,800	306,100	470,900	470,900
044 B011001	14	2013	34	PARK ST	149,400	260,900	410,300	400,300
044 B012001	14	2013	14	STETSON CT	165,100	248,100	413,200	403,200
044 B013001	40	2013	0	GUILFORD CT	154,700	-	154,700	154,700
044 B015001	14	2013	31	STATE ST	138,700	175,900	314,600	314,600
044 B016001	13	2013	33	STATE ST	133,100	120,000	253,100	253,100
044 B017001	13	2013	35	STATE ST	139,800	196,300	336,100	336,100
044 B018001	25	2013	0	PARK ST	41,600	5,190	46,790	46,790
044 B019001	12	2013	10	STETSON CT	136,500	123,500	260,000	250,000
044 B022001	12	2013	16	STETSON CT	118,200	147,000	265,200	255,200
044 B023001	17	2013	41	STATE ST	185,200	1,908,900	2,094,100	2,094,100
044 B024001	14	2013	44	PARK ST	151,400	247,400	398,800	398,800
044 B025001	13	2013	7	STETSON CT	136,300	231,000	367,300	367,300
044 B026001	40	2013	0	STETSON CT	43,100	-	43,100	43,100
044 B028001	13	2013	15	STETSON CT	146,500	177,900	324,400	314,400
044 B029001	22	2013	132	DANFORTH ST	106,400	262,300	368,700	368,700
044 B030001	15	2013	45	STATE ST	183,400	366,000	549,400	549,400
044 B031001	11	2013	1	STRATTON PL	166,700	192,000	358,700	358,700
044 B032001	11	2013	2	STRATTON PL	158,700	173,100	331,800	321,800
044 B033001	11	2013	3	STRATTON PL	160,200	132,300	292,500	282,500
044 B034001	11	2013	4	STRATTON PL	160,400	147,900	308,300	298,300
044 B035001	11	2013	5	STRATTON PL	160,200	147,900	308,100	308,100
044 B036001	11	2013	6	STRATTON PL	160,300	177,700	338,000	328,000
044 B037001	11	2013	7	STRATTON PL	160,400	160,500	320,900	310,900
044 B038001	11	2013	8	STRATTON PL	160,200	163,900	324,100	324,100
044 B039001	11	2013	9	STRATTON PL	159,700	127,100	286,800	286,800
044 B040001	11	2013	10	STRATTON PL	168,300	233,200	401,500	391,500
044 B041001	16	2013	51	STATE ST	178,000	631,700	809,700	809,700
044 B042001	40	2013	0	DANFORTH ST	47,300	-	47,300	47,300
044 B043001	14	2013	126	DANFORTH ST	151,000	256,900	407,900	407,900
044 B044001	12	2013	128	DANFORTH ST	137,800	217,700	355,500	355,500
044 B045001	15	2013	130	DANFORTH ST	132,900	274,500	407,400	407,400
044 B047001	17	2013	59	STATE ST	177,700	2,540,600	2,718,300	2,718,300
044 B050001	11	2013	26	PARK ST	97,700	30,600	128,300	128,300
044 F001001	17	2013	68	HIGH ST	262,300	2,320,800	2,583,100	2,583,100
044 F002001	13	2013	97	DANFORTH ST	156,200	326,300	482,500	482,500
044 F003001	10	2013	101	DANFORTH ST	27,800	111,400	139,200	139,200
044 F003002	10	2013	101	DANFORTH ST	31,000	124,200	155,200	155,200
044 F003003	10	2013	101	DANFORTH ST	25,900	103,700	129,600	129,600

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044 F003004	10	2013	101	DANFORTH ST	29,100	116,300	145,400	145,400
044 F003005	10	2013	101	DANFORTH ST	28,100	112,300	140,400	140,400
044 F003006	10	2013	101	DANFORTH ST	28,900	115,500	144,400	144,400
044 F003007	10	2013	101	DANFORTH ST	28,200	112,800	141,000	141,000
044 F003008	10	2013	101	DANFORTH ST	31,900	127,700	159,600	159,600
044 F003009	10	2013	101	DANFORTH ST	32,100	128,400	160,500	160,500
044 F003010	10	2013	101	DANFORTH ST	32,200	128,800	161,000	161,000
044 F003011	10	2013	101	DANFORTH ST	31,500	126,100	157,600	157,600
044 F003012	10	2013	101	DANFORTH ST	31,700	126,900	158,600	158,600
044 F004001	54	2013	109	DANFORTH ST	182,100	741,400	923,500	-
044 F007001	10	2013	79	PARK ST	58,700	234,600	293,300	283,300
044 F007002	10	2013	77	PARK ST	54,700	218,900	273,600	273,600
044 F007003	10	2013	77	PARK ST	47,600	190,600	238,200	238,200
044 F007004	10	2013	77	PARK ST	54,500	218,000	272,500	272,500
044 F007005	10	2013	77	PARK ST	83,100	332,400	415,500	415,500
044 F007006	10	2013	79	PARK ST	51,600	206,400	258,000	258,000
044 F007007	10	2013	79	PARK ST	47,400	189,600	237,000	237,000
044 F007008	10	2013	79	PARK ST	40,500	162,000	202,500	202,500
044 F007009	10	2013	79	PARK ST	45,500	182,000	227,500	227,500
044 F007010	10	2013	75	PARK ST	49,400	197,500	246,900	246,900
044 F007011	10	2013	75	PARK ST	53,800	215,300	269,100	269,100
044 F010001	15	2013	85	PARK ST	174,000	284,700	458,700	448,700
044 G001001	54	2013	115	DANFORTH ST	1,576,900	7,221,550	8,798,450	-
044 G004001	11	2013	69	STATE ST	136,400	339,700	476,100	466,100
044 G005001	11	2013	71	STATE ST	134,000	348,300	482,300	472,300
044 G006001	54	2013	74	PARK ST	69,000	-	69,000	-
044 H001001	53	2013	66	STATE ST	421,500	934,700	1,356,200	-
044 H004001	20	2013	34	GRAY ST	196,800	662,000	858,800	858,800
044 H004002	54	2013	3	GRAY ST	459,200	1,836,900	2,296,100	-
045 A001001	21	2013	660	CONGRESS ST	93700	192600	286300	286,300
045 A002001	27	2013	656	CONGRESS ST	120300	722700	843000	843,000
045 A003001	27	2013	638	CONGRESS ST	1391900	3709900	5101800	5,101,800
045 A004001	11	2013	130	PARK ST	93,700	49,600	143,300	133,300
045 A006001	56	2013	140	PARK ST	122,950	254,950	377,900	-
045 A006002	15	2013	140	PARK ST	122,950	254,950	377,900	377,900
045 A008001	25	2013	136	PARK ST	125,500	20,310	145,810	145,810
045 A009001	16	2013	131	STATE ST	176,800	706,400	883,200	883,200
045 A010001	54	2013	130	PARK ST	157,500	322,700	480,200	-
045 A011001	10	2013	137	SPRING ST	33,500	134,000	167,500	167,500
045 A011002	10	2013	137	SPRING ST	34,400	137,600	172,000	162,000
045 A011003	10	2013	137	SPRING ST	37,900	151,500	189,400	189,400
045 A011004	10	2013	137	SPRING ST	25,000	100,300	125,300	125,300
045 A011005	10	2013	137	SPRING ST	34,800	139,000	173,800	173,800
045 A011006	10	2013	137	SPRING ST	26,000	104,100	130,100	130,100
045 A011007	10	2013	137	SPRING ST	34,400	137,400	171,800	171,800
045 A012001	13	2013	139	SPRING ST	141,300	185,700	327,000	327,000
045 A013001	13	2013	141	SPRING ST	140,500	187,800	328,300	328,300
045 A014001	12	2013	143	SPRING ST	142,900	268,400	411,300	401,300
045 A015001	17	2013	145	SPRING ST	226,800	1,311,900	1,538,700	1,538,700
045 A018001	56	2013	153	SPRING ST	152,000	333,500	485,500	-
045 A019001	13	2013	119	STATE ST	140,200	268,200	408,400	408,400
045 A020001	13	2013	121	STATE ST	138,900	237,200	376,100	376,100
045 A021001	15	2013	125	STATE ST	176,600	499,600	676,200	676,200
045 A023001	53	2013	134	PARK ST	426,500	1,591,500	2,018,000	-
045 A025001	54	2013	153	STATE ST	158400	217100	375500	-
045 A028001	27	2013	165	STATE ST	140300	338900	479200	479,200
045 A029001	27	2013	169	STATE ST	123400	202500	325900	325,900
045 A030001	15	2013	171	STATE ST	117900	221600	339500	339,500
045 A031001	15	2013	173	STATE ST	154800	410700	565500	565,500
045 A033001	15	2013	177	STATE ST	120200	258700	378900	378,900
045 A034001	21	2013	664	CONGRESS ST	107800	357100	464900	464,900
045 A035001	21	2013	670	CONGRESS ST	103000	508700	611700	611,700

