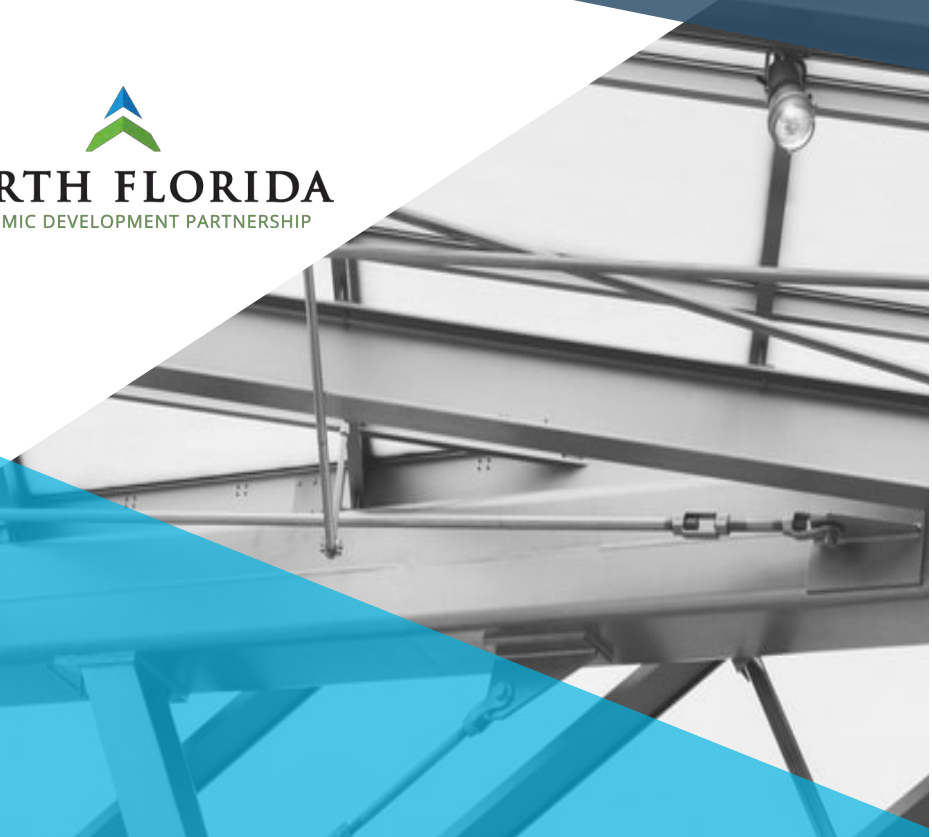
Study conducted for:

Hamilton County
DEVELOPMENT AUTHORITY

Study funded by:

ENTERPRISE FLORIDA

NORTH FLORIDA
ECONOMIC DEVELOPMENT PARTNERSHIP



FINDINGS REPORT

SSI PHASE II:
PRELIMINARY DUE DILIGENCE

STRATEGIC SITES INVENTORY (SSI) PROGRAM

November 9, 2021
Site ID: 12047-006
Hamilton County, FL

Study conducted by:

LEOTTA
LOCATION + DESIGN

Findings Report

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Strategic Sites Inventory (SSI) Program
Phase II: Preliminary Due Diligence

Logistics Park at I-75
Hamilton County, Indiana
Site ID: 12047-006

SSI QUALIFIED SITE

Size and Location

Site: 58.2 acres
Buildable Area: 42.3 acres
8239 State Road 6 W
Jennings, FL 32053

Lat. 30.5192 Long. -83.0541

Current Ownership

Hamilton County Development

Highest and Best Use

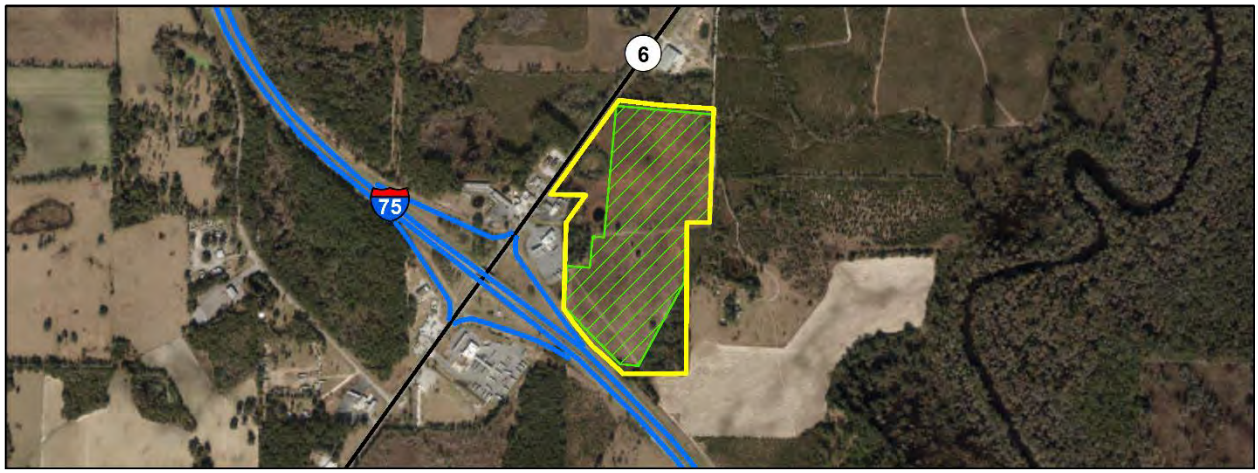
Distribution Freight & Logistics
Commercial
Agribusiness

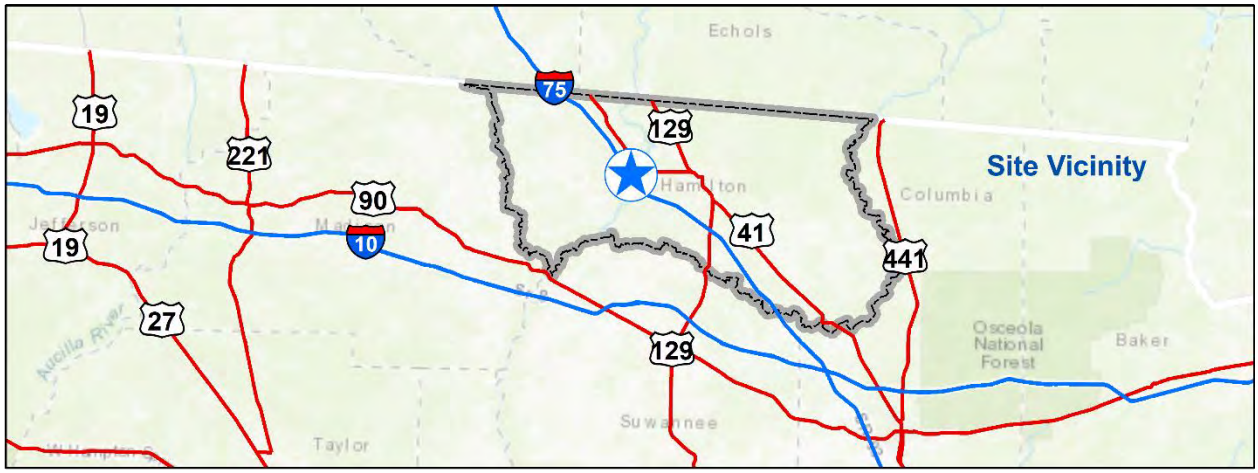
Site GPA

3.5

Legend

- Site Location
- Limited Access
- Major Highway
- State Highway
- Site Boundary
- Buildable Area
- Hamilton County
- Hamilton County





Introduction

This report presents the findings of the Strategic Sites Inventory (SSI) Phase II: Preliminary Due Diligence assessment of Site ID 12047-006 (referred to as the "Logistics Park at I-75"), a 58-acre greenfield property located near the city of Jasper, Florida. The site is located in Hamilton County at the intersection of Interstate 75 and Florida State Road 6. The site was nominated for advancement to SSI Phase II by officials from the Hamilton County Development Authority (HCDA). Execution of SSI Phase II: Preliminary Due Diligence for the subject site was made possible due to funding from the Enterprise Florida, Inc. (EFI) Rural Expansion Toolkit Grant in partnership with the North Florida Economic Development Partnership (NFEDP). The NFEDP is an organization with a mission to grow the North Florida regional economy based on high-skill, high-wage businesses that promote quality jobs and capital investment. EFI is a public-private company dedicated the advancing the forefront of economic development in the State of Florida. *The subject site satisfies baseline quality criteria, aligns with Hamilton County industry targets, and is deemed competitive to attract high-value business investments in support of sustainable community job growth and economic prosperity.* Report site maps are included as **Appendix A**.

The SSI Program is an advance site selection initiative designed to develop an inventory of strategic real estate assets to attract quality job-creating business investments. Duke Energy championed the initiation of the Florida SSI Program in 2014 with a grant to Enterprise Florida, Inc. (EFI) through the Duke Energy Foundation. Since then, the SSI Program has identified 316 potential high quality greenfield sites across the NFEDP Rural Area of Opportunity (RAO). At the start of 2021, the NFEDP used the EFI Rural Expansion Toolkit Site Preparedness grant funding to provide specific resources to each of its member counties to support SSI site advancement and readiness. Hamilton County was included in the initial Duke-funded SSI Phase I Project and benefitted from the identification of sixteen potential high-value sites for heavy and light industrial land uses. The HCDA has chosen to use a portion of the EFI grant funding to finance SSI Phase II: Preliminary Due Diligence for the subject site. The subject site exhibits necessary competitive characteristics for SSI Phase II: Preliminary Due Diligence nomination. Details about the SSI Program phases are provided in **Appendix B**.

Leotta Location and Design (LL+D) has developed a systematic and effective methodology for screening potential sites for practical development as part of the SSI Phase II process. LL+D's site screening methodology is informed by fifteen-plus years of industrial and commercial site selection experience and economic development consulting in conjunction with demonstrated geospatial technology-based analysis and mapping expertise. LL+D staff and consulting partners include environmental science, civil and geotechnical engineering, landscape architecture, geospatial technologies, and economic devolvement experts who combine disciplines to identify and evaluate sites for industrial and commercial project uses.

The purpose of the SSI Phase II study is to provide a quantitative understanding of the subject site's advantages and challenges in conjunction with a rough order-of-magnitude (ROM) cost estimate to improve site functional use and mitigate development challenges. The SSI Phase II study is a desktop-based preliminary engineering and environmental due diligence exercise performed by discipline-specific

experts with experience in industrial and commercial site selection and property development. Study of the subject site's physical and surrounding characteristics, assets, and impediments for development are reviewed in sufficient detail to formulate a defendable opinion on the competitive strength of the property for an economic development use.

The SSI Phase II study is intended to expose any potential "fatal flaws" that indicate significant development incumbrances or grossly compromise site competitiveness. The desktop review relies on an array of engineering, environmental, ecological, and cultural GIS data in conjunction with aerial imagery and available public records to assess current site development advantages and challenges. The SSI Phase II assessment concludes with the formulation of ROM cost estimates for improving site functional use and mitigating any potential development challenges.

LL+D's team of site selection and economic development experts provided an in-depth study of the subject site through an objective measure of physical features and surrounding characteristics and conditions across engineering, environmental, ecological, and cultural concerns. Overall site competitiveness for an economic development land use is made within the context of location requirements for permitting, construction, and operations relevant to the intended site project land use. **The SSI Phase II findings are expressed along three principal site assessment parameters:**

Condition of the site's physical characteristics including assessment of engineering and environmental development advantages and challenges.

Connection to transportation assets, utility infrastructure, and major market areas.

Community support including available workforce, cultural feature impacts, and business climate for economic development.

A description of the subject site and summary of SSI Phase II findings is provided below.

Site Description

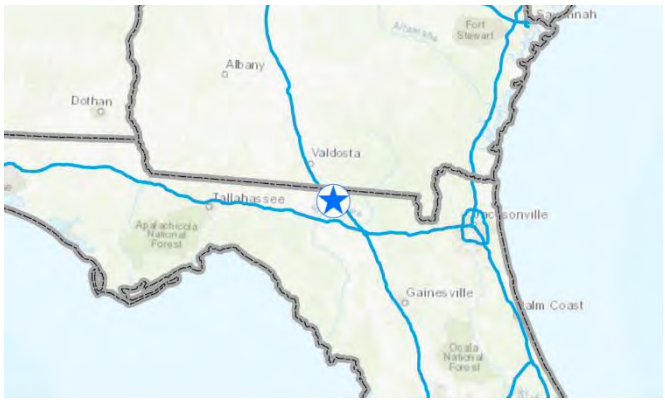
The Logistics Park at I-75 is an undeveloped (greenfield) property approximately 58.2 acres in total size located along Interstate 75 (I-75) and Florida State Road 6 (SR 6) in Hamilton County, Florida, approximately 6.8 miles from the heart of the City of Jasper. The property is comprised of open pastureland and minimal wooded areas, with most of the site having Commercial, Highway Intensive zoning and a small southeastern portion having Agricultural zoning. Multiple commercial businesses are located near the site, and surrounding land use consists primarily of commercial, agricultural, and undeveloped wooded land. The subject site encompasses a single tax parcel, or tract, owned by the Hamilton County Development Authority. **Appendix C** provides a summary of site parcel ownership information.

Site ID 12047-006 southeast view from Florida State Rd 6

Current site condition is characterized by moderate to sparsely vegetated open land as the site was largely cleared of timber between the years 2012 and 2015. With relatively recent site clearing, good site visibility exists from I-75 and SR 6. The site is bordered by commercial and agricultural land use in all directions. Multiple commercial buildings are observed within a half mile of the site, including a truck stop and fast-food operation adjacent to the property's western boundary. The cultural setting is rural with prominently agricultural land use surrounding the site.

A single contiguous "buildable area" was defined within the confines of the subject site boundary intended to be most advantageous for construction. The buildable area (BA) is approximately 42.3 acres. This buildable area was defined to avoid any potential development impediments. The roughly 42-acre buildable area provides a buffer to the site boundaries adjacent to existing commercial buildings and avoids the moderately wooded and wet areas on-site, which may serve for stormwater management and drainage.