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045 A037001	53	2013	143	STATE ST	145,200	487,200	632,400	-
045 B001001	15	2013	114	PARK ST	107,300	541,660	648,960	648,960
045 B002001	15	2013	112	PARK ST	118,000	545,400	663,400	663,400
045 B003001	12	2013	110	PARK ST	172,500	467,300	639,800	629,800
045 B004001	10	2013	108	PARK ST	37,000	147,900	184,900	174,900
045 B004002	10	2013	108	PARK ST	37,700	151,000	188,700	188,700
045 B004003	10	2013	108	PARK ST	36,600	146,500	183,100	167,100
045 B004004	10	2013	108	PARK ST	37,500	149,900	187,400	187,400
045 B004005	10	2013	108	PARK ST	20,000	80,100	100,100	100,100
045 B005001	13	2013	106	PARK ST	172,500	472,400	644,900	634,900
045 B006001	11	2013	104	PARK ST	172,500	486,500	659,000	649,000
045 B007001	11	2013	102	PARK ST	172,500	698,300	870,800	870,800
045 B008001	15	2013	100	PARK ST	118,000	533,800	651,800	635,800
045 B009001	10	2013	98	PARK ST	45,900	242,900	288,800	288,800
045 B009002	10	2013	98	PARK ST	43,800	206,000	249,800	249,800
045 B009003	10	2013	98	PARK ST	35,100	140,600	175,700	175,700
045 B009004	10	2013	98	PARK ST	57,400	229,700	287,100	287,100
045 B010001	14	2013	96	PARK ST	172,500	456,600	629,100	629,100
045 B011001	10	2013	88	PARK ST	31,500	126,000	157,500	147,500
045 B011002	10	2013	88	PARK ST	32,900	131,400	164,300	164,300
045 B011003	10	2013	88	PARK ST	34,500	137,800	172,300	172,300
045 B011004	10	2013	88	PARK ST	24,200	96,700	120,900	120,900
045 B011005	10	2013	88	PARK ST	58,500	233,900	292,400	282,400
045 B011006	10	2013	88	PARK ST	44,100	176,400	220,500	210,500
045 B011007	10	2013	88	PARK ST	36,200	144,900	181,100	181,100
045 B011008	10	2013	88	PARK ST	33,700	134,700	168,400	158,400
045 B011009	10	2013	88	PARK ST	24,400	97,700	122,100	112,100
045 B011010	10	2013	88	PARK ST	24,500	98,100	122,600	122,600
045 B011011	10	2013	88	PARK ST	30,200	120,700	150,900	150,900
045 B011012	10	2013	88	PARK ST	35,000	139,800	174,800	174,800
045 B011013	10	2013	88	PARK ST	33,600	134,500	168,100	168,100
045 B011014	10	2013	88	PARK ST	24,500	98,000	122,500	112,500
045 B011015	10	2013	88	PARK ST	91,300	365,200	456,500	446,500
045 B011016	10	2013	88	PARK ST	30,300	121,200	151,500	141,500
045 B011017	10	2013	88	PARK ST	24,600	98,500	123,100	123,100
045 B011018	10	2013	88	PARK ST	46,800	187,300	234,100	224,100
045 B011019	10	2013	88	PARK ST	20,300	81,200	101,500	101,500
045 B011020	10	2013	88	PARK ST	36,300	145,000	181,300	171,300
045 B011021	10	2013	88	PARK ST	35,000	140,100	175,100	165,100
045 B011022	10	2013	88	PARK ST	30,300	121,100	151,400	151,400
045 B011024	10	2013	88	PARK ST	34,500	138,100	172,600	172,600
045 B011026	10	2013	88	PARK ST	28,600	114,400	143,000	143,000
045 B011027	10	2013	88	PARK ST	32,300	129,300	161,600	161,600
045 B018001	54	2013	19	GRAY ST	47,700	16,090	63,790	-
045 B020001	11	2013	21	GRAY ST	130,500	43,300	173,800	173,800
045 B021001	14	2013	85	STATE ST	131,700	164,700	296,400	296,400
045 B022001	14	2013	87	STATE ST	134,200	193,700	327,900	327,900
045 B023001	54	2013	91	STATE ST	179,000	372,400	551,400	-
045 B025001	54	2013	97	STATE ST	168,700	438,900	607,600	-
045 B026001	10	2013	99	STATE ST	67,400	269,500	336,900	326,900
045 B026002	10	2013	99	STATE ST	50,900	203,500	254,400	254,400
045 B026003	10	2013	99	STATE ST	38,600	154,400	193,000	183,000
045 B026004	10	2013	99	STATE ST	60,400	241,600	302,000	292,000
045 B027001	27	2013	103	STATE ST	169,000	446,000	615,000	615,000
045 B029001	16	2013	111	STATE ST	191,000	658,200	849,200	849,200
045 B030001	11	2013	117	STATE ST	137,900	205,700	343,600	343,600
045 B031001	10	2013	150	SPRING ST	43,900	175,700	219,600	219,600
045 B031002	20	2013	150	SPRING ST	18,100	72,200	90,300	90,300
045 B031003	10	2013	150	SPRING ST	37,100	148,400	185,500	185,500
045 B031004	10	2013	150	SPRING ST	36,000	143,900	179,900	169,900
045 B031005	10	2013	150	SPRING ST	34,500	138,000	172,500	162,500
045 B031006	10	2013	150	SPRING ST	37,400	149,700	187,100	187,100

PARID	LUC	TAXYR	ADRNO	ADRSTR	APRLAND	APRBLDG	APRTOT	ASSESSED VALUE
045 B031007	10	2013	150	SPRING ST	37,300	149,100	186,400	186,400
045 B031008	10	2013	150	SPRING ST	31,000	124,100	155,100	145,100
045 B031009	10	2013	150	SPRING ST	34,100	136,600	170,700	170,700
045 B031010	10	2013	150	SPRING ST	32,500	129,800	162,300	152,300
045 B031011	10	2013	150	SPRING ST	31,500	126,200	157,700	157,700
045 B031012	10	2013	150	SPRING ST	31,200	124,700	155,900	145,900
045 B031013	10	2013	150	SPRING ST	30,600	122,300	152,900	152,900
045 B031014	10	2013	150	SPRING ST	33,800	135,300	169,100	169,100
045 B031015	10	2013	150	SPRING ST	26,500	106,200	132,700	132,700
045 B031016	10	2013	150	SPRING ST	31,600	126,300	157,900	157,900
045 B031017	10	2013	150	SPRING ST	35,800	143,200	179,000	179,000
045 B034001	19	2013	96	PARK ST	8,400	900	9,300	9,300
045 B034002	19	2013	96	PARK ST	8,400	900	9,300	9,300
045 B034003	19	2013	96	PARK ST	8,400	900	9,300	9,300
045 B034004	19	2013	96	PARK ST	8,400	900	9,300	9,300
045 B034005	19	2013	96	PARK ST	8,400	900	9,300	9,300
045 B034006	19	2013	96	PARK ST	8,400	900	9,300	9,300
045 B034008	19	2013	96	PARK ST	8,400	900	9,300	9,300
045 B034010	19	2013	96	PARK ST	8,400	900	9,300	9,300
045 B035001	12	2013	144	SPRING ST	129,200	158,700	287,900	277,900
045 B036001	40	2013	154	SPRING ST	38,200	-	38,200	38,200
045 B040001	25	2013	101	STATE ST	35,000	4,810	39,810	39,810
045 B041001	11	2013	115	STATE ST	140,200	211,800	352,000	342,000
045 C001001	21	2013	184	STATE ST	152200	312000	464200	464,200
045 C002001	15	2013	180	STATE ST	94200	275800	370000	370,000
045 C003001	21	2013	172	STATE ST	226300	480300	706600	706,600
045 C004001	54	2013	160	STATE ST	372,200	592,100	964,300	-
045 C005001	26	2013	152	STATE ST	262700	659800	922500	922,500
045 C006001	54	2013	148	STATE ST	135,200	688,700	823,900	-
045 C007001	54	2013	120	STATE ST	1,219,900	22,776,760	23,996,660	-
045 C024001	25	2013	105	WINTER ST	95,800	41,230	137,030	137,030
045 D001001	54	2013	102	STATE ST	493,800	-	493,800	-
045 D003001	56	2013	100	STATE ST	1,454,700	12,260,400	13,715,100	-
045 D00516F	10	2013	116	STATE ST	66,600	266,300	332,900	322,900
045 D00516R	10	2013	116	STATE ST	57,500	230,100	287,600	287,600
045 D00518F	10	2013	118	STATE ST	66,600	280,600	347,200	347,200
045 D00518R	10	2013	118	STATE ST	62,300	249,100	311,400	311,400
046 A001001	14	2013	243	STATE ST	149,900	211,200	361,100	361,100
046 A002001	11	2013	468	CUMBERLAND AVE	135,000	178,800	313,800	303,800
046 A003001	11	2013	464	CUMBERLAND AVE	135,700	156,800	292,500	282,500
046 A004001	11	2013	462	CUMBERLAND AVE	149,200	127,200	276,400	266,400
046 A005001	11	2013	458	CUMBERLAND AVE	147,800	139,900	287,700	277,700
046 A006001	15	2013	235	STATE ST	69,500	478,700	548,200	548,200
046 A007001	13	2013	50	AVON ST	140,600	131,000	271,600	261,600
046 A008001	11	2013	48	AVON ST	136,200	107,400	243,600	233,600
046 A009001	14	2013	46	AVON ST	134,900	147,900	282,800	282,800
046 A010001	17	2013	231	STATE ST	69,700	1,336,200	1,405,900	1,405,900
046 A011001	11	2013	44	AVON ST	134,300	131,100	265,400	265,400
046 A012001	10	2013	29	DEERING ST	54,800	219,200	274,000	264,000
046 A012002	10	2013	29	DEERING ST	49,400	196,200	245,600	245,600
046 A012003	10	2013	29	DEERING ST	38,100	152,400	190,500	190,500
046 A013001	10	2013	27	DEERING ST	24,800	98,800	123,600	113,600
046 A013002	10	2013	27	DEERING ST	26,300	105,000	131,300	121,300
046 A013003	10	2013	27	DEERING ST	43,300	173,300	216,600	216,600
046 A013004	10	2013	27	DEERING ST	36,000	143,900	179,900	179,900
046 A014001	15	2013	31	DEERING ST	69,200	378,900	448,100	448,100
046 B001001	25	2013	454	CUMBERLAND AVE	68,600	9,380	77,980	38,990
046 B002001	13	2013	452	CUMBERLAND AVE	140,000	220,500	360,500	360,500
046 B003001	14	2013	450	CUMBERLAND AVE	139,000	237,000	376,000	376,000
046 B004001	16	2013	446	CUMBERLAND AVE	68,400	531,500	599,900	599,900
046 B006001	10	2013	440	CUMBERLAND AVE	36,600	146,300	182,900	172,900
046 B006002	10	2013	440	CUMBERLAND AVE	36,100	144,400	180,500	170,500

PARID	LUC	TAXYR	ADRNO	ADRSTR	APRLAND	APRBLDG	APRTOT	ASSESSED VALUE
046 B006003	10	2013	440	CUMBERLAND AVE	29,100	116,200	145,300	145,300
046 B006004	10	2013	440	CUMBERLAND AVE	28,400	113,500	141,900	141,900
046 B006005	10	2013	440	CUMBERLAND AVE	31,600	126,600	158,200	158,200
046 B006006	10	2013	440	CUMBERLAND AVE	31,300	125,100	156,400	156,400
046 B007001	10	2013	198	HIGH ST	23,500	94,100	117,600	117,600
046 B007002	10	2013	198	HIGH ST	26,400	105,500	131,900	131,900
046 B007003	10	2013	198	HIGH ST	31,200	124,700	155,900	155,900
046 B007004	10	2013	198	HIGH ST	29,400	117,400	146,800	146,800
046 B007005	10	2013	198	HIGH ST	30,000	119,900	149,900	149,900
046 B007006	10	2013	198	HIGH ST	31,800	127,000	158,800	158,800
046 B007007	10	2013	198	HIGH ST	29,100	116,300	145,400	145,400
046 B007008	10	2013	198	HIGH ST	31,000	124,200	155,200	155,200
046 B007009	10	2013	198	HIGH ST	32,100	128,400	160,500	160,500
046 B007010	10	2013	198	HIGH ST	42,200	168,800	211,000	201,000
046 B007011	10	2013	198	HIGH ST	35,800	143,300	179,100	179,100
046 B007012	10	2013	198	HIGH ST	31,300	125,000	156,300	146,300
046 B009001	16	2013	10	AVON PL	69,600	1,024,400	1,094,000	1,094,000
046 B013001	55	2013	192	HIGH ST	141,600	210,500	352,100	-
046 B014010	10	2013	180	HIGH ST	32,400	129,600	162,000	152,000
046 B014011	10	2013	180	HIGH ST	29,100	116,400	145,500	129,500
046 B014012	10	2013	180	HIGH ST	26,300	105,400	131,700	131,700
046 B014014	10	2013	180	HIGH ST	30,000	120,100	150,100	140,100
046 B014015	10	2013	180	HIGH ST	31,700	126,700	158,400	148,400
046 B014016	10	2013	180	HIGH ST	32,300	129,200	161,500	161,500
046 B014020	10	2013	180	HIGH ST	18,700	74,800	93,500	93,500
046 B014021	10	2013	180	HIGH ST	36,400	145,700	182,100	172,100
046 B014022	10	2013	180	HIGH ST	26,300	105,400	131,700	131,700
046 B014024	10	2013	180	HIGH ST	30,000	120,100	150,100	150,100
046 B014025	10	2013	180	HIGH ST	31,700	126,700	158,400	158,400
046 B014026	10	2013	180	HIGH ST	32,300	129,200	161,500	161,500
046 B014030	10	2013	180	HIGH ST	33,700	134,800	168,500	158,500
046 B014031	10	2013	180	HIGH ST	29,500	118,000	147,500	147,500
046 B014032	10	2013	180	HIGH ST	29,100	116,300	145,400	145,400
046 B014034	10	2013	180	HIGH ST	31,000	123,900	154,900	138,900
046 B014035	10	2013	180	HIGH ST	32,200	128,700	160,900	160,900
046 B014036	10	2013	180	HIGH ST	33,600	134,600	168,200	158,200
046 B014040	10	2013	180	HIGH ST	33,700	134,800	168,500	168,500
046 B014041	10	2013	180	HIGH ST	29,500	118,000	147,500	147,500
046 B014042	10	2013	180	HIGH ST	29,100	116,300	145,400	129,400
046 B014044	10	2013	180	HIGH ST	31,000	123,900	154,900	154,900
046 B014045	10	2013	180	HIGH ST	32,200	128,700	160,900	160,900
046 B014046	10	2013	180	HIGH ST	33,600	134,600	168,200	168,200
046 B014050	10	2013	180	HIGH ST	33,700	134,800	168,500	158,500
046 B014051	10	2013	180	HIGH ST	29,500	118,000	147,500	137,500
046 B014052	10	2013	180	HIGH ST	29,100	116,300	145,400	145,400
046 B014054	10	2013	180	HIGH ST	31,000	123,900	154,900	144,900
046 B014055	10	2013	180	HIGH ST	32,200	128,700	160,900	150,900
046 B014056	10	2013	180	HIGH ST	33,600	134,600	168,200	152,200
046 B014060	10	2013	180	HIGH ST	33,700	134,800	168,500	168,500
046 B014061	10	2013	180	HIGH ST	29,500	118,000	147,500	137,500
046 B014062	10	2013	180	HIGH ST	29,100	116,300	145,400	135,400
046 B014064	10	2013	180	HIGH ST	31,000	123,900	154,900	144,900
046 B014065	10	2013	180	HIGH ST	32,200	128,700	160,900	150,900
046 B014066	10	2013	180	HIGH ST	33,600	134,600	168,200	168,200
046 B015001	26	2013	23	DEERING ST	195,500	320,900	516,400	258,200
046 B017001	14	2013	21	DEERING ST	146,500	226,900	373,400	373,400
046 B018001	15	2013	19	DEERING ST	68,200	290,300	358,500	348,500
046 B019001	16	2013	17	DEERING ST	73,000	777,700	850,700	850,700
046 B021001	11	2013	13	DEERING ST	152,200	273,300	425,500	415,500
046 B022001	12	2013	11	DEERING ST	152,500	375,100	527,600	517,600
046 B023001	27	2013	9	DEERING ST	186,700	156,700	343,400	343,400
046 B024001	15	2013	7	DEERING ST	67,000	246,700	313,700	313,700