Geographic Location



Site ID 12047-006 Site Vicinity

Located in North Florida along the state border, Hamilton County provides a rural setting in close proximity to a high commercial activity corridor with access to major markets to the south, east, and west. *The site is situated approximately 80.4 miles east of Tallahassee, 83.4 miles northwest of Gainesville, and 94.0 miles west of Jacksonville. The City of Lakeland, a business-friendly area with an available skilled workforce, is 24.2 miles west of the site.* Projects considering the Logistics Park at I-75 will benefit from locating in a rural community largely avoiding traffic congestion, cumbersome permitting processes, and higher land costs typical of urbanized areas. Access to an industrial workforce at competitive wage rates throughout north Florida's labor markets is well within reach of the subject site.

The subject site is located just outside the City of Jennings with a population of 690 and the City of Jasper with a population of 4,146; it is located within approximately 35.5 miles of Lake City with a population of 12,063. Lake City is accessible by I-75 and is within a one hour's drive of both Jacksonville and Gainesville. *More than 250,435 total residential population live within a 45-minute drive of the site. Approximately 11,591 businesses employing 128,567 people are located within the same 60-minute travel time*. Construction, manufacturing, and professional, scientific, and technical services account for 15.3% of

businesses employing 12.6% of total workforce within the 60-mile radius of the site. A site vicinity map is provided in **Appendix A**.

Current Ownership

The subject site is comprised of a single tax parcel, or tract, and is reported by the Hamilton County Property Appraiser's website to have one owner. *The current owner of record is Hamilton County Development Authority (HCDA). The site is comprised of approximately 58.2 acres.* The HCDA is actively promoting the site for sale. A "Site Parcel Configuration" map is included in **Appendix A**.

Findings Summary

The findings from the SSI Phase II study are summarized below. A discussion of key site development considerations is provided within the context of overall site physical **condition**, **connection** to infrastructure, and **community** support. LL+D's site competitiveness assessment across these key site development parameters are presented below.

Condition

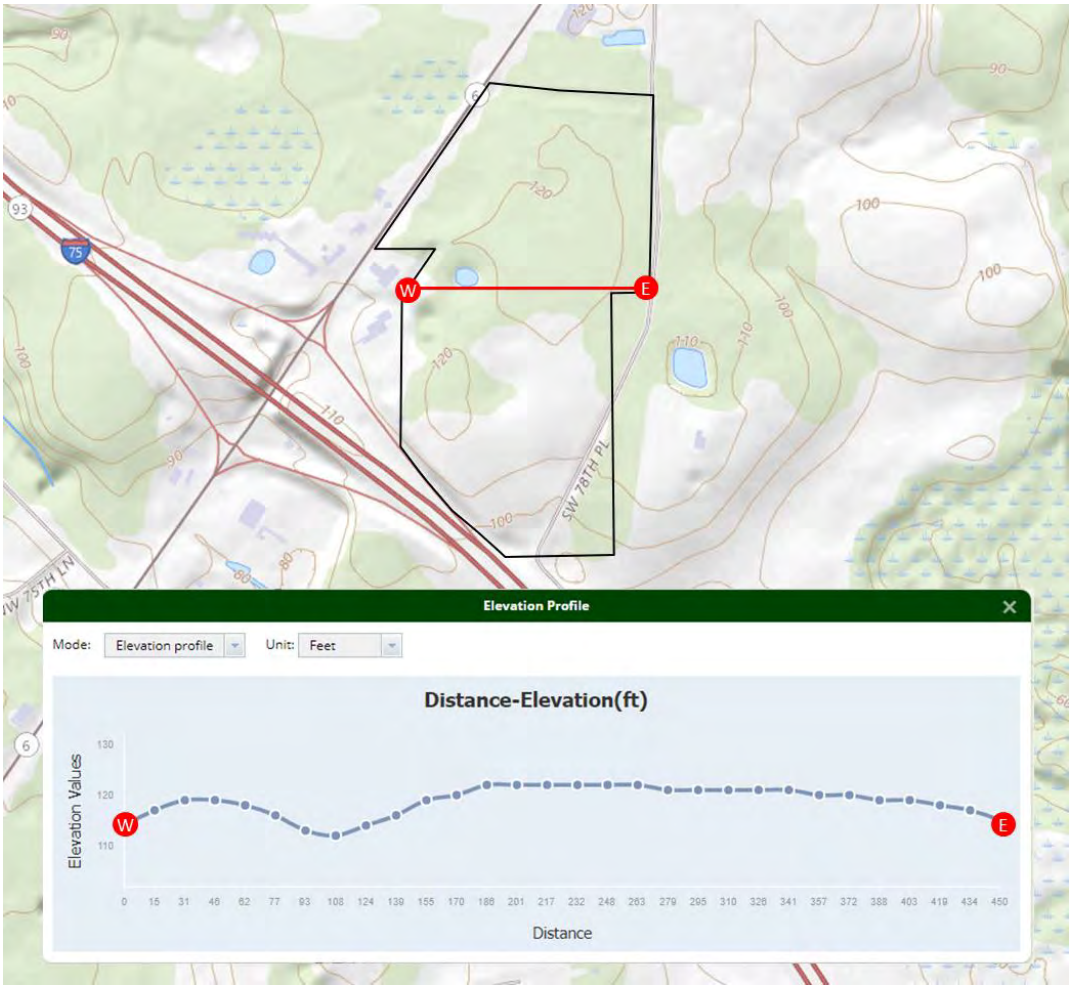
Site conditions are defined as the physical characteristics of the subject property including geometric configuration, surface features, engineering, ecological & environmental concerns, and land use compatibility. *Overall conditions of the Logistics Park at I-75 are favorable for the development of the site's highest and best use as an economic development real estate asset*.

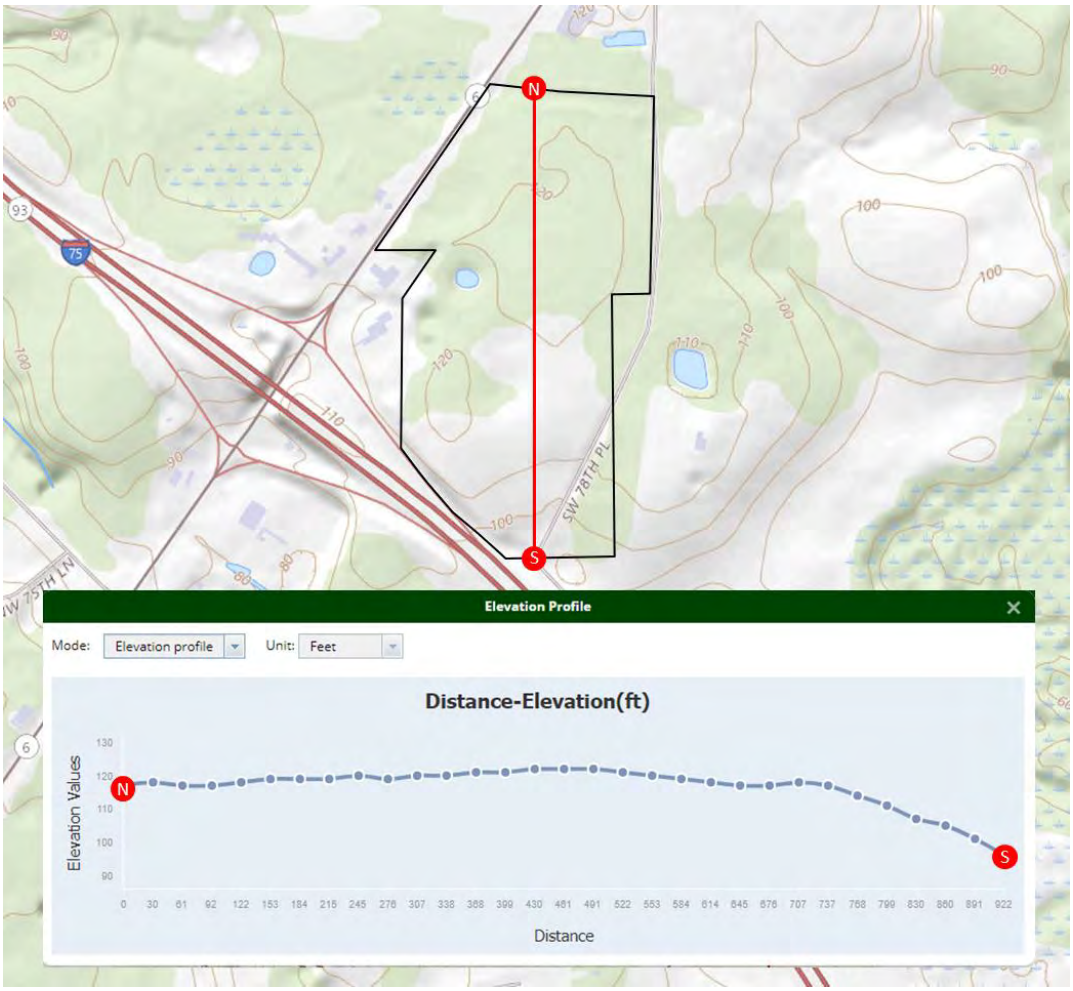
Size and Configuration of the subject site is sufficient in both acreage and configuration to support a distribution freight & logistics operation. *Total site area is approximately 58.2 acres, measuring approximately 1,395 feet across an east-west axis at its widest point and approximately 2,400 feet across a north-south axis along the site's center*. The site is geometrically regular in configuration with adequate land between site boundaries providing ample acreage for a contiguous buildable area. The northwestern site boundary is bordered by Florida State Road 6 (SR 6); the southwestern site boundary is bordered by Interstate 75/Florida State Road 93 (I-75).

A contiguous buildable area totaling 42.3 acres has been defined to optimize facility construction on the site by positioning an operational footprint to avoid wet, flood prone, and wooded areas. The buildable area occupies the majority of the site and is comprised of a single tract with one owner. Site access is supported by a single potential ingress/egress point located on the northwestern boundary along SR 6.

Elevation/Topography presents minor grading challenges to prepare the site for development. *Based on a review of 5-meter cell size, LiDAR-derived digital elevation models (DEM) for the full site extent, a minimum elevation of 88 feet mean sea level (MSL) and maximum elevation of 119 feet MSL is reported. The 2019 DEM indicate an average buildable area elevation of 116.5 feet MSL and average slope of 1.6 percent*.

The site is generally flat and without slope. The lowest elevation occurs along the southern portion of the site and buildable area. In certain portions of the site, elevation and topographic variability could present cut-fill opportunities for use of onsite fill for grading/leveling. The property is subject to an onsite geotechnical engineering investigation to determine suitability of soil properties for construction. Additionally, any areas of naturally occurring sloping topography may provide passive locations for site buildable area drainage and stormwater retention. LiDAR and 2-ft contour map provided as **Appendix A**.





Land Cover assessment is useful for identifying site design constraints and/or potential encumbrances that may be encountered during site development such as extensive clearing and grubbing, drainage concerns, etc. The type of vegetative cover is used in conjunction with soil types, elevation, and hydrography data for interpretation of environmentally sensitive conditions such as wetlands and potential habitat for Threatened and Endangered (T&E) species and other species of concern (discussed later in this report). Beneficially, certain land cover features may reveal commercial value of forested areas or be desirable to incorporate into site design. Features such as densely wooded areas may provide a desirable buffer during construction and/or during facility operations for line of sight and noise control. Further, wetland areas may be integrated into site plans providing an element of design aesthetics.

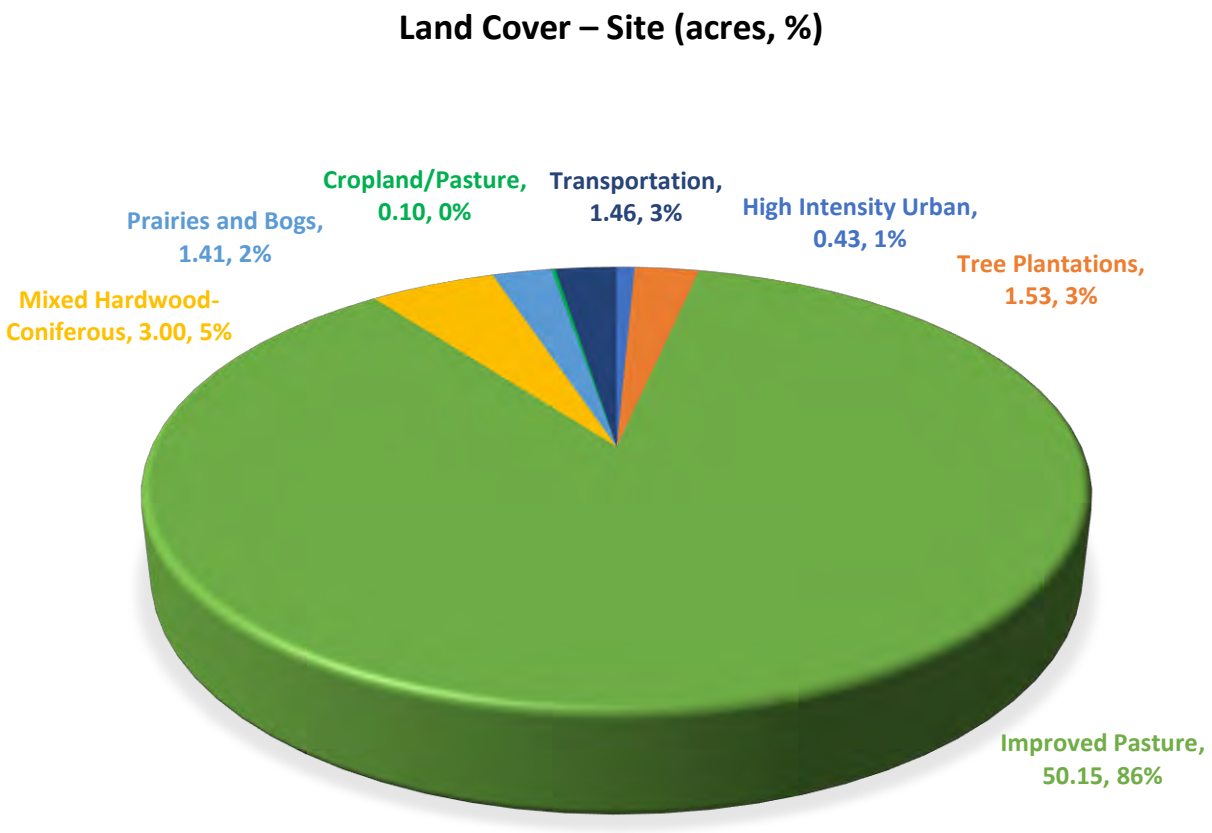
Two primary informational sources were used to assess land cover characteristics:

1) *Recent high-resolution color aerial imagery* (ESRI/Google Earth 2020). Recent and past aerial imagery provides useful observational data for assessing current land cover conditions as well as any notable changes over time. However, aerial imagery alone cannot be used without additional data sources to provide a more specific delineation of land cover type. For example, densely wooded areas are readily

observed from aerial imagery, however, determination of forest composition is largely indeterminate without other remotely sensed inputs (i.e., color infrared imagery) or ground-based observation.