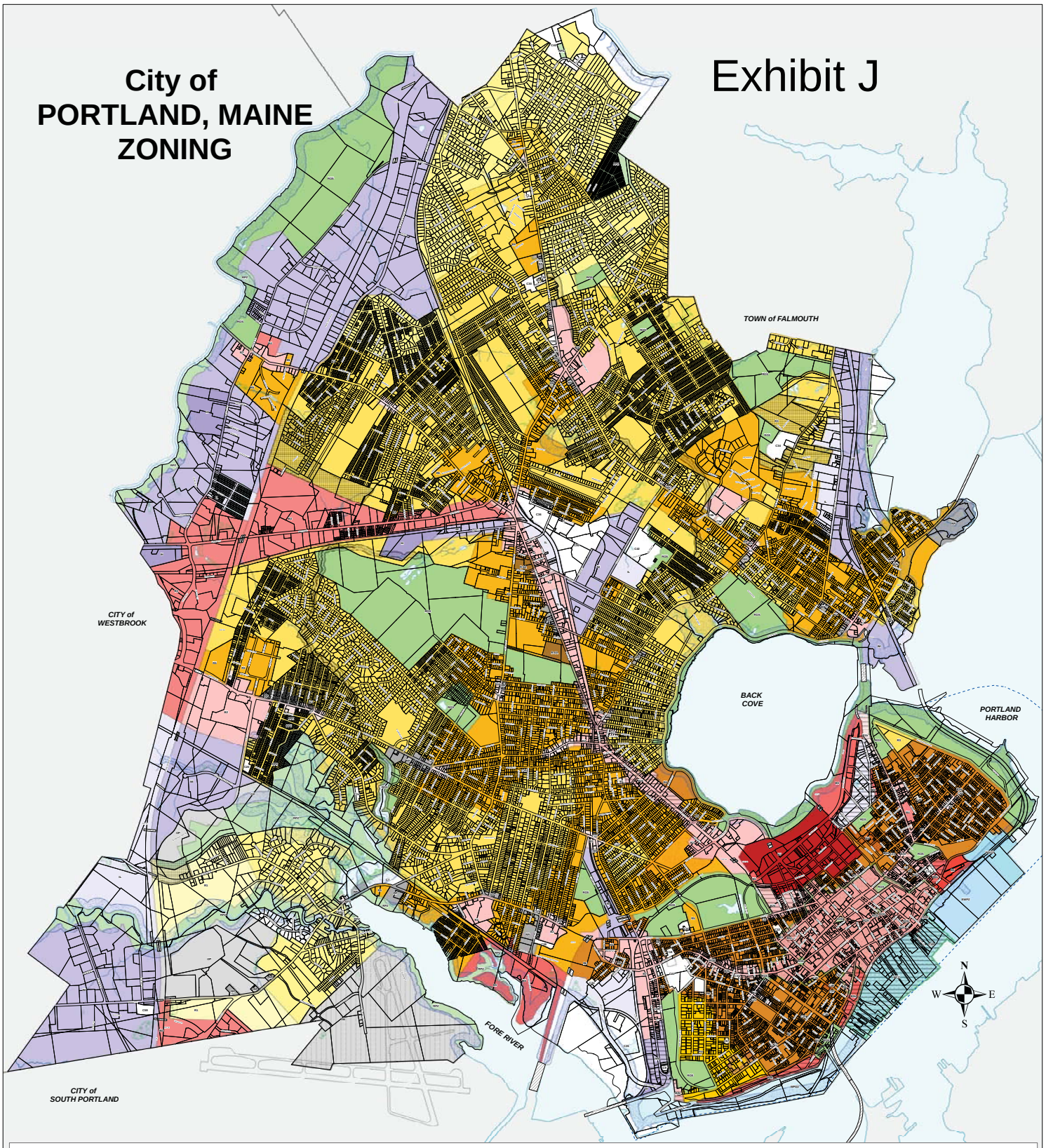
PARID	LUC	TAXYR	ADRNO	ADRSTR	APRLAND	APRBLDG	APRTOT	ASSESSED VALUE
046 B025001	15	2013	5	DEERING ST	65,100	275,500	340,600	340,600
046 B026001	15	2013	3	DEERING ST	64,800	248,900	313,700	313,700
046 B027001	15	2013	1	DEERING ST	66,200	247,500	313,700	313,700
046 B031001	19	2013	190	HIGH ST	20,800	3,310	24,110	24,110
046 C001001	27	2013	30	DEERING ST	172400	558300	730700	730,700
046 C003001	15	2013	26	DEERING ST	69400	378700	448100	448,100
046 C004001	15	2013	24	DEERING ST	63300	208900	272200	272,200
046 C005001	10	2013	22	DEERING ST	57100	228400	285500	285,500
046 C005002	10	2013	22	DEERING ST	29800	119300	149100	149,100
046 C005003	10	2013	22	DEERING ST	33900	135700	169600	159,600
046 C006001	13	2013	211	STATE ST	146000	246300	392300	392,300
046 C007001	15	2013	209	STATE ST	65700	316700	382400	382,400
046 C008001	11	2013	14	VERNON PL	97900	104300	202200	192,200
046 C009001	15	2013	201	STATE ST	69000	552100	621100	621,100
046 C011001	27	2013	675	CONGRESS ST	113400	254300	367700	367,700
046 C012001	21	2013	673	CONGRESS ST	78400	79300	157700	147,700
046 C013001	21	2013	671	CONGRESS ST	81500	88400	169900	169,900
046 C019001	21	2013	667	CONGRESS ST	333500	338000	671500	671,500
046 C024001	13	2013	207	STATE ST	134600	184600	319200	309,200
046 D008001	11	2013	15	AVON ST	99300	87100	186400	176,400
046 D010001	27	2013	14	DEERING ST	143200	192200	335400	335,400
046 D011001	10	2013	12	DEERING ST	15800	63000	78800	78,800
046 D011002	10	2013	12	DEERING ST	28100	112500	140600	140,600
046 D011003	10	2013	12	DEERING ST	36600	146400	183000	173,000
046 D01101B	10	2013	12	DEERING ST	35700	142900	178600	168,600
046 D012001	10	2013	10	DEERING ST	28100	112500	140600	130,600
046 D012002	10	2013	10	DEERING ST	14100	56500	70600	70,600
046 D012003	10	2013	10	DEERING ST	24000	95900	119900	119,900
046 D012004	10	2013	10	DEERING ST	30900	123600	154500	144,500
046 D012005	10	2013	10	DEERING ST	15900	63700	79600	79,600
046 D012006	10	2013	10	DEERING ST	32900	131700	164600	164,600
046 D016001	27	2013	6	DEERING ST	145600	275760	421360	421,360
046 D018001	21	2013	653	CONGRESS ST	88900	146700	235600	235,600
046 D021001	27	2013	655	CONGRESS ST	320600	4901900	5222500	5,222,500
046 D022001	27	2013	645	CONGRESS ST	1652900	2130800	3783700	3,783,700
046 D026001	27	2013	633	CONGRESS ST	343100	1875000	2218100	2,218,100
046 D027001	40	2013	629	CONGRESS ST	160400	0	160400	160,400
046 D028001	21	2013	625	CONGRESS ST	131500	96000	227500	227,500
046 D031001	22	2013	142	HIGH ST	941900	3185100	4127000	4,127,000
055 E037001	27	2013	190	STATE ST	129600	547200	676800	676,800
055 E039001	27	2013	188	STATE ST	108500	1055700	1164200	1,164,200
								968,136,850