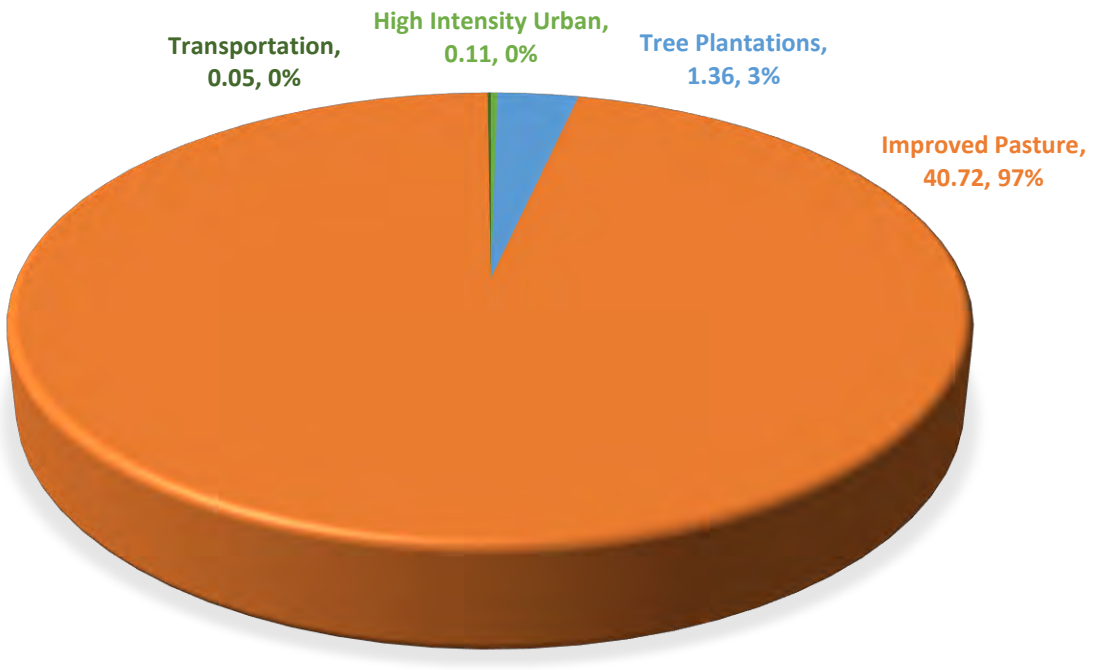
2) *The Florida Cooperative Land Cover (CLC) Map.* Developed through a partnership between the Florida Fish and Wildlife Conservation Commission (FWC) and Florida Natural Areas Inventory (FNAI) to identify ecologically based statewide land cover from existing sources and expert review of aerial photography. The CLC data utilizes the Florida Land Cover Classification System (FLCCW, 2018). The CLC data provides a more detailed description of land cover including interpretation of forest types and other natural and cultural features.

Based on a review of the CLC (v3.3) dataset, land cover for the site and buildable areas consists of the following FLCCS-classified areas (acres, percent cover):



The site buildable area is predominantly classified as Improved Pasture.

Land Cover – Buildable Area (acres, %)



CLC land cover map is provided in **Appendix A**.

Hydrography and Flood Risk were evaluated by consulting USGS National Hydrography Dataset (NHD), a geospatial database which identifies stream segments or reaches that make up the nation's surface water drainage system, and FEMA National Flood Hazard Layer (NFHL), a geospatial database that contains current effective flood hazard data. *Based on a review of NHD and NFHL data, the site and buildable area highly favorable for site development with low flood risk and minimal recorded/observed significant hydrography features. 100% of the buildable area is outside the FEMA-designated flood hazard area, designated as Flood Zone X (within 0.2-percent-annual-chance flood or 500-year floodplain).* A hydrography and FEMA flood hazard map is provided in **Appendix A**.

Potential Wetlands are interpolated through observation of multiple data inputs including:

1) USGS National Wetlands Inventory (NWI) – developed for non-404 jurisdictional wetland mapping, so must be understood to have limited accuracy
2) LiDAR-derived digital elevation model (DEM) – topography/elevation
3) USGS NHD – hydrography
4) NRCS SSURGO – soils data provides hydric rating
5) Color-infrared imagery (where available) – for visual indication of wet or inundated areas (consulting differing years to ensure wet areas are not the result of a period flood event)

The NWI data is consulted as principal indicator of potential wetlands, as the mapping methodology utilizes the above-referenced inputs in addition to other data sources in conjunction with qualified

scientific review and quality control of interpolated wetlands delineation and taxonomy. As well, the NWI data provides a delineation of wetland types, which is important in the estimation of permitting burden and potential compensatory mitigation costs. The additional data sources are consulted to ensure congruency of information suggestive of potential wetlands occurrence.

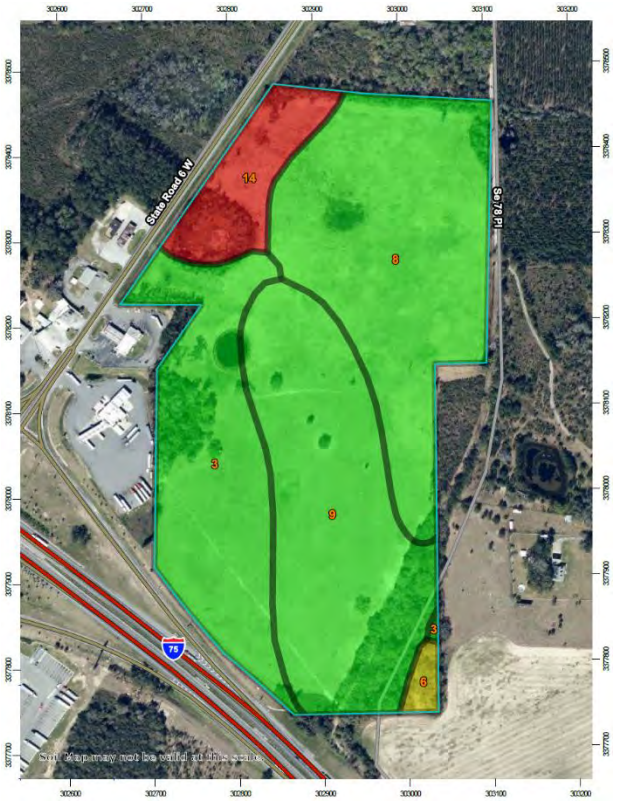
From the US EPA Wetland Regulatory Authority fact sheet, wetlands subject to Clean Water Act Section 404 are defined as "areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas." There are three primary conditions required for surface areas to be considered wetlands: 1) at least periodically, the land supports predominantly hydrophytes, 2) the substrate is predominantly undrained hydric soil, and 3) the substrate is saturated with water or covered by shallow water at some time during the growing season of each year. As determined by the U.S. Army Corps of Engineers, the federal agency responsible for enforcing federal laws protecting wetlands, an area must exhibit all three of the above-referenced conditions in order to be considered a wetland.

The following GIS-based information was consulted for the wetlands desktop assessment:

- **Hydrophytic Vegetation**: Recent and historical aerial imagery and NWI data.
- **Wetland Hydrology**: LiDAR-derived DEM, USGS topo maps, and high-resolution aerial imagery.
- **Hydric Soils**: NRCS Web Soil Survey and SSURGO data.

There are approximately 0.4 acres of potential wetlands reported on the subject site. A SSURGO-reported map unit of "14" indicates an estimated 8.1% of soils are likely hydric across the entirety of the site. While no potential wetlands are reported within the buildable area, wetland permitting and mitigation may be required on the subject site. This does not appear to pose a development impediment to the site. NWI potential wetlands map is provided as **Appendix A**.

Soils conditions are assessed to identify potential advantages and/or challenges that could have an impact on site design, construction, and overall use of the site. Soil types are evaluated with respect to drainage and engineering performance for excavations, road construction, and building foundation support. Additionally, soil hydric potential is used in conjunction with wetlands data to increase confidence in potential wetlands interpretation (reported in previous section).



SSURGO Small Commercial Building Rating "not limited"

According to the United States Department of Agriculture (USDA), Natural Resource Conservation Service (NRCS) Soil Survey Geographic Database (SSURGO) accessed via the NRCS Web Soil Survey, 34.6% (20.1 acres) of the subject site soils are classified as "Chipley sand, 0 to 5 percent slopes" with a drainage class of "Somewhat poorly drained." Additionally, 31.9% (18.5 acres) and 24.2% (14.0 acres) of the subject site are classified as "Foxworth sand, 0 to 5 percent slopes" and "Alpin sand, 0 to 5 percent slopes" with a drainage class of "Moderately well drained" and "Excessively drained" respectively. Lastly, 8.1% (4.7 acres) of the subject site are classified as "Pottsburg sand" with a drainage class of "Poorly drained." Soil suitability properties for small commercial building construction across 90.7% of the subject site are indicated as "not limited" for shallow (2 feet deep) reinforced-concrete spread footings. A minor portion (8.1% - 4.7 acres) of soils within the site boundary are indicated as "very limited" for small commercial building construction. Based on the SSURGO data, soil conditions across the majority of the site are favorable for development. However, substantial foundation requirements may not be supported by site soil conditions and must be determined through on-site geotechnical engineering investigation. A SSURGO soils map is provided in **Appendix A**. The USDA, NRCR SSURGO soils reports for drainage class, small commercial buildings, and hydric rating are provided in **Appendix G**.

Sinkholes are common geological phenomenon occurring throughout the State of Florida. They are only one of many kinds of karst landforms, which include caves, disappearing streams, springs, and underground drainage systems, all of which occur in Florida. Karst is a generic term which refers to the characteristic terrain produced by erosional processes associated with the chemical weathering and dissolution of limestone or dolomite, the two most common carbonate rocks in Florida.

A review of sinkhole data from the Sinkhole Risk Map developed by USGS, Florida Department of Environmental Protection, Florida Geologic Survey, and the Florida Sinkhole Research Institute provides information for sinkhole type, development, and distribution in Florida. Florida sinkholes are classified into four areas by geology: Area I, II, III, and IV characterize varying degrees of sinkhole occurrence, severity, and speed of formation. *The subject site lies within Area I, which is described as "land where sinkholes are few, generally shallow and broad and develop gradually. Solution sinkholes dominate." Based on the Sinkhole Risk Map, four sinkholes have been reported since the 1940s within five miles of the subject site; however, no sinkhole occurrences are reported on the subject site based on subsidence incidence reports*. The reliability of reported sinkhole occurrences is unknown. Potential site susceptibility to sinkholes must be determined through more thorough professional geological and geotechnical engineering investigation. A Florida sinkhole type map is provided as **Appendix A**.

Zoning and Land Use is administered and governed by Hamilton County. *According to the Hamilton County Zoning Map of 2019, the site currently includes a single zoning district: "Commercial, Highway Intensive*" (CHI). *According to the Hamilton County Future Land Use Map of 2019, the site's Future Land Use designation is "Highway Interchange*". A Future Land Use Map (FLUM) and County Zoning Map based on data last amended in April 2019 is provided in **Appendix A**.

The apparent current land use of the subject site is derived from Florida CLC data and 2021 aerial imagery and Google Street View. *Recent aerial imagery shows current land use to be pasture/vacant land as evidenced by minimal forested areas and lack of commercial structures*. The aerial imagery-derived land use observations for the site somewhat disagree with the Florida CLC data consisting predominately of

Freshwater Forested Wetlands (27.2 acres, 47%) and Improved Pasture (15.4 acres, 26%) land cover classifications. *The CLC-reported land cover for the buildable area is predominantly classified as Freshwater Forested Wetlands (19.0 acres, 45%) and Improved Pasture (14.1 acres, 34%)*. Freshwater Forested Wetlands are characterized by floodplain or depression wetlands dominated by hydrophytic trees. Improved Pasture is land characterized by a composition of cleared, tilled, reseeded land with specific grass types and periodically improved with brush control and fertilizer application. Water ponds, troughs, feed bunkers and, in some cases, cow trails are evident. The CLC-reported land cover for the buildable area appears to contrast with discernable land use observed on recent aerial imagery. The area identified as Freshwater Forested Wetlands from the CLC data is currently devoid of woody vegetative cover, is located on the most elevated portion of the sight, and has soils of the hydrologic soil group A.

Current land use immediately surrounding the subject site to the northeast is characterized by moderately to densely wooded planted pine forest as observed from recent aerial imagery (ESRI/Google Earth 2021). Similar land use is observed to the west of the site with more densely wooded hardwood forests and commercial areas. Land use to the South and East are seen as agricultural/mixed-use. Limited single residential structures are observed east, north, and south of the site. Limited farm and commercial activity are observed south of the site immediately across I-75.

There is little to no indication of other land uses over the last seventy-four years based on a review of historical aerial imagery back to 1947 (provided by EDR Radius report). Fourteen epochs from 1940 to 2017 were reviewed to determine the sequential occupancy of the subject site. Since 1940, the subject site has been used consistently for agriculture with the exception of the northern portion of the site being hardwood forest until its clearing between the years of 2010 and 2013. Historical aerial imagery is included in the EDR Radius Report provided as **Appendix H**.

Current site land use is ideal to support future development of the site for Commercial/Distribution Freight & Logistics land uses. Surrounding tract future land use is indicated from the FLUM data to be Agriculture - 4 to the north, east, and south and Highway Interchange to the west. Though not inherently incompatible with the intended project land use of the subject site, the current future land use designations for surrounding properties will likely not present perceived use compatibility issues with both prospective companies and the public.

Relevant excerpts from the City of Jasper Land Development Regulations (adopted September 14, 2009, last amended August 12, 2019) prescribing zoning and land use polices, standards, and statutory requirements for land development is included in **Appendix D**. The City of Jasper Land Development Regulations full documents should be consulted for detailed requirements pertaining to land use and zoning district designations.

Properly aligning zoning to site use will increase prospective business confidence in site permitting and plan approval timeframes and potentially reduce public hearings expressing development opposition while a prospective business is actively considering the site for a project. In addition, the Hamilton County Planning Department may consider adoption of an “Employment Center” designation for future land use of the subject site as was implemented for Levy County. Successfully implemented by other rural Florida counties, the Employment Center land use is intended to provide for a regional area that allows for a mix of business, enterprise, research and development, moderate and high intensity commercial and

industrial, recreational, educational facilities and other employment activities. It also allows a variety of medium and high-density residential uses that support the commercial and industrial developments, and/or provides transitions to surrounding land uses and less intense land uses.

Finally, tracts surrounding the subject site and the buildable area, should be considered for rezoning and/or amended future land use designations to uses that are compatible with the intended commercial uses of the site. Compatibility with surrounding land use is vital to preserving the competitiveness of the site for an economic development use by preventing encroachment of land uses that would create real or perceived risk to prospective business considering the site for development.

Threatened and Endangered Species are defined under the federal Endangered Species Act (ESA) of 1973. The ESA provides a program for the conservation of threatened and endangered (T&E) plants and animals and the habitats in which they are found. The lead federal agencies for implementing ESA are the U.S. Fish and Wildlife Service (USFWS) and the U.S. National Oceanic and Atmospheric Administration (NOAA) Fisheries Service. The USFWS maintains a worldwide list of endangered species. Species include birds, insects, fish, reptiles, mammals, crustaceans, flowers, grasses, and trees.

The ESA defines an *endangered species* as "any species which is in danger of extinction throughout all or a significant portion of its range." Endangered species are automatically protected by prohibitions of several types of "take," including harming, harassing, collecting, or killing, under Section 9 of the ESA. There are some limited exceptions to these rules listed in Section 10 of the ESA. The ESA defines a *threatened species* as "any species which is likely to become an endangered species within the foreseeable future throughout all or a significant portion of its range." Threatened species receive protections through separate regulations issued under Section 4(d) of the ESA.

LL+D staff consulted the USFWS Information for Planning and Consultation (IPaC) online tool (https://ecos.fws.gov/ipac/) to assess potential project effect on listed species (*a plant or animal that receives federal protections under the Endangered Species Act. Species can be protected as endangered or threatened*) and other USFWS trust resources (*includes migratory birds, species listed as threatened and endangered under the Endangered Species Act, interjurisdictional fishes, marine mammals, wetlands, and lands managed by USFWS, such as national wildlife refuges*). The IPaC tool is a project planning tool that streamlines the USFWS environmental review process. IPaC is supported by the Environmental Conservation Online System and the Florida Natural Areas Inventory (FNAI). FNAI is administered under Florida's Natural Heritage Program and is a state member of the NatureServe network. FNAI is housed within the Florida Resources and Environmental Analysis Center at Florida State University and manages a database of current information on Florida's rarest species, maintains an inventory of the state's conservation land holdings, and conducts ecological surveys and analyses to support conservation planning and land management.

An IPaC Resource List was generated for the subject site. The Resource List is a report that automatically generates a list of species and other resources such as critical habitat (collectively referred to as trust resources) under USFWS jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering

additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

The IPaC trust resources report lists critical habitats and species of concern known or suspected to be found in habitats within regional ecology. The IPaC trust resources report found no T&E species or critical habitats on the subject site.

In addition to the federal IPaC Resource List, the FNAI map server (https://www.fnai.org/) was used to generate a Florida Biodiversity Matrix report for the subject site. The Biodiversity Matrix is a statewide screening tool that provides free access to researching the potential presence of rare species and under-represented natural communities. Rare species and natural communities are indicated in the report as "elements" and are classified into the following four occurrence descriptions:

- **DOCUMENTED Element**- There is a documented occurrence in the FNAI database of the species or community within this Matrix Unit.
- **DOCUMENTED-HISTORIC Element** - There is a documented occurrence in the FNAI database of the species or community within this Matrix Unit; however, the occurrence has not been observed/reported within the last twenty years.
- **LIKELY Element** - The species or community is *known* to occur in this vicinity, and is considered likely within this Matrix Unit because:
    - 1. documented occurrence overlaps this and adjacent Matrix Units, but the documentation isn't precise enough to indicate which of those Units the species or community is actually located in; *or*
    - 2. there is a documented occurrence in the vicinity and there is suitable habitat for that species or community within this Matrix Unit.
- **POTENTIAL Element** - This Matrix Unit lies within the known or predicted range of the species or community based on expert knowledge and environmental variables such as climate, soils, topography, and landcover.

The Biodiversity Matrix report located the subject site in **Matrix Unit ID 18181 and 18182**. *Results from the FNAI Biodiversity Matrix Query (unofficial report) indicate the following:*

- *No Documented Elements found*
- *No Documented-Historic Elements found*
- *Five Likely Elements found:*
    - *Drymarchon couperi (Eastern Indigo Snake)*
    - *Mycteria americana (Wood Stork)*
    - *Sphodros abboti (Blue Purse-web Spider)*
    - *Ursus americanus floridanus (Florida Black Bear)*
    - *Upland hardwood forest**

**One of eleven natural community types that FNAI considers under-represented, in that there is less than 15% of the original extent of that community in Florida found on conservation lands.*

- *Twenty Potential Elements found common to both Matrix Units (see FNAI Biodiversity Matrix in* **Appendix E** *for Potential Elements listing).*

The IPaC report also identifies the Migratory Birds Resource List that identifies certain birds protected under the Migratory Bird Treaty Act of 1918 and the Bald and Golden Eagle Protection Act of 1940. Birds

listed in the report are birds of particular concern either because they occur on the USFWS Birds of Conservation Concern (BCC) list or warrant special attention within the subject site location. The report does not include a list of every bird found within the site location, nor a guarantee that every bird on this list will be found within the site. The migratory bird list is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and altered to return a list of those birds reported as occurring in the 10km grid cell(s) that intersect the specified site study area location and have been identified as warranting special attention because they are a BCC species or an eagle (Eagle Protection Act requirements may apply) in that area.

The IPaC Migratory Birds Resource List (MBRL) provides a "Probability of Presence" summary indicating best understanding of when birds of concern are most likely to be present in the site area. *While there is no immediate known impact to site development, the MBRL should be further reviewed within the context of environmental permitting requirements by a qualified environmental/ecological consultant, as temporal migratory bird presence may affect the timing of certain construction-related activities on the subject site*. The IPaC trust resources and FNAI Biodiversity Matrix reports are provided in **Appendix E**.

Other Potential Environmental/Ecological Considerations

In 2006, the Century Commission for a Sustainable Florida called for an identification of those lands and waters in the state that are critical to the conservation of Florida's natural resources. In response, FNAI, University of Florida Center for Landscape Conservation Planning, and Florida Fish & Wildlife Conservation Commission collaborated to produce CLIP—the Critical Lands and Waters Identification Project. CLIP is a GIS database of statewide conservation priorities for a broad range of natural resources including biodiversity, landscape function, surface water, groundwater, and marine resources.

While the Florida CLIP data is noted, the authoritative status of the information and issuing source is unknown and could not be verified. The CLIP data was not considered in this study, as the potential impact of CLIP-reported information on site development as a function of permitting, regulatory requirements, and/or resource mitigation is unknown. However, subsequent to this site study, a more thorough study of how natural resource conditions, classification, and priorities may impact development of the subject site may be warranted by use of a qualified environmental/ecological consultant. For reference, the CLIP Technical Report, Version 4.0 (2016) is included as **Appendix F**. CLIP geospatial data may be downloaded at the FNAI CLIP webpage https://www.fnai.org/clip.cfm.

Legacy Environmental Concerns consist of historical activities and events both on the subject site and on nearby tracts where harmful contaminants were released into soil, surface water, and groundwater. If not properly remediated under state and federal regulatory requirements by qualified environmental consultants/contractors, historical contamination liabilities may be inherited through chain of title even if the contamination originated offsite, particularly with migration through groundwater transport. The historical environmental event implication for site development depends on many factors including the type, extent, concentration, complexity, physical setting and surface/subsurface conditions, and time since the event, which may or may not pose a risk to prospective investors on site development.

A cursory review of the subject site and surrounding properties was conducted to identify any potential legacy environmental concerns. Informational resources consulted for this review include:

- EDR Radius Report;
- Recent and historical aerial imagery review;
- US Environmental Protection Agency's (EPA) Enforcement and Compliance History Online (ECHO) database (EDR Radius Report limits ECHO database search to the target property); and
- Information provided through interviews with local political officials, economic development representatives, and landowners (where available)

The EDR Radius Report searches environmental databases for permitted facilities, events, and other potential concerns occurring on the subject site and up to 1.0 mile of the site boundary. EDR use statement: "*A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E 1527-13), the ASTM Standard Practice for Environmental Site Assessments for Forestland or Rural Property (E 2247-16), the ASTM Standard Practice for Limited Environmental Due Diligence: Transaction Screen Process (E 1528-14) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate*".

Based on the results of the EDR Radius Report and a cursory review of historical aerial imagery, several environmental legacy concerns were identified on the subject site. Three facilities appearing in multiple databases were identified within 0.25 to 0.5 miles of the subject site in the EDR Mapped Sites Summary:

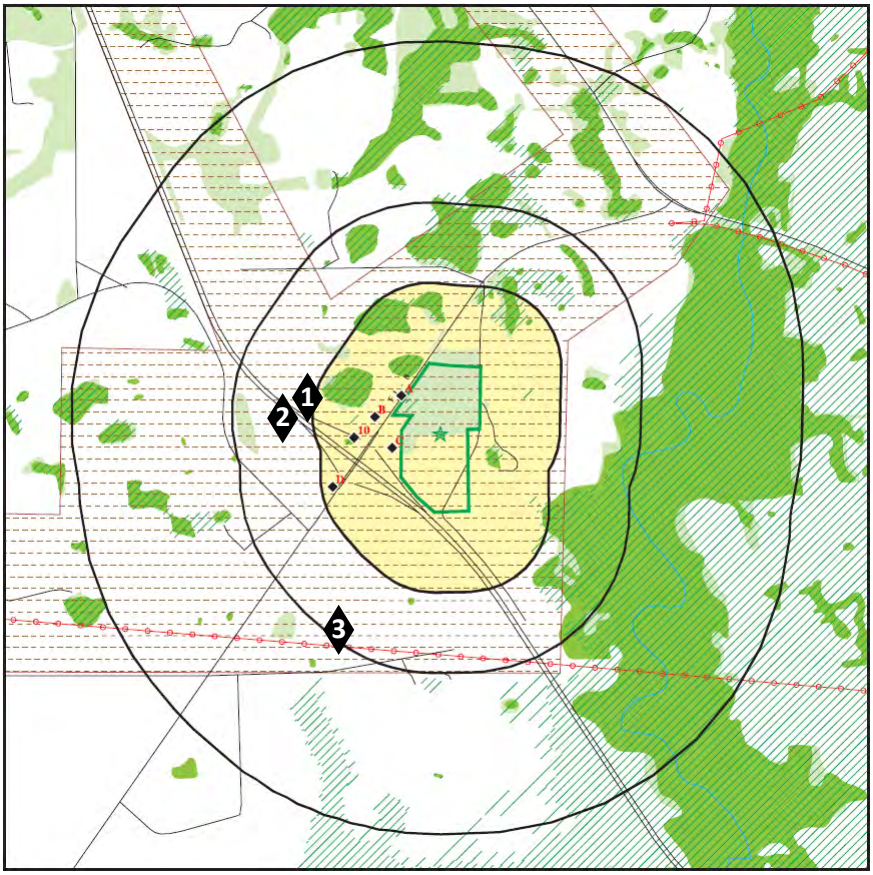
- ***Underground Storage Tank***
  - *Site Name: Raceway #845*
  - *Discharge Cleanup Status: RA – RA ONGOING*
  - *Distance: within 0.125 miles*
  - *Elevation: lower (115' MSL)*
  - *Map ID* **1** *(overview map below)*

- ***Underground Storage Tank***
  - *Site Name: FLORIDA PECAN & CITRUS INC*
  - *Discharge Cleanup Status: RA – RA ONGOING*
  - *Distance: within 0.125 miles*
  - *Elevation: lower (112' MSL)*
  - *Map ID* **2**

- ***Underground Storage Tank***
  - *Site Name: JOHNSON & JOHNSON #3*
  - *Discharge Cleanup Status: RA – RA ONGOING*
  - *Distance: within 0.125 miles*
  - *Elevation: lower (114' MSL)*
  - *Map ID* **2**

- ***BROWNFIELD AREAS*** *(Brownfields are defined by the Florida Department of Environmental Protection (FDEP) as abandoned, idled, or underused industrial and commercial facilities where expansion or redevelopment is complicated by real or perceived environmental contamination.)*
    - *Site Name: HAMILTON COUNTY EZ AREA*
    - *Area ID: BF240401000*
    - *Acreage: 12,807.1 acres*
    - *Resolution Date: 04/20/2004*
    - *Map ID* 3

    A copy of the Hamilton County EZ Area brownfield resolutions can be found in* **Appendix H.



EDR Radius Report Mapped Sites Overview Map

Three sites, Raceway #845, FLORIDA PECAN & CITRUS INC, and JOHNSON & JOHNSON #3 are indicated as having petroleum-related contamination associated with leaking underground storage tank(s) or other petroleum-related incidents. All facilities are located west of the subject site across FL-6, with the Raceway #845 site being located near the NW border of the site (12047-006). Contaminant remediation/clean-up is indicated as "ongoing" for all sites mentioned. The existence of petroleum-related contamination associated with the cited facilities does not necessarily pose an environmental concern for the subject site. Each of the cited facilities are reported at a lower elevation than the subject site. Potential transport of contaminants to the subject site is not likely and is dependent upon groundwater impacts and transport via groundwater. Based on the surface topography, it may be inferred that the groundwater flow is southerly from the subject site. However, the extent of potential contamination resulting from the cited facilities may not be fully understood without conduction of more extensive environmental site investigations by a qualified consultant. Full facility information is provided in EDR Radius Report is provided as **Appendix H**.