EXHIBITS G, H, AND I

TO BE PROVIDED AFTER CITY COUNCIL AUTHORIZATION OF DOWNTOWN TRANSIT-ORIENTED DEVELOPMENT AND OMNIBUS TIF DISTRICT

City of PORTLAND, MAINE ZONING

Exhibit J



Legend

- IR-1 Island Residential
- IR-2 Island Residential
- IR-3 Island Residential
- I-B Island Business
- I-TS Island Transfer Station
- R1 Residential
- R2 Residential
- R3 Residential
- R4 Residential
- R5 Residential
- R6 Residential
- R-6A Residential
- RP Residential Professional
- AB Airport Business
- OP Office Park
- B1 Neighborhood Business
- B1b Neighborhood Business
- B2 Business Community
- B2b Business Community
- B2c Business Community
- B3* Downtown Business
- B3c Downtown Business
- B4 Commercial Business
- B5 Urban Commercial Business
- B5b Urban Commercial Business
- B6 Urban Commercial Business
- B7 Urban Commercial Business
- IL Industrial - Low Impact
- ILb Industrial - Low Impact
- IM Industrial - Moderate Impact
- IMb Industrial - Moderate Impact
- IH Industrial - High Impact
- RPZ Resource Protection
- ROS Recreation Open Space
- WPDZ Waterfront
- WCZ* Waterfront
- WSUZ Waterfront
- EWPZ Waterfront
- Conditional or Contract (see list); C55

ID	TYPE	DATE	ADDRESS
C1	Conditional RP	4/1/1992	370-388 Auburn St.
C2	Conditional B1	2/22/1991	69-71 Federal St.
C5	Contract R6	5/4/1993	154 High St. / 22 Park St.
C7	Conditional RP	7/6/1992	Congress St. & Frost St.
C8	Conditional R3	11/16/1992	Congress St. & Garrison St.
C9	Contract IMb	11/15/1993	75 St. John St.
C10	Contract R6	11/7/1996	17 Columbia St.
C11	Contract R3	3/23/1996	183 Brighton Av.
C13	Contract R3	4/13/1996	141 William St.
C14	Contract R2	8/31/1996	2 Webb St.
C15	Contract R6	12/18/2004	103 Danforth St.
C16	Contract R6	10/9/1996	56 Mackiel St.
C17	Contract R5	11/16/1997	Sunset Av. / Cliff Island
C18	Contract R6	8/6/1997	669-671 Congress St.
C19	Contract B2	11/19/1997	Vine st/ St
C20	Contract IL	12/3/1997	Bond Rd
C21	Contract B3	7/15/1998	130 Bracket St.
C22	Contract R6	1/5/2000	15 Locust St.
C24	Contract R6	10/5/2001	Stanford Rd.
C25	Contract R6	10/10/2001	59 High St.
C26	Contract I1	1/2/2002	20 River Dale
C27	Contract R6	6/13/2002	53 Danforth St.
C28	Contract B2/B3	3/21/2003	45-47 Auburn St.
C29	Contract R6	5/5/2003	41 State St.
C30	Contract R6	9/3/2003	180 Auburn St.
C31	Contract R6	10/4/2004	69-89 Frederic St.
C32	Conditional R6	10/3/2005	70-88 Forest Av. / 209-233 High St.
C33	Conditional R6	10/20/2004	730 Congress St.
C34	Conditional R5a	9/5/2005	602-608 Ocean Av.
C35	Conditional WCZ	12/14/2004	Custom House Wharf
C36	Conditional B2	12/20/2004	12 Allen Av. / Merrill's Corner
C37	Conditional R6	10/4/2006	188 Park Av.
C39	Conditional R3	4/4/2006	32 Vine st/ St
C40	Conditional	7/20/2006	Hope Av.
C41	Conditional R6/B3	6/14/2006	12-30 Winthrop St.
C42	Contract R5a	8/17/1987	185 Canco Rd.
C43	Contract R2	9/4/2004	84 Hermon Av. / Peaks Island
C45	Conditional R6	12/20/2005	250-258 Bracket St. / 63 Carleton St.
C46	Conditional R6	11/17/2006	113-116 Sheridan St.
C48	Conditional B2	11/17/2006	Valley St. & St.John St.
C49	Conditional R6	11/16/2006	Danforth St. & High St.
C50	Conditional IL	3/25/2008	217 Read St & 40, 70, 90, 118 Canco Rd
C51	Conditional R7	7/3/2008	53 Danforth St.
C52	Conditional B5b	7/3/2008	112-113 New Ivory St.
C53	Conditional R6	5/5/2009	Congress St. & Whitney Av.
C54	Conditional IL	1/8/2010	Kensington St.
C55	Conditional R2	10/19/2011	15 Luther St. , Peaks Island
C56	Conditional B2	10/13/2011	601 Washington Av.
C57	Conditional R4	8/13/2012	10 Thomas St.
C58	Conditional B2	12/16/2013	198 Auburn St
C59	Conditional B4	3/4/2013	2182 Congress St

- Downtown Entertainment (DEOZ)
- Flexible Housing (FH)
- Helistop (H)
- Residential (R-7)
- University of Southern Maine (USM)
- Waynflete Core Subdistrict
- Waynflete Edge Subdistrict
- Shoreland Zoning
- Stream Protection District

The depiction of the Shoreland Zoning and the Stream Protection Districts are illustrative of the general location of such zones. The actual boundaries of theses zones shall be determined by the measurement of the distance indicated on the maps from the normal high water line of the water body or the upland edges of the wetland vegetation. Where the measurement is not the same as the location of the boundary on the zoning maps, the measurement shall control, unless the zoning map indicates that the zoning boundary shall follow an existing property line.

Note: A shoreland zone is 250 feet wide, while a stream protection zone is 75 feet on either side of a stream.

Height Overlay Districts

Height Overlay Districts are in effect for the areas of Bayside Neigborhood & Downtown. Copies of the overlay maps are on file at the Department of Planning and Development.

The information contained on this map is compiled from past zoning maps, City Council orders and other documentation as depicted on the Map Summary of Zoning Documentation map on file in Portland's City Engineer's Archives Vault presently located at 55 Portland Street and at the Department of Planning and Development located at 389 Congress Street.

Adopted by Portland City Council
January 17, 2001
Effective February 17, 2001
Last revised October 28, 2014

This Zoning Map of the City of Portland, Maine is provided for informational purposes only.