As the EDR Radius report limits environmental database searches to the subject site and within 1.0 mile of the subject site, the EPA ECHO database was consulted for potential significant environmental concerns within 2.0 miles of the site including active permitted facilities operating under the EPA Clean Water Act,

Title V of the Clean Air Act, or the Resource Conservation and Recovery Act (RCRA) for control of solid waste. In limited instances, new air permit applications can be subject to more stringent requirements based on nearby existing permitted facilities' total air emission pollutant volumes and concentrations.

ECHO search results reported no significant regulatory compliance violations, toxic release events, or cleanup sites within a 2.0-mile search of the subject site. Based on the expanded ECHO search, no environmental legacy concerns were identified on the subject site. One permitted minor facility is reported within approximately 2.0 miles of the subject site. The site is permitted under the Resource Conservation and Recovery Act (RCRA). However, this facility should pose no apparent risk to future facility permitting applications or operations. The ECHO site search results are provided in **Appendix H**.

As with any desktop research exercise, actual potential environmental concerns may not be fully recognized or understood without conducting an on-site field investigation. The industry standard for real estate environmental review is the Phase I Environmental Site Assessment (ESA). Governed by the ASTM E1527: *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process.* The Phase I ESA is designed to investigate property prior to ownership transfer or improvements for use to identify and document any existing or potential contamination that must be addressed or give cause for liability. The Phase I ESA methodology includes more detailed research and review of environmental databases, historical aerial imagery, title research, and on-site field observations of the subject site and immediately surrounding properties. The Phase 1 ESA of Parcel 2856-000 Hamilton County, FL is provided in **Appendix H**.

Connection

Site connectivity includes access to key transportation assets and utility infrastructure sufficient for the use intensity of the subject site. Access to available workforce is also measured within the context of the intended economic development project use (e.g., heavy industrial, light industrial, distribution freight & logistics, etc.). *The Logistics Park at I-75 is well connected to transportation assets while access to local utilities is still being determined. In conjunction with strong community support and adequate workforce availability, the site is well positioned for competitive response to distribution freight & logistics project opportunities*.

Transportation Assets are in place to serve the logistical needs of commercial/industrial business operations in the area. *Substantial transportation connections to the site include state highways and Florida Strategic Intermodal System (SIS) truck routes*.

Access to the site is provided by Florida State Road 6 (SR 6) along the western site boundary. Multiple points of ingress/egress can be constructed, all occurring along the northwestern portion of the site. SW 78th Place runs adjacent to the site's eastern boundary and is currently unusable, as it is unpaved and cannot support truck traffic. Improvements to this road do not seem necessary with available highway frontage to the west.

Truck Routes immediately accessible from the subject site include Interstate 75 (I-75) for immediate north-south travel. I-75 connects to I-10 approximately 25.4 miles to the southeast,

offering an ideal route for east-west travel. A transportation vicinity map is provided in **Appendix A**.

Railroads do not extend to the site and are not required for the intended distribution freight & logistics project uses of the site. The nearest railroad is a Norfolk Southern-owned rail-line that is approximately 4.75 miles northeast of the site.

Airport access is beneficial for both corporate executive and other business-related representatives travel to a facility during construction and when operational. Cargo airport access provides opportunity for transportation of process input materials and product distribution. The closets airport to the subject site is Valdosta Regional Airport (VLD). The regional airport is located 25.9 miles north of the subject site and is served by Delta Air Lines, offering service to and from Atlanta.

Another general aviation airport within close proximity is Lake City Gateway (KLCQ), a city-owned public use airport that serves all general aviation size aircraft including corporate jets and commercial airliners. KLCQ is located 38.7 miles southeast of the subject site (~38-minute drive).

Tallahassee International Airport (TLH) is within approximately 88.8 miles west of the subject site (~1.5-hour drive). TLH offers a primary commercial carrier in Delta and is a significant carrier of freight in the region with FedEx and DHL. Jacksonville International Airport (JAX), 101 miles to the east of the subject site (~1.5-hour drive), is served by 15 major and regional airlines that offer 250 daily flights to and from most major cities in the country and is an international gateway.

Seaport access is not required for the intended distribution freight & logistics project uses of the site. However, the nearest seaport access is the Port of Jacksonville (JAXPORT) located within approximately 97 miles (~1.5-hour drive) northeast of the site.

Utility Infrastructure is optimal for the subject site. Water service and sewer lines are provided by Hamilton County, and electric service is provided by Suwanee Valley Electric. Water, sewer, natural gas, and electric lines all run along Florida State Road 6, the site's northwestern boundary. Utility service point of access for extending services to the site is located immediately proximate to the northwestern site boundary along FL State Road 6. An energy infrastructure and utility access point map is provided as **Appendix A**.

Potable Water is provided by an existing 10" municipal line and fire hydrant owned by Hamilton County that lies at the property's right-of-way on SR 6.

Sewer/Wastewater is provided by an existing 10" gravity flow line owned by Hamilton County that lies on the opposite side the right-of-way along SR 6 from the site. From what can be determined, there are no manholes, so a force main must be in place. Along the property's frontage of SR 6 the tracts could have gravity fed sanitary sewer, but as you get further toward the south end of the site boundary of the property a lift station would be required to force the sanitary sewer to the top of the hill to then be gravity fed to SR 6.

Natural Gas is available at the adjacent property (Marathon Gas Station/Burger King) along the right-of-way of SR 6. The current supplier is unknown.

Electric power is provided by Suwanee Valley Electric (rural carrier) with existing service at the right-of-way along SR 6 via a 3-phase electric transmission line.

Telco/Broadband service is provided by a Windstream cable line. Wifi is also available at the site but it is uncertain if fiber is available at the site.

Major Market Areas are accessible within a two-hour drive of the subject site. The site is situated 93.8 miles from Jacksonville to the east and 186 miles from Orlando to the southeast with estimated 2019 total populations of 890,467 and 280,832, respectively. Orlando's total metro area population in 2021 is 2,002,000, a 1.93% increase from 2020. Travel distances to major markets are provided below. A major market vicinity map is provided as **Appendix A**.

Time and Distance to Major Markets

Major Markets	Travel Time	Miles
Valdosta	0:28	27.1
Lake City	0:36	37.7
Gainesville	1:15	79.4
Jacksonville	1:23	93.8
Tallahassee	1:24	80.1
St. Augustine	2:03	132
Orlando	2:35	186
Savannah	3:19	230
Atlanta	3:33	252
Charleston	4:57	329

Community

Community aspects conducive to site competitiveness include both measurable and intangible factors that can either strengthen or undermine a site's inherent competitive advantages. While workforce availability and cultural features are commonly accounted for, business and political climate are often neglected, yet serve as an important indicator for both community and governmental desired to welcome new business investment. The Hamilton County community and political leadership are strong proponents of business growth and new job creation creating a business climate highly conducive to project investment support through efficient permitting, workforce training, and competitive tax structures. Hamilton County is committed to supporting long-term industrial and commercial business operations in its communities.

Description of the Economy

Hamilton County is located along the heart of the Interstate 75 corridor in North Florida, 50 miles north of Gainesville, 58 miles east of Tallahassee, and 62 miles west of Jacksonville. The county has an estimated 2019 population of 14,326 and is made up of rural farmland, small urban areas, and wildlife preservation areas. Jasper is the county seat and the largest city with a 2019 population of 4,146. The county is not dependent on any single industry and provides opportunities across a variety of target industries, including agriculture, transportation and warehousing, manufacturing, and cultural and creative industries. With its location connecting two primary interstates and its access to both Norfolk Southern and CSX rail lines, Hamilton County acts as a key point of connective access for market distribution and logistics.

30, 45, 60-minute Drive-time Employment Query

Demographics

Hamilton County has a projected 2021 population density of approximately 30.2 persons per square mile, falling significantly lower than Florida's average of 397.2 ppsm and far below the 2021 averages in the surrounding Metropolitan Statistical Areas of Tampa and Orlando (3,549 and 2,628 respectively). From 2010 to 2019, Hamilton County grew at a rate (-2.5%) that was slower than the nation (6.3%) and the State of Florida (14.2%). The county has a diverse racial distribution with the highest populations being White, Black or African America, and Hispanic or Latino.

Employment and the Economy and Income

The economy of Hamilton County, FL employs approximately 4,268 people. While Hamilton County is a small county, it is part of the larger North Florida region, which employs approximately 61,601 people. Health Care & Social Assistance, Manufacturing, and Transportation and Warehousing are the largest regional industries with 17,881, 12,293, and 7,675 workers, respectively. The largest industries limited to Hamilton County include Education Services/Health Care/Social Assistance, Retail Trade, and Agriculture/Forestry/Fishing and Hunting/Mining, employing 720, 504, and 428 people, respectively. The highest paying industries in the region are Management Occupations, Healthcare Practitioners & Technical Occupations, and Installation, Maintenance, & Repair Occupations, with average annual salaries of $78,400, $72,100, and $41,700, respectively. Median household income is $41,757, which is less than the median annual income of $78,500 across the entire United States.

Population/Workforce *within a 60-minute drive time from the site include a total population of approximately 351,715 and 11,591-plus businesses employing over 128,567 people according to Esri Total Residential Population forecasts for 2021. Construction, manufacturing, and professional, scientific, and technical services account for 15.3% of businesses employing 12.6% of total workforce within the 60-mile radius of the site*. A 30, 45, and 60-minute drive-time query of employment numbers for construction and manufacturing jobs (by NAICS Code) was performed for the subject site. The following employment numbers were reported:

30, 45, 60-minute Drive-time Employment Count*

Business Type by NAICS Codes	Employees		
	30-min	45-min	60-min
Construction	1,667	3,764	4,905
Manufacturing	3,614	6,402	7,588
Professional, Scientific & Tech Services	884	2,958	3,967
Totals	**6,165**	**13,124**	**16,460**

**Source: Copyright 2021 Infogroup, Inc. All rights reserved. Esri Total Residential Population forecasts for 2021.*

Population and business summary reports are provided in **Appendix I**.

Cultural Features within three miles of the subject site that may pose community risk or public opposition to industrial development are limited and generally do not affect site permitting, construction, or facility operation. Fire and police protection and emergency medical services are within close proximity of the subject site. These facilities do not pose cross-transportation risks for site construction or facility operation. A cultural features map is provided in **Appendix A**.

Schools tend to be concentrated within the municipal limits of the City of Jasper, about 5 miles east of the subject site, with some outliers throughout the county. There are no public schools, private schools, high schools, preschools, or universities within five miles of the subject site. Site buildable area and site ingress/egress road access should not overlap with any local school access routes. As such, the site poses no significant operational proximity or transportation risks to schools.

Churches are scattered throughout Hamilton County with several concentrated within the City of Jasper. There are three churches within three miles of the subject site buildable area. All churches are sufficiently removed from the operational footprint of the site (e.g., buildable area).

Cemeteries do not exist immediately proximate to the site or along principal site access routes. There is record of a cemetery approximately 2.5 miles southwest of the subject site on West 48th St. The cemetery has a sufficient buffer to pose no risk to site permitting or operation.

Group Care Centers including nursing homes, assisted living centers, special education schools, crisis units, and hospice facilities do not exist immediately proximate to the site or along principal site access routes. There are no nursing homes within three miles of the subject site.

Other Cultural Centers including libraries, museums and art galleries, movie theaters and performing arts centers, zoos and aquariums, arboreta and botanical gardens, and planetariums do not exist immediately proximate to the site or along principal site access routes.

Parks and Protected Lands do not exist immediately proximate to the site or along principal site access routes. A protected lands map is provided in **Appendix A**.

Correctional Facilities including federal, state, and local prisons and detention centers do not exist immediately proximate to the site or along principal site access routes.

Fire Protection/EMS may be provided by three potential fire stations surrounding the site. These are the Hamilton County Fire and Rescue Department-Crossroads Station, the Jasper Fire Department, and the Jennings Fire Department (5.0 miles, 6.1 miles, and 6.2 miles in direct linear measure of the site, respectively). Response routes appear to be unencumbered, with the Hamilton County Fire and Rescue Department-Crossroads Station likely having greatest ease of access to the site via State Road 6 over an estimated 7-minute drive time. An exact district that serves the Logistics Park at I-75 has not been determined. Fire and EMS response time and capacities should be locally verified.

Law Enforcement is provided by the Jasper City Police Department located approximately 6.15 miles in direct linear measure from the site's eastern boundary. The response route is via US Highway 41 and State Road 6 and based on Google Maps routing is measured as a 10-minute drive time to the site. Law enforcement response time and capacities should be locally verified.

Hospital/Emergency Care may be provided by Madison County Memorial Hospital or Suwannee ER, each located within a 28-minute drive time. Hamilton Primary Care is a medical center located in the City of Jasper, a 9-minute drive time east of the site.

Historical Preservation records include locations of cultural or archaeological significance, some of which are formally designated as state and/or federally protected historical resources under State Historic Preservation Offices (SHPO) and/or National Register of Historic Places registrations. Historical resources, if located on the subject site, may alter, impede, or preclude development if potential for disturbance or encroachment exists. Historical resources located near the subject site may warrant mitigating site planning and design elements such as line-of-site buffering between facilities and a historically significant structure.

Two cultural resource GIS datasets were consulted for potential location of culturally or historically significant locations on or near the subject site: "Florida Site Files Main Site Dataset (2021)" and statewide historical structure locations dataset published by the Florida Division of Historical Records, Bureau of Archaeology. A cursory review of this data indicated no apparent registered structures, archaeological sites, or other cultural resources on the subject site.

In addition to the desktop data review, Florida SHPO was contacted regarding available records for potential cultural resources present on the subject property. A Florida Master Sites File inquiry was made for the subject site with the Florida Department of State, Division of Historical Resources (FDOS-DHR). *FDOS-DHR responded to the cultural resource data request and informed that a review the SHPO database records identified the Florida Master Site File lists no archaeological sites on the subject site. No registered structures, archaeological sites, or other cultural resources were identified on or within the buildable area of the site.* The Florida Master Site File SHPO response letter is provided as **Appendix K**.

As with any desktop research exercise, actual potential historic preservation concerns may not be fully recognized or understood without conducting an on-site field investigation. The industry standard for real estate environmental review is the Phase I Cultural Resources Survey. The primary objective of a Phase I Cultural Resources Survey is to identify and record all cultural resources within a project area. Cultural resources can include prehistoric Native American habitation sites, historical farmstead sites, standing structures, or other man-made features such as earthworks, old roadbeds, or cemeteries.

The State of Florida, Division of Historical Resources provides guidelines for conducting Phase I Cultural Resource investigations. Titled, "*Module Three, Guidelines for Use by Historic Preservation Professionals*", from the Cultural Resource Management Standards & Operational Manual, Module Three of the Manual contains guidelines for the identification, evaluation, recordation, and treatment of cultural resources for use by historic preservation professionals conducting work in compliance with federal, state, and local laws, rules, and regulations. In order to increase the confidence in understanding any potential historical preservation concerns for the subject site, it is recommended a Phase I Cultural Resource Survey be conducted by a qualified cultural resource management/archaeological consulting professional.

Education and Technical Training Assets are strongly positioned to serve the professional and technical workforce needs of Hamilton County target industries. CareerSource Florida is the statewide workforce policy and investment board. Partners include the Department of Economic Opportunity, 24 local workforce development boards and 100 career centers throughout Florida. Together, they help to connect businesses with the talented workforce and training needed to succeed and grow. Powered by CareerSource Florida, FloridaFlex offers an integrated talent support solution to help businesses find, develop, and retain talented employees. The FloridaFlex team provides the expertise, funding, and resources businesses need to succeed.

Career Source North Florida offers a variety of services including job search help, hiring events, training grants, specialized training and more. https://careersourcenorthflorida.com/

The Incumbent Worker Training Program, funded by the Federal Workforce Investment Act (WIA) and administered by Workforce Florida, provides training to currently employed workers to keep Florida's workforce competitive in a global economy and retain existing businesses. Quick Response Training (QRT) is another training program administered by Workforce Florida designed as an inducement to secure new businesses to Florida and provide existing businesses the necessary training for expansion.

While there are no colleges or universities located within Hamilton County, the county offers six post-secondary educational institutions within 60 minutes, providing an emerging workforce a variety of ways to earn a solid education. Valdosta State University is a public university in Valdosta, Georgia, and the largest university within a 60-minute drive of Hamilton County with 11,211 students. The second largest post-secondary institution within 60 minutes of the county is Wiregrass Georgia Technical College, which offers INDUSTRYREADY skill-building opportunities and cutting-edge professional, occupational, and personal training and services to individuals, businesses, agencies, and industries.

Other colleges and technical schools located within 60 minutes of the county are Florida Gateway College, North Florida College, RIVEROAK Technical College, and Big Bend Technical College.

Hamilton County has an ideal combination of research, technology, and creative services that gives businesses the tools needed to succeed.

Business Climate is highly favorable for bringing in quality job-creating businesses to the area. *Target Industries include Agriculture/Agribusiness, Manufacturing, Transportation and Warehousing, & Cultural and Creative Industries.* These industries can take advantage of in-place transportation assets to serve an array of unique business logistical needs. Business development and assistance is provided locally by the Hamilton County Development Authority, as supported by the Hamilton County Board of County Commissioners.

Hamilton County maintains a pro-business tax climate and offers a range of incentives and tax exemptions to help businesses flourish. *Companies locating to Hamilton County can look forward to one of the best tax climates in the United States with low corporate tax rates of 5.5%, a general use sales tax of 7%, and no personal income tax.*

The Hamilton County Economic Development Transportation Fund is an incentive program available for qualifying companies and intended to ease transportation issues that are unfavorable for a business's location of potential expansion. The Rural Job Tax Credit incentive is designed to create new jobs and encourage the expansion of economic growth in Florida's rural areas by offering $1,000 per qualified job to be taken against the Florida income tax or the Florida sales and use tax. Potential opportunities for exemption from sales tax on electricity and steam charges also exist for select business types.

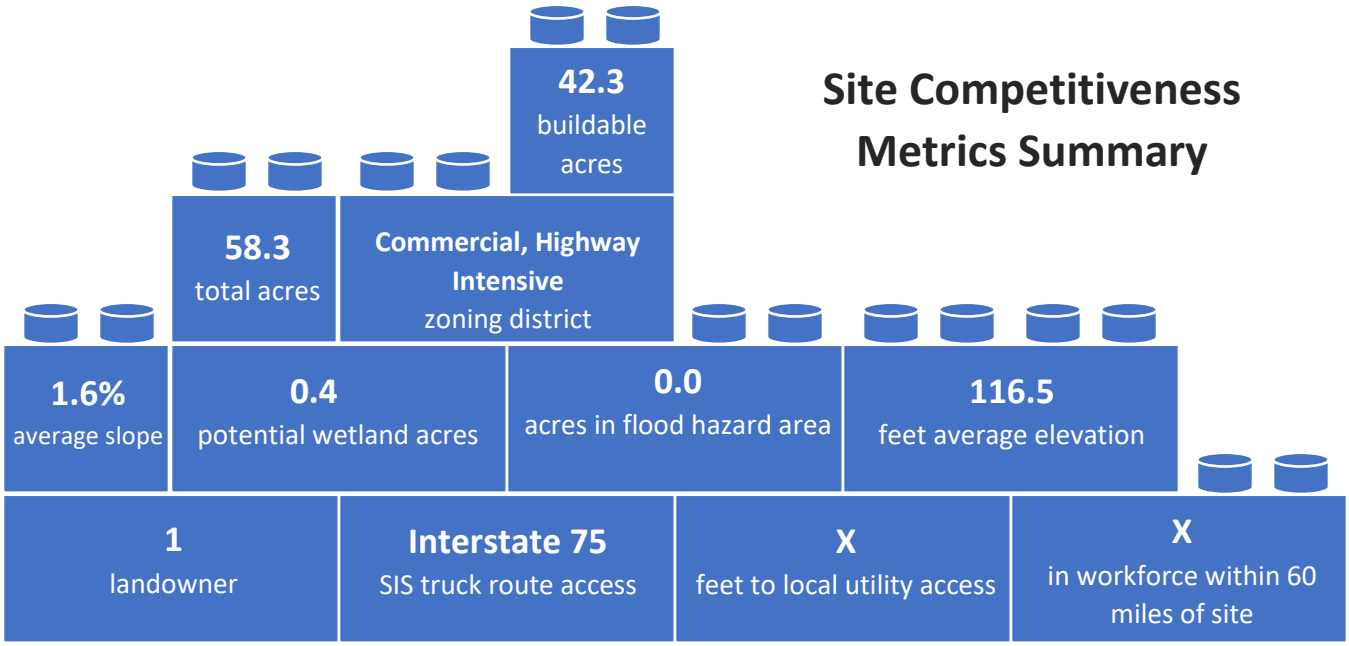
According to the Hamilton County Enterprise Zone map from 2005, the site appears to be contained within a county Enterprise Zone. The target site is likely entitled to various Enterprise Zone incentives.

A Regional Incentive Program offered is the Duke Energy Economic Development Rider. This program offers a reduction of base rate demand and energy charges for companies that add 25 net new jobs and have an electrical demand of 500 kWh of which a minimum load factor of 50% must originate from a single point of delivery. Capex must exceed $500,000.

Qualified Target Industry (QTI) Tax Refund is a state incentive program that is available to companies that create high wage jobs in targeted industries. Qualifying businesses will receive a tax refund against corporate, sales, ad valorem, intangible personal property, insurance premiums, and other taxes. Pre-approved companies who create jobs in Florida will receive $3,000 for every full-time job created with higher awards available for companies paying very high wages, operating within a designated high impact sector, or meeting other specific criteria.

The State of Florida offers several incentives for business, such as targeted industry, workforce training, infrastructure, and special opportunity incentives. Some specific state incentive programs include Quick Response Training (QRT) Grant, High Impact Performance Incentive Grant (HIPI), and Capital Investment Tax Credit (CITC). Florida also offers a selection of financing options for businesses, including the Enterprise Bond Program that benefits manufacturing and non-profit organizations.

Political Climate is strong according to interviews with local officials, and the community is largely in favor of commercial/industrial business development to bring long-term economic growth to the area.



Site Competitiveness Report Card

The Site Competitiveness Report Card is an indicator of favorable development conditions across customary competitiveness factors. A relative score for each factor is given as a letter grade, akin to a 4.0 education grade point average (GPA). The GPA is calculated for each competitiveness area: Condition, Connection, and Community with an overall site GPA derived as a relative indicator of site competitiveness for an economic development land use.

Competitiveness Driver		
Condition	Comments	3.5
Engineering		
	Elevation/Slope	A-
	Flood Risk	A-
	Buildable Configuration	B
	Land Cover	A
Environmental/Cultural Resource		
	Potential Wetlands	A
	Legacy Environmental Liabilities	B
	Potential T&E Risk	B
Connectivity		3.0
Transportation		
	Interstate	A
	Multi-lane Truck Route (SIS Road)	A
	Class I Rail	C
	Airport (passenger)	B
	Airport (cargo)	C
	Seaport/Inland Port	N/A
Utilities		
	Potable Water	B
	Sewer/Wastewater Treatment	B
	Natural Gas	B
	Electric	B
	Broadband/Fiber	B
Community		3.3
Cultural		
	Compatibility with Surrounding Land Use	A
	Community Acceptance	A
Economic		
	Market Vitality	B
	Tax Incentives	B+
Labor		
	Workforce	B
	Wage Competitiveness	B
Political		
	Permitting Expediency	B
	Business Climate	B

Site GPA

Rough Order-of-Magnitude Site Development Cost Summary

A rough order-of-magnitude (ROM) cost estimation for pre-construction site preparation and utility and transportation infrastructure improvements was calculated to provide a general understanding of potential site development costs. ROM costs were calculated for the 42.3-acre buildable area, which was devised to avoid more costly site leveling due to elevation/slope conditions occurring on the eastern-southeastern perimeter of the site. ROM cost tables for the buildable area are presented below.

Notes:

- *Does not include costs for engineering, permitting, or general project management.*
- *This cost estimate was prepared with the best information available at the time of analysis.*
- *Actual costs can vary based on availability of material, site conditions, and labor.*
- *ROM costs generated from GIS data and use of RSMeans construction cost estimating software.*

The ROM costs were calculated based on the provided business park layout and are not intended to represent a full buildout. This cost estimate is not intended to represent actual construction costs, as a set of construction documents does not exist and a geotechnical report, among others, has not been performed.

The utilities were calculated running the length of the proposed road only—no service tie-ins were accounted for. Grading assumptions were based on the provided retentions area ponds and light general grading on lots.

ROM Costs for 12047-006 Buildable Area (42.3 acres)

WORK ACTIVITY	QUANTITY	UNIT	UNIT COST	SUBTOTAL	TOTAL
ON-SITE PREPARATION					
Site Clearing					
Clearing	5.00	AC	$2,500.00	$12,500.00	
Topsoil Strip/Cut	43471.00	CY	$2.31	$100,418.01	
Total Site Clearing				$112,918.01	$112,918.01
Grading Cut					
Earth Cut	65272.00	CY	$3.00	$195,816.00	
Total Grading Cut				$195,816.00	$195,816.00
Grading Fill					
Earth Fill	46889.00	CY	$3.00	$140,667.00	
Total Grading Fill				$140,667.00	$140,667.00
Other Preparation					
Fine Grading (Building)	0.00	SY	$1.45	$0.00	
Fine Grading (Non-Building)	65430.56	SY	$0.95	$62,159.03	
Erosion Control	25.00	AC	$2,500.00	$62,500.00	
Seeding	43.00	AC	$1,250.00	$53,750.00	
Total Other Preparation				$178,409.03	$178,409.03
				TOTAL	**$627,810.04**
OFF-SITE IMPROVEMENTS					
Road Improvements					
Turning Lane Left (300')	1.00	EA	$170,509.93	$170,509.93	
Turning Lane Right (300')	1.00	EA	$164,626.61	$164,626.61	
Total Road Improvements				$335,136.54	$335,136.54
				TOTAL	**$335,136.54**

ON-SITE IMPROVEMENTS					
Paving - Asphalt					
Asphalt Paving - Drives (Light Duty)	0.00	SY	$19.06	$0.00	
Asphalt Paving - Drives (Heavy Duty)	64704.00	SY	$22.61	$1,462,957.44	
Total Paving - Asphalt				$1,462,957.44	$1,462,957.44
				TOTAL	**$1,462,957.44**
UTILITIES					
Water	2700.00	LF	$26.00	$70,200.00	
Sewer	2700.00	LF	$45.00	$121,500.00	
Gas					
3 Phase Electrical	2700.00	LF	$189.00	$510,300.00	
Total Utilities				$702,000.00	$702,000.00
				TOTAL	**$702,000.00**
WETLAND MITIGATION(optional)					
Compensatory Mitigation (unverified)	2.00	AC	$109,200.00	$218,400.00	
Total Mitigation (not indluding contractor costs)				$218,400.00	$218,400.00
				TOTAL	**$218,400.00**
				SUB-TOTAL	**$3,346,304.02**
			Contingency	20%	$669,260.80
			Total Cost Estimate For Site w/o Mitigation		**$4,015,564.82**
			Total Cost Estimate For Site with Mitigation		**$4,233,964.82**

Site Competitiveness Opinion

The Logistics Park at I-75 displays strong overall competitiveness for attracting Hamilton County target industries to the area, specifically regarding distribution freight & logistics projects.

Based on the findings from the SSI Phase II study, the Logistics Park at I-75 is ideally suited as a strategic real estate asset to support economic development, specifically attracting distribution freight & logistics projects. The site has excellent composition with access to Florida State Road 6 (SR 6), with short connection to Interstate 75 (I-75). I-75 is designated as a Florida Strategic Intermodal System (SIS) truck route. A single primary ingress/egress access point provides construction & operational heavy equipment and commercial truck access on the northwest end of the site on SR 6. Airport access is beneficial with Valdosta Regional Airport (VLD) within approximately 26 miles of the site, allowing for business-related representatives travel to the facility. Tallahassee International Airport (TLH) offers the opportunity for process input materials transportation and product distribution within 90 miles of the site.