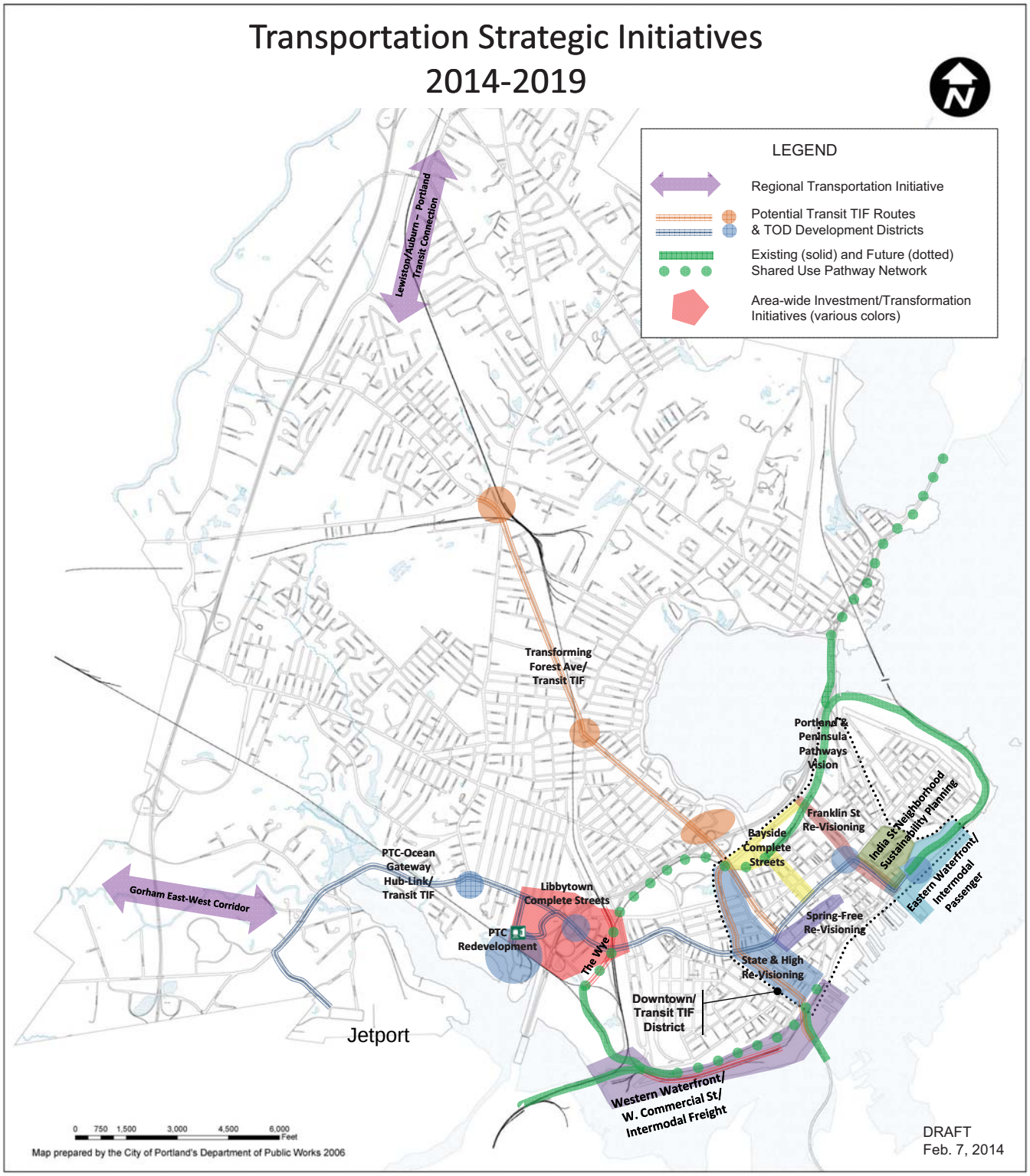
The current official zoning map is on file and available for reference in the Department of Planning and Development 874-8703.

Map prepared by the City of Portland's Department of Planning & Development and the Department of Public Services

1,000 500 0 1,000 2,000 3,000 Feet

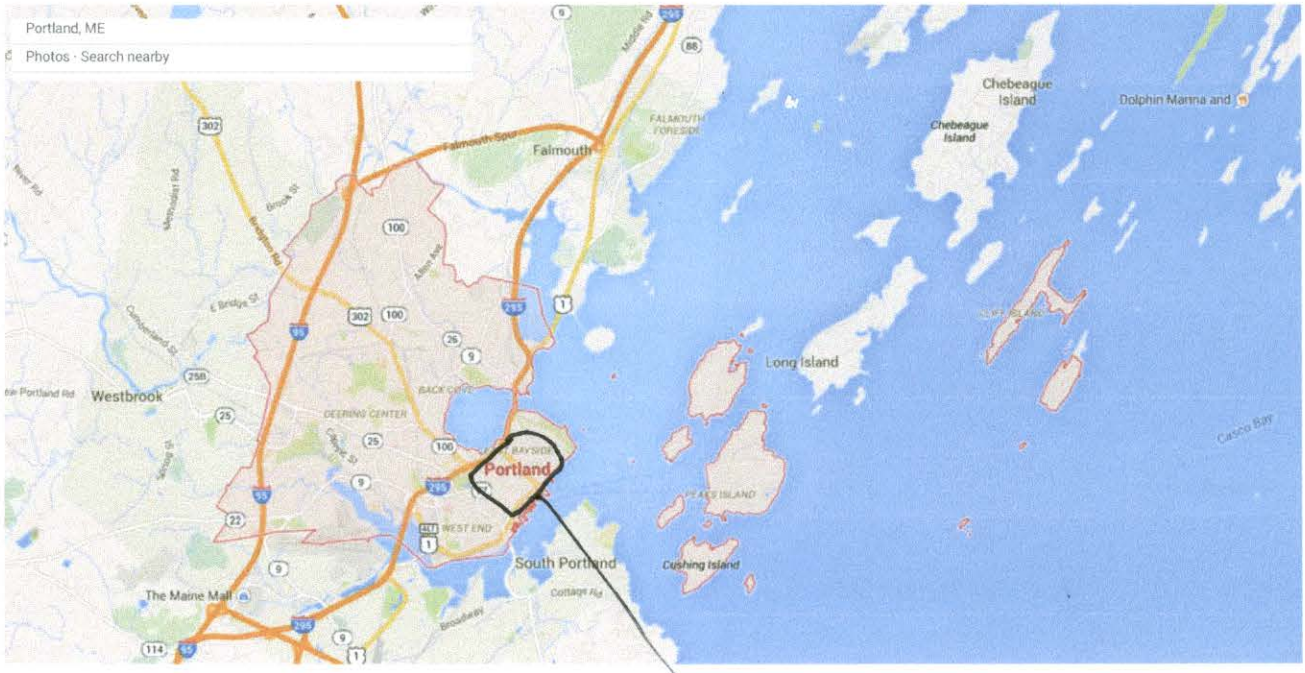
EXHIBIT K

Transportation Strategic Initiatives 2014-2019



Transportation Strategy	Initiatives Map
CITY OF PORTLAND, MAINE PUBLIC SERVICES DEPARTMENT ENGINEERING DIVISION	2014-2019 (February 2014)

EXHIBIT L



Locational Map of Proposed Downtown TOD TIF District

https://www.google.com/maps/place/Portland,+ME/@43.6938053,-70.2108265,12z/data... 12/15/2014

EXHIBIT C

City of Portland

Downtown Transit Oriented Development and
Omnibus Municipal Tax Increment Financing
And Development Program

~~February 9, 2015~~November 20, 2017

Prepared by:

The City of Portland Economic Development
Department

Enacted by the Portland City Council on February 9, 2015.
Amended by the Portland City Council on November 20, 2017

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Exhibits:

A. City of Portland Downtown Revitalization Investment Plan
B. City of Portland TIF Policy/Proposed Amendments to be on 11/6/2017 Council Agenda
C. Map of Proposed Amended TIF District
D. (1) Tax Revenue; and (2) Tax Shift Estimates
E. Statutory Limits and Thresholds
F. Assessor's Certificate of Original Assessed Value
G. Notice of Public Hearing for proposed Amended TIF District
H. Certified Copy of Council Minutes for proposed Amended TIF District
I. Attested Copy of Council Order Approving the Amended Downtown TOD/TIF District
J. Zoning Map
K. Transportation Strategic Initiatives Map
L. Locational Map of Proposed Downtown TOD/TIF District
M. Arts District Map

I. Introduction – Portland Downtown Transit Oriented Municipal Development and Omnibus Tax Increment Financing District

On February 19, 2015, t~~T~~he City of Portland (the "City") designated~~s~~ the Portland Downtown Transit Oriented Municipal Development and Omnibus Tax Increment Financing District (the "District") and adopt~~s~~ed this Development Program (the "Development Program") for the District in an effort to fully realize the visions and goals of the City of Portland Downtown Revitalization Investment Plan ("Downtown Plan"); the Downtown Plan is attached as Exhibit A. The duration of this District will be 30 years beginning July 1, 2015 (Tax Year 4/1/2015; FY2015-16) ending June 30, 2045 (Tax Year 4/1/2044; FY2044-45).