The existing site grade is somewhat challenging and will require some grading operations to prepare the buildable area to properly handle surface runoff. The site's buildable areas are 100% within the FEMA-designated Flood Zone X which is outside the 100-year floodplain. There are 0.4 acres of potential wetlands as indicated by the National Wetland Inventory (NWI) and the Florida Land Use, Cover, and Forms Classification System (FLUCCS) that are found within the site boundary. These areas will likely not require mitigation and should not present a significant permitting or cost challenge. Soil conditions do not pose a major challenge for the site, as 90.7% of soils within the buildable area are rated as not limited for light industrial and commercial development.

Given these site conditions, a single buildable area within the site boundary of 42.3 acres, are explored in this report. This buildable area configuration was designed to maximize the sites development potential and minimize cost outlays. The buildable area maintains a mostly regular shape to account for various layout scenarios. Areas of the site in between the buildable areas may be utilized for any potential onsite water detention that may be required.

Given all conditions considered, the Logistics Park at I-75 displays a strong competitiveness for attracting Hamilton County target industries to the area. While subsequent formal engineering and environmental due diligence should be conducted, it is the opinion of LL+D that the Logistics Park at I-75 is a nationally-competitive site for attracting quality job-producing distribution freight & logistics projects to Hamilton County.

Subject Site Key Facts

Advantages	Challenges
Excellent transportation composition (Nearly direct access to I-75 via SR 6).	Nearest rail access is 4.75 miles away. While this is a disadvantage for certain project types, rail is not required for the intended distribution freight & logistics project land use.
Available utility infrastructure (electricity, gas, sewer, water) along SR 6.	
Good compatibility with surrounding land use.	
Major market access by drive time.	
Excellent visibility from roadway.	
Legacy/environmental concerns at lower elevation than site so likely pose no issue.	
Commercial – Highway Intensive zoning in line with site highest and best use.	Specific capacities for utilities are unknown. This information is important for determining amount and size of users that can be supported.
6 postsecondary educational institutions with 60 minutes of site.	
Property owned by HCDA and actively promoted for sale.	
Minimal on-site wetlands/flood zone and generally flat topography.	
Land cover is optimal.	Nearest hospital is 28-minutes from site.
Low traffic congestion.	
Strong community support.	
No directly impeding cultural features.	

Purpose and Use of Study

Sites originating from Phase I have demonstrated qualitative compliance with engineering. environmental, infrastructure, and cultural location criteria. That said, in order to develop an actionable understanding of true site competitiveness, a more detailed study of the subject site is required. SSI Phase II: Preliminary Due Diligence is designed for this purpose.

Purpose

The purpose of the SSI Phase II study is to provide an understanding of the subject site's advantages and challenges in conjunction with a ROM cost estimate to improve site functional use and mitigate development challenges. The SSI Phase II study is a desktop-based preliminary due diligence exercise performed by discipline-specific experts with experience in industrial and commercial property development. Study of the subject site's physical and surrounding characteristics, assets, and impediments for development are reviewed in sufficient detail to formulate a defendable opinion on the competitive value of the property for economic development.

Use

There are three primary intended uses of an SSI Phase II report: (1) site advancement decision support; (2) consideration for investment in site improvements; and (3) site marketing. Each intended use is discussed below.

Site Advancement Decision

The SSI Phase II study is designed to provide decision support for the advancement of sites to market though the landowner engagement process. SSI Phase II findings serve as an indicator for the likelihood the subject site will survive the intensive scrutiny of formal, field-based engineering and environmental due diligence. Detection of severe site deficiencies or encumbrances, often referred to as fatal flaws, during desktop preliminary due diligence can avoid expenditure of significant resources in subjecting sites with little chance of survival to formal due diligence. Short of fatal flaws, SSI Phase II may reveal less than ideal conditions or less severe yet concerning challenges that can marginalize site competitiveness or be detrimental to business attraction, respectively. The most important use of the SSI Phase II study is to ensure confidence in the decision to advance sites to market graduation through subsequent phases for landowner engagement and formal due diligence. *Ultimately, site advancement decisions should be tempered by local industry targets and the host community's real estate needs to support those targets.*

Site Improvement Investment Considerations

The findings of the Phase II study, along with an estimate of the ROM costs needed to make functional site and infrastructure improvements, provides concrete data for Economic Development Offices (EDOs) to consider while making investment decisions to improve site marketability. There may be strong business cases for increasing site competitiveness by making incremental investment in infrastructure improvements or mitigation of development challenges. There are many conditions to be considered in investing significant dollars on speculative site improvements including market, economic, fiscal, real estate, and political factors. While the information provided through the SSI Phase II study should not be

exclusively considered for site improvement expenditures, the findings may provide an initial quasi prospectus on site development expenditure and associated return-on-investment (ROI).

Site Marketing

The best greenfield site in America is of no consequence to the host community if industry prospects are unaware of its value and availability. Many EDOs invest in branding and marketing campaigns to showcase their community's differentiating attributes to attract business investment. If prematurely launched, many communities unfortunately become "the dog that caught the car". The well-qualified community successfully attracts the serious interest of a prospective company only to lose the project, and possibly credibility for future projects, because it fails to offer a competitive site.

It is the opinion of LL+D, based on extensive industrial and commercial site selection experience, that the methodology, objectivity, and level of detail and completeness provided in this report is sufficient to support the competitive claims of the subject site for its intended project land use(s). Accordingly, the information contained in this report can and should be used to supplement site marketing materials, specifically for RFI responses and proactive target industry solicitations. However, EDOs should exercise judicious use of SSI Phase II site information the purposes of site marketing in advance of formal landowner engagement and security of real estate purchase opinion. The real estate purchase option is pursued during SSI Phase III: Landowner Engagement.

Warranty

All Phase II project tasks are intended to serve as an informed guide to determination of site advancement to the formal due diligence phase of inventory development. All information and opinions provided in this report are limited to planning-level engineering and environmental considerations and do not rise to the investigative level of study for site design uses.

All data used in this study originates from public domain sources. All findings derived from the use of public domain data are subject to potential errors and omissions inherent digital data sets which may include spatial and attribute accuracy, completeness, and currency. Data and other information cited in this study has not been verified for quality of accuracy. As such, the confidence in findings provided herein and corresponding opinions are subject to the limitations of the data and other information sources consulted in the conduct of this study.

Ultimate site development potential and fatal flaw analysis cannot be determined without physically visiting the site and conducting formal engineering and environmental due diligence. However, Leotta Location and Design is confident that our site screening methodology is highly effective in eliminating low quality or practically undevelopable sites and presents candidate sites with a high likelihood of confirming results through more formal engineering and environmental due diligence.

APPENDIX A

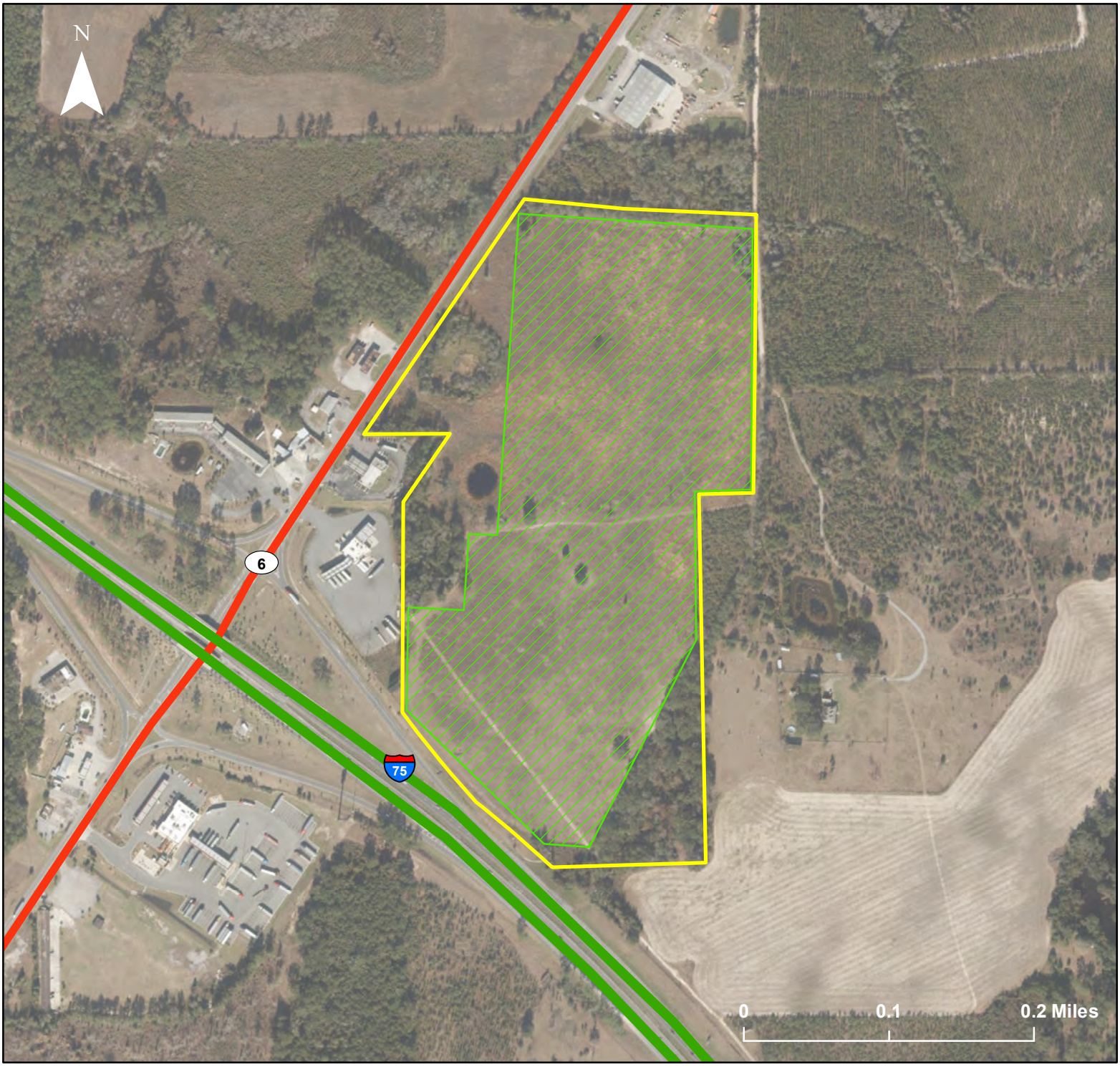
SITE MAPS

SSI Phase II: Preliminary Due Diligence

Hamilton County, Florida

Site ID: 12047-006 (58.2 acres)

Hamilton County DEVELOPMENT AUTHORITY



Legend

- State Highway
- Interstate
- Site Boundary
- Buildable Area

SITE MAP

Site: ~58.2 acres

Buildable Area: ~42.3 acres

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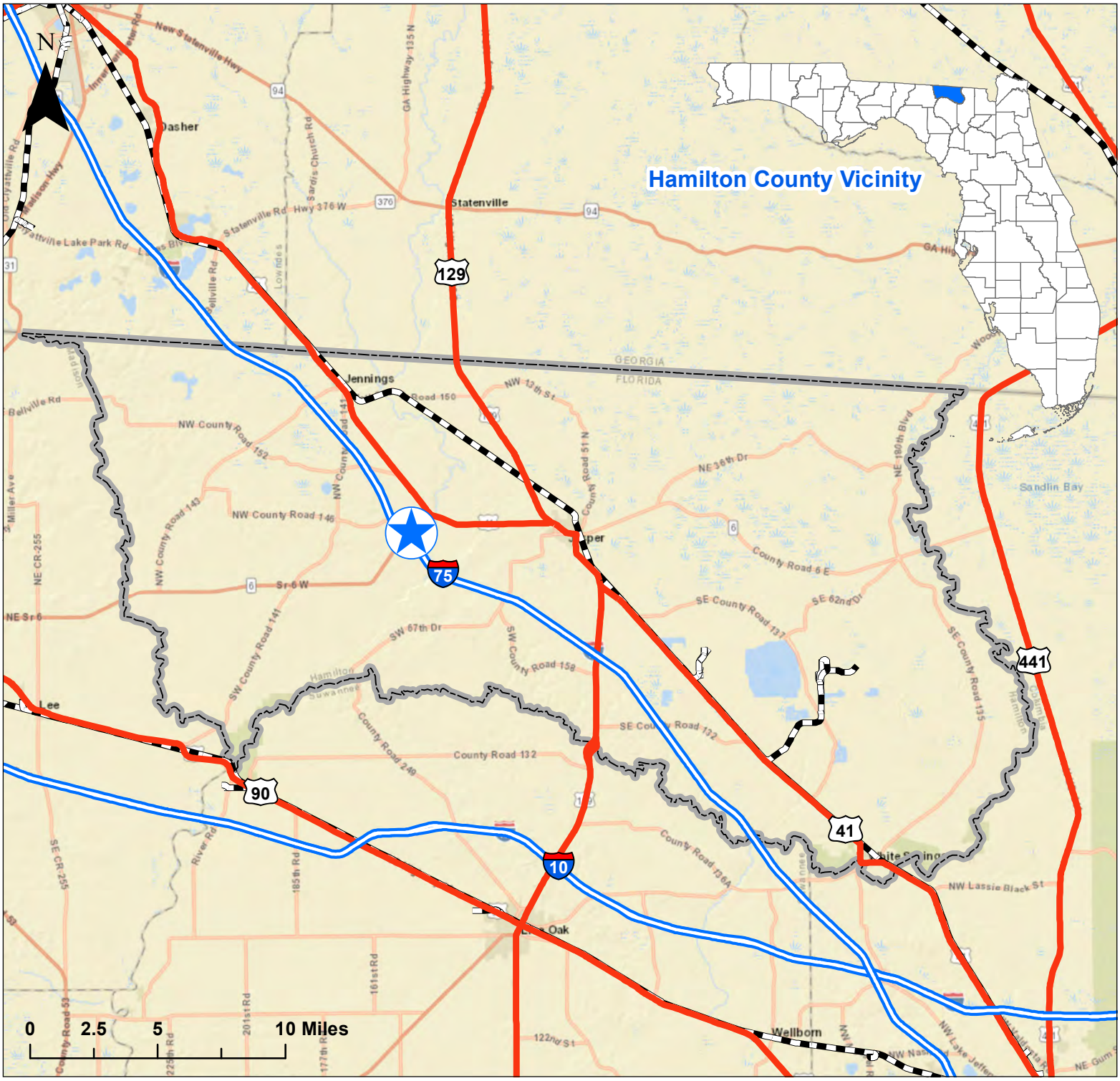
SSI Phase II conducted by: LEOTTA LOCATION + DESIGN