The purpose of this District amendment is to remove the parcel designated by the City Assessor as 22-F-1 at 54 Lancaster – a tax exempt parcel (so no value attributed to the Original Assessed Value) with approximately .48 acres, which will be turned into a free-standing Affordable Housing TIF District. Portland's amended~~proposed~~ District~~,~~ remains the same at approximately 422 acres and~~,~~ is bounded by Washington Avenue to the east, State Street to the west, following the edges of the adjacent Bayside and Waterfront Capital Improvement TIF Districts to the north and south. The District encompasses the central business district of Portland and the abutting east and west ends of the District. In creating the District, the outlying residential areas of the Eastern and Western Promenades have been purposely excluded.

The Downtown Plan includes a listing of current projects and categories of future investment. It is recognized that meeting the infrastructure needs of Portland's downtown will be a dynamic process that will be updated locally on an annual basis or as needed. Though the specific public projects prioritized and undertaken from year to year will change, with the exception of this District funding up to $100,000 annually for the Creative Portland Corporation, categories of investment for the purpose of eligible uses of the TIF Revenues will remain consistent. Actual project selections and prioritization for funding will continue to be made on an annual basis during the City budget and Capital Improvements Plan (CIP) process, based on categories contained in Table 1 hereinbelow. The CIP is the document that presents the City's capital needs in the current year and plans for capital needs in future years. As a five year plan that is annually updated, the CIP is a dynamic planning document; the FY2015 to 2019 CIP document is included in the Downtown Plan as an appendice.

II. Development Program Narrative

A. The Development Program

The Development Program for the Downtown Transit Oriented Municipal Development and Omnibus TIF District is structured and proposed pursuant to Chapter 206 of Title 30-A of the Maine Revised TIF Statutes, as amended (the "TIF Statute"), and remains the same. The City's designation of the District, combined with the adoption of this Development Program, creates a single municipal TIF district in order to capture the value of the real

property improvements made within the District and enable the use of TIF revenues for various municipal and other development projects.

Under this Development Program, the City may capture up to 12% in year one, and up to 22% in years 2 through 30, of the new real property value located in the District for a total of thirty (30) years. The City may retain those tax revenues generated by the captured assessed value (the "TIF Revenues") to fund infrastructure improvements and other administrative costs, all as further described in Table 1 hereinbelow. The City reserves the right to capture less than the full 12% in year one and less than the 22% in years 2 through 30, depending on the then-current needs of the City with respect to the approved project costs. Any reduction in the captured value percentage shall adjust the amount of assessed value eligible for sheltering with respect to the tax shift benefit correspondingly. Although all TIF Revenues will be retained by the City at this time, the City reserves the right in the future to negotiate and execute commercial credit enhancement agreements pursuant to City Council approved TIF Policy of up to twenty years, or limited to the balance of District term at that time, and up to sixty-five percent (65%) of the TIF Revenues, within sole Council discretion. -Proposed Amendments to City TIF Policy is attached as Exhibit B and is scheduled for a review and vote by the City Council on November 6, 2017, which amendments include allowing Affordable Housing TIF District credit enhancement agreements to have a maximum term allowed as 30 years (or if in this District limited to balance of District term at that time), and also allowing up to 75% capture for the term.~~.~~ Such future credit enhancement agreements would require a public hearing and City Council approval.

In designating the District and adopting this Development Program, the City can accomplish the following goals:

- Maintain existing tax revenues;
- Invest in the Downtown public infrastructure;
- Invest in the Creative Portland Corporation annually;
- Invest in new and enhanced transit services;
- Enjoy enhanced future tax revenues generated by new development within the District; and
- Create long-term, stable employment opportunities for area residents because of these TIF investments.

In addition, by creating the District, the City will "shelter" the increase in municipal valuation that development in the District will bring about. This tax shift benefit mitigates the adverse effect that the District's increased assessed property value has upon the City's share of state aid to education, municipal revenue sharing, and its county tax assessment. An estimate of the tax shift benefits is shown in Exhibit D-2 attached hereto.

The City's designation of the District and pursuit of this Development Program constitute a good and valid public purpose pursuant to Chapter 206 of Title 30-A because it represents a substantial contribution to the economic well-being of both the City and the region by providing jobs, contributing to property taxes, and diversifying the region's economic base.

B. The Projects

Development within the District will provide a revenue source for the City's economic development projects. The City intends to use TIF Revenues to further its overall plan to attract and retain businesses that want to take advantage of Portland's business-friendly location, while offering their employees a rich, dynamic, and high quality of life. This includes funding of Creative Portland Corporation, of which the City of Portland is the Corporator, of up to $100,000 annually, as well as City plans to invest in its public infrastructure in these investment focus areas:

- Sidewalk and Other Pedestrian Enhancements
- Streetscape
- Lighting
- Street Alignment
- Utilities
- Bicycle Improvements
- Public Transit
- Wayfinding
- Economic Development Department administrative costs and staff salaries, and prorated salaries of the City Manager and Planning and Urban Development Director

The District projects at this time are highlighted in Table 1 below:

TABLE 1

NOTE 1: All Citations refer to Title 30-A, Chapter 206, Section 5225

NOTE 2: While this Development Program lists particular projects, the Development Program shall not serve as an appropriation of TIF Revenues for any of these specific purposes, nor shall it commit the City to completing any particular project. The projects will only be undertaken following proper appropriation through the annual budget process and any other applicable required approvals.

Project	Downtown Revitalization Plan Reference by page no.	Statutory Citation	Estimated Cost
In District: Capital Infrastructure Investments, for example:			$200K annually; $6 Million over life of District
- Sidewalk and Other Pedestrian Enhancements	5, 6, 7, 9, 34	(1)(A)	
- Roadway Realignments/Paving	5, 6, 34	(1)(A)	
- Intersection Redesigns	5, 6	(1)(A)	
- Bicycle Infrastructure	5, 9, 11	(1)(A)	
	5, 34	(1)(A)	

- Stormwater Management, including water and sewer upgrades - Communications Infrastructure improvements/enhancements - Wayfinding (signage) - Public plaza intersection improvements	5, 33 5, 9, 33 8, 34	(1)(A) (1)(A) (1)(A)	
In and out of District: New and Enhanced Transit Services, including operational costs, for example (see Exhibit K – Transit Map): - Creation of high frequency bus service on Congress Street at 15-minute intervals between the Portland Transportation Center (PTC) and Washington Avenue; - Enhancing Stevens Avenue-Allen Avenue- Congress Street bus service areas; - Corresponding costs for these enhancements, including transit operator salaries; transit vehicle fuel, and transit vehicle parts replacements. - Transit capital costs including transit vehicles and related equipment; bus shelters and other related structures; benches; signs, and other transit-related infrastructure.	3, 6, 32, 33	(1)(A) and (1)(C)(7)	$110K annually; $3.3 Million over life of District
In and out of District: City Marketing and Promotion through Creative Portland Corporation (CPC), for example (see Exhibit M Arts District Map within Downtown TOD TIF District): - In District: Center for the Arts, including rental residential space; - In District: capital, financing, real property assembly and professional service costs;	7	(1)(C)(1)	Up to $100K annually; $3 Million over life of District

- In and out of District: CPC staffing, administrative and marketing expenses; revolving loan or investment fund.			
In and out of District: Economic Dev. Dept. administrative costs and staff salaries at 100%, and prorated salaries of City Manager and Planning Urban Development Director *	7	(1)(A)(5) and (1)(C)(1)	$250K annually; $7.5 Million over life of District
In District: Small Public Capital Infrastructure and Equipment, for example (Downtown Plan pp. 6 and 7) - Parking meters - Vehicles for Public Services Dept. (formerly Public Works Dept.), and Fire Dept., including ambulances	7	(1)(A)(1)(a)	$100K
In District: Relocation of Displaced Persons (TIF Application, p. 6)	(see TIF application, p. 6)	1(A)(6)	Not budgeted/not anticipated at time of TIF application
In District: CEAs as Approved by City Council (TIF application p. 2)	(see TIF application p. 2)	(1)(A)	Unknown at time of TIF application
Total Estimate of TIF Revenue Expenditure over 30 year term:			**$19,900,000**

*This item is not unique to this TIF District, it is also included in the Bayside TIF District, Waterfront TIF District, and Riverwalk TIF District.

C. Strategic Growth and Development

This Development Program and the Downtown Plan meld various studies and plans for the District into one document, thereby promoting those studies and plans and making investments at the appropriate time. The studies and plans noted in the Downtown Plan represent a series of community initiatives, both completed and underway, or in planning process. The Development Program and Project List (Table 1) noted hereinabove represents the best thinking of City staff about current opportunities for realizing the City's longstanding, evolving vision for its Downtown.

D. Improvements to the Public Infrastructure

As further set forth in Table 1 hereinabove, the City may use certain TIF Revenues for sidewalk and other pedestrian improvements, roadway realignments/paving, intersection redesigns, bicycle infrastructure, stormwater management improvements (including water and

sewer maintenance), communications infrastructure improvements/enhancements, wayfinding, and public plaza intersection improvements that are directly related and made necessary by development in the District.

E. Operational Components

1. **Public Facilities**

The City may use a portion of the TIF Revenues to fund certain projects approved within the District, outlined in Table 1 hereinabove.

2. **Commercial Improvements Financed through the Development Program**

At this time, no commercial improvements will be financed through the Development Program. The City may, in the future, reimburse a percentage of the TIF Revenues from any particular lot within the District to future developers through a credit enhancement agreement. Future credit enhancement agreements are authorized only if the City Council meets and holds a public hearing and votes to authorize, negotiate, and execute the credit enhancement agreement pursuant to City Council approved TIF Policy. Such credit enhancement agreements may provide a reimbursement of up to sixty-five percent (65%) of the TIF Revenue for up to twenty (20) years in the District, but limited to balance of the term of this District.

3. **Relocation of Displaced Persons**

It is not anticipated that any persons will be relocated; however, the City has provided that if, in the future, relocation of persons is necessary to accommodate future redevelopment within the District, the one-time relocation costs of such displaced persons can be paid for with TIF Revenues, exclusive of rent.

4. **Transportation Improvements**

The City may fund road/transportation improvements made necessary by the increased traffic to the District. Please see Table 1 hereinabove for more details.

5. **Environmental Controls**

The improvements made under this Development Program will meet or exceed all federal, state, and local environmental laws, regulations, and ordinances and will comply with all applicable land use requirements for the City.

6. **Plan of Operation**

During the term of the District, the City Manager or his designee will be responsible for all administrative matters within the purview of the City concerning the implementation and operation of the District.

III. Physical Description

The ~~proposed~~ 422-acre District is bounded by Washington Avenue to the east, State Street to the west, following the edges of the adjacent Bayside and Waterfront Capital

Improvement TIF Districts to the north and south. The District encompasses the central business district of Portland and the abutting east and west ends of the District. In creating the District, the outlying residential areas of the Eastern and Western Promenades have been purposely excluded. The amended~~proposed~~ District is shown on Exhibit C. The statutory threshold limits addressing the conditions for approval mandated by 30-A M.R.S.A. Section 5223(3) are set forth in Exhibit E.

IV. Financial Plan

A. Financial Characteristics

The collective original assessed value of the real property in the District is $968,136,850 as of March 31, 2014 (Tax Year April 1, 2013) remains unchanged. Please see the Assessor's certificate of the original assessed value attached as Exhibit F. It is noted that Downtown TOD/TIF acreage and value calculations are exempt from State TIF law limits.

The City may capture up to 12% in year 1, and up to 22% in years 2 through 30, of the increased assessed value of the real property located within the District for the duration of the 30-year term of the District. Personal property tax value will not be captured within the District. The TIF Revenues so collected will fund and/or contribute to the funding of the approved projects, including each of the projects described on Table 1 hereinabove, which collectively increase the City's ability to stand out in a competitive marketplace as a dynamic municipality in which to grow a business. All assessed real property value captured in the District will be added to the general tax rolls at the end of the District's term. Please note that at any time during the term of the District, the municipality can vote to reduce the captured value percentage and instead deposit the tax revenues into the General Fund so long as the municipality does not receive the tax shift benefit associated with the tax revenues so deposited.

Upon each payment of real property taxes for property located inside the District, the City will deposit into a development program fund (the "Development Program Fund") the entirety of the property tax payments constituting TIF Revenues. The percentage of increased assessed value of real property within the District that will be captured shall be determined annually during the municipal budget process; however, the City may capture up to 12% in year one, and up to 22% in years 2 through 30, of the increased assessed value of real property as captured assessed value. The Development Program Fund is pledged to and charged with the payment of the project costs in the manner and in the order provided in 30-A M.R.S.A. Section 5227(3). The Development Program Fund will consist of a development sinking fund account (the "Sinking Fund Account") to the extent municipal bonded indebtedness is used to pay for projects costs, and a project cost account (the "Project Cost Account"). From the Development Program Fund, the City will deposit the TIF Revenues into the City's Sinking Fund Account and/or the Project Cost Account to be used to fund projects listed in Table 1 hereinabove. If future credit enhancement agreements are approved by the City Council, then a subaccount within the Project Cost Account shall be created for any payments required to be made by the City pursuant to such credit enhancement agreement, dedicated to each credit enhancement agreement.

Estimates of the increased assessed property values of the District, the anticipated TIF Revenues generated by the District, and the estimated tax shifts are shown in Exhibit D-1 and Exhibit D-2.

B. Costs and Sources of Revenues

The current and future developers owning or leasing properties located within the Districted are intended to pay for and/or finance all private improvements located in the District through private sources. Table 1 hereinabove provides estimated costs of the municipal projects costs to be undertaken with TIF Revenues.

C. Indebtedness

The City reserves the option to fund the project costs through public indebtedness.

V. Statutory Requirements and Thresholds

The statutory requirements and thresholds for approval required by Section 5223(3) of the TIF Statute are set forth in Exhibit E.

VI. Municipal Approvals

A. Notice of Public Hearing

Attached as Exhibit G hereto is a copy of the Notice of Public Hearing regarding amending~~adoption of~~ the Development Program for the District, published in the *Portland Press Herald*, a newspaper of general circulation in the City, on November 3, 2017~~January 20, 2015~~, a date at least ten (10) days prior to the public hearing. The public hearing on the amended District~~Development Program~~ was held on November 20, 2017~~February 2, 2015~~, in accordance with the requirements of 30-A M.R.S.A. Section 5226(1).

B. Minutes of Public Hearing Held by City Council

Attached as Exhibit H hereto is a certified copy of the minutes of the public hearing held on November 20, 2017~~February 2, 2015~~, at which time this amended District~~evelopment Program~~ was discussed by the public.

C. Authorizing Votes

Attached as Exhibit I hereto is an attested copy of the City of Portland Order approving this amended District~~evelopment Program, which includes the City of Portland Downtown Revitalization Investment Plan,~~ with the results of the vote~~d~~ noted on this Order duly called and held on November 20, 2017~~February 2, 2015~~.