SSI Phase II: Preliminary Due Diligence

Hamilton County, Florida

Site ID: 12047-006 (58.2 acres)

Hamilton County DEVELOPMENT AUTHORITY



Legend

- Site Point
- Interstate
- U.S. Highway
- Class I Railroad
- Hamilton County

SITE VICINITY

Polk County, Florida

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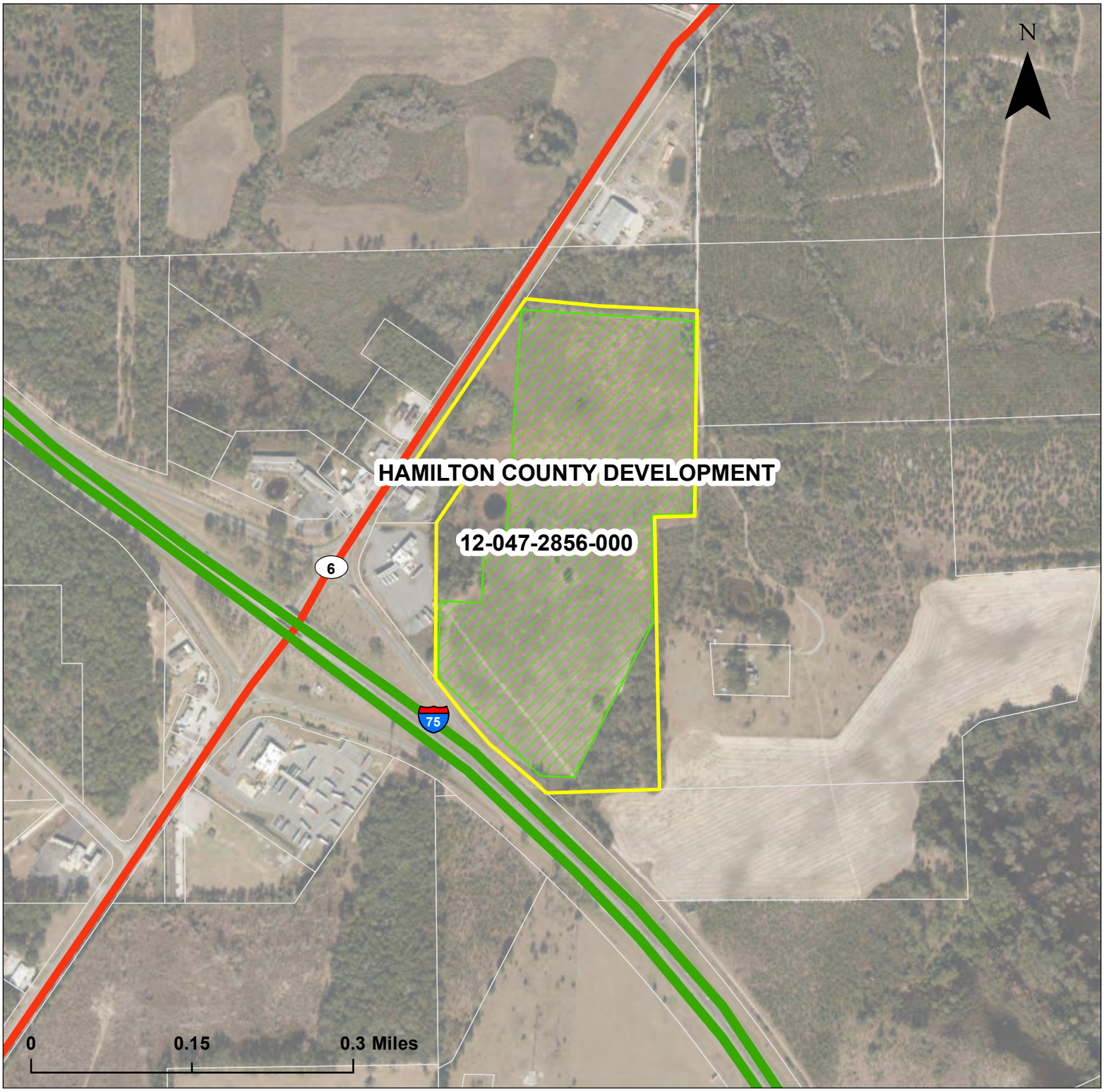
SSI Phase II: Preliminary Due Diligence

Hamilton County, Florida

Site ID: 12047-006 (58.2 acres)

Hamilton County DEVELOPMENT AUTHORITY



Legend

- Interstate
- State Highway
- Site Boundary
- Buildable Area
- Parcel

SITE PARCEL CONFIGURATION

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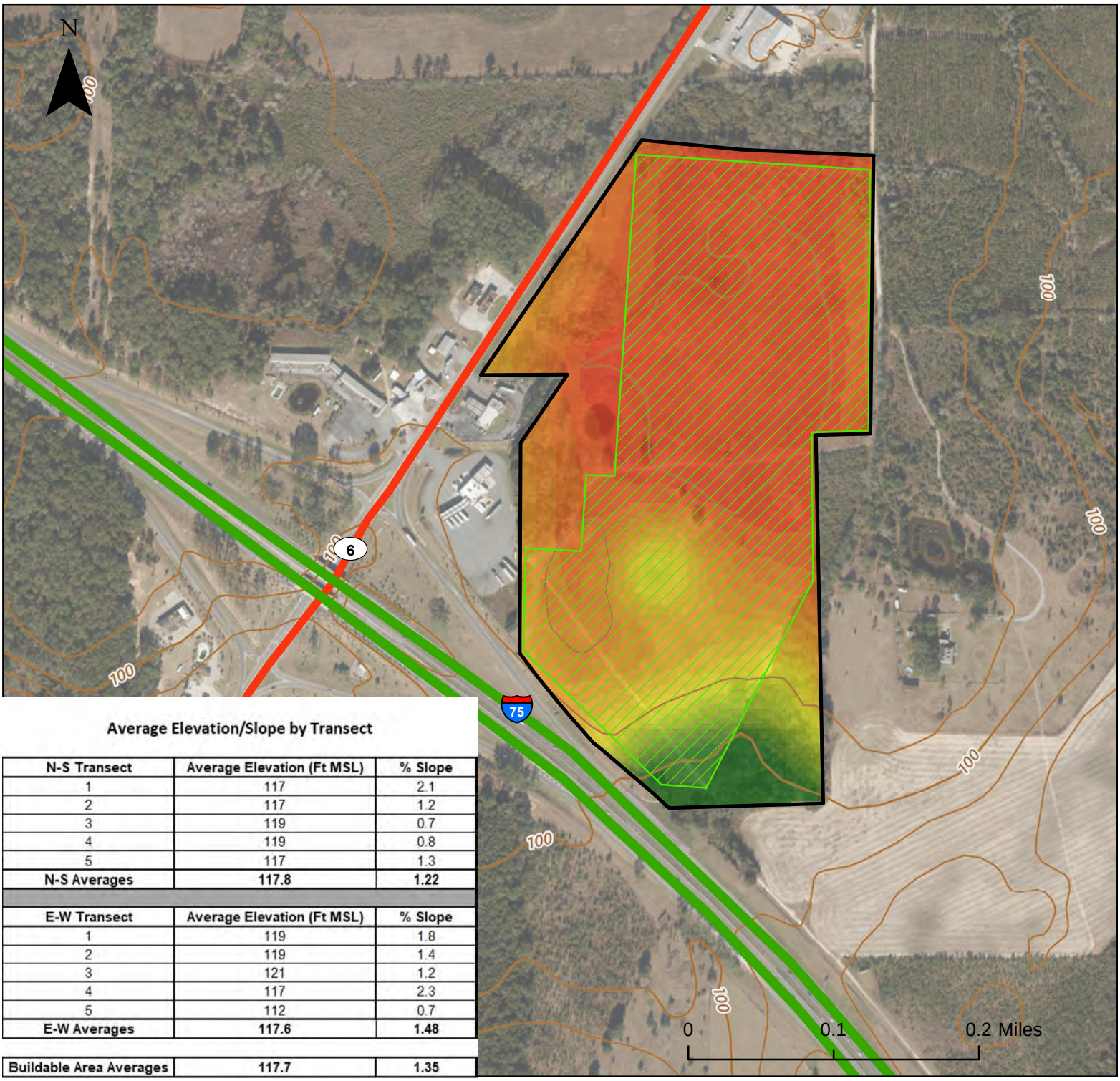
SSI Phase II conducted by: LEOTTA LOCATION + DESIGN

SSI Phase II: Preliminary Due Diligence

Hamilton County, Florida

Site ID: 12047-006 (58.2 acres)

Hamilton County DEVELOPMENT AUTHORITY



Average Elevation/Slope by Transect

N-S Transect	Average Elevation (Ft MSL)	% Slope
1	117	2.1
2	117	1.2
3	119	0.7
4	119	0.8
5	117	1.3
N-S Averages	**117.8**	**1.22**

E-W Transect	Average Elevation (Ft MSL)	% Slope
1	119	1.8
2	119	1.4
3	121	1.2
4	117	2.3
5	112	0.7
E-W Averages	**117.6**	**1.48**

Buildable Area Averages	117.7	1.35

Legend

- Interstate
- State Highway
- Site Boundary
- Buildable Area
- Contours - 10 ft
- **LiDAR-derived DEM**
  - High : 119
  - Low : 88

BUILDABLE AREA ELEVATION/SLOPE

LiDAR-derived Digital Elevation Model

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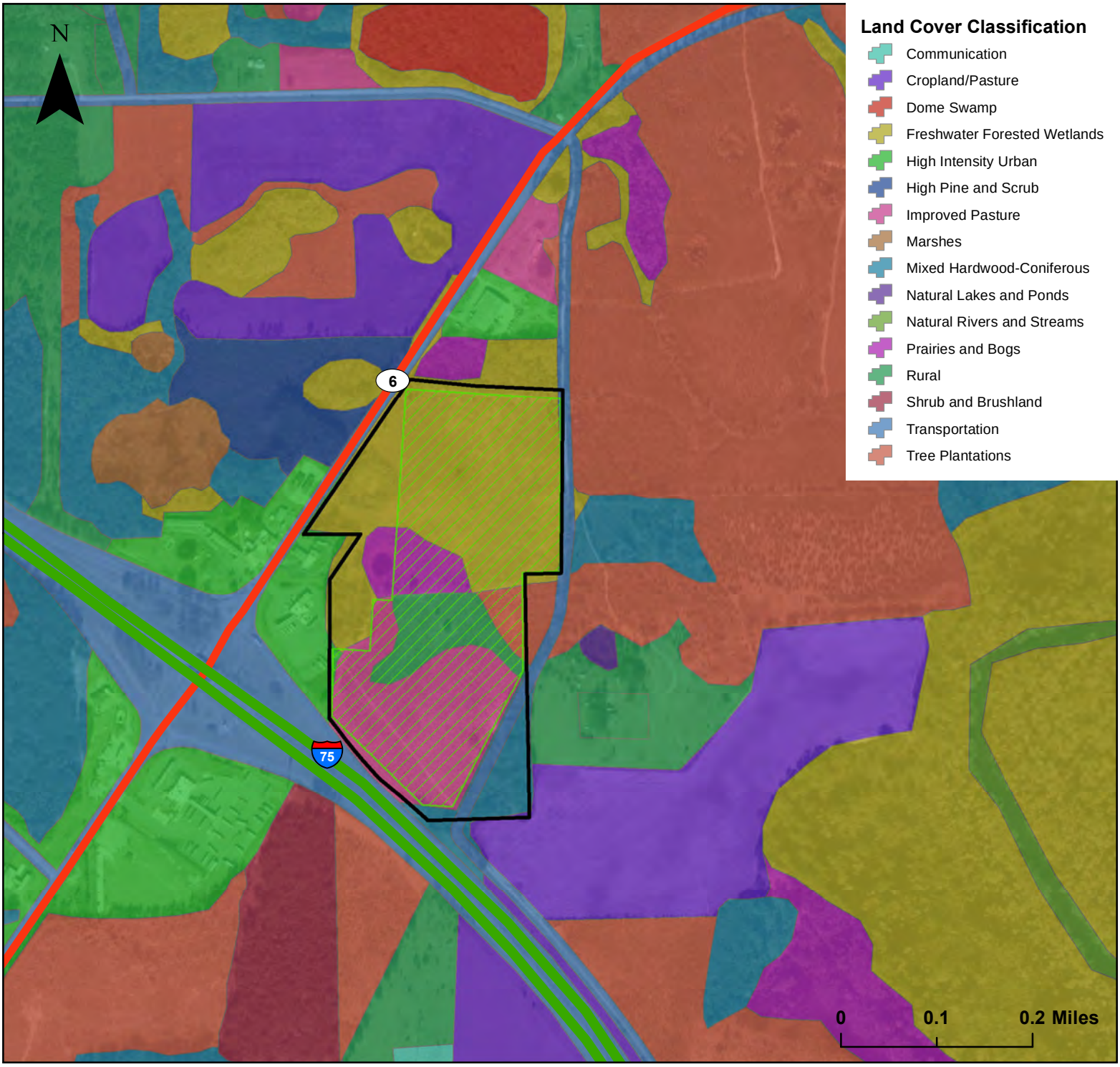
SSI Phase II: Preliminary Due Diligence

Hamilton County, Florida

Site ID: 12047-006 (58.2 acres)

Hamilton County DEVELOPMENT AUTHORITY



Legend

- Interstate
- State Highway
- Site Boundary
- Buildable Area
- Parcel

LAND COVER CLASSIFICATIONS

Florida Cooperative Land Cover Map (CLC)

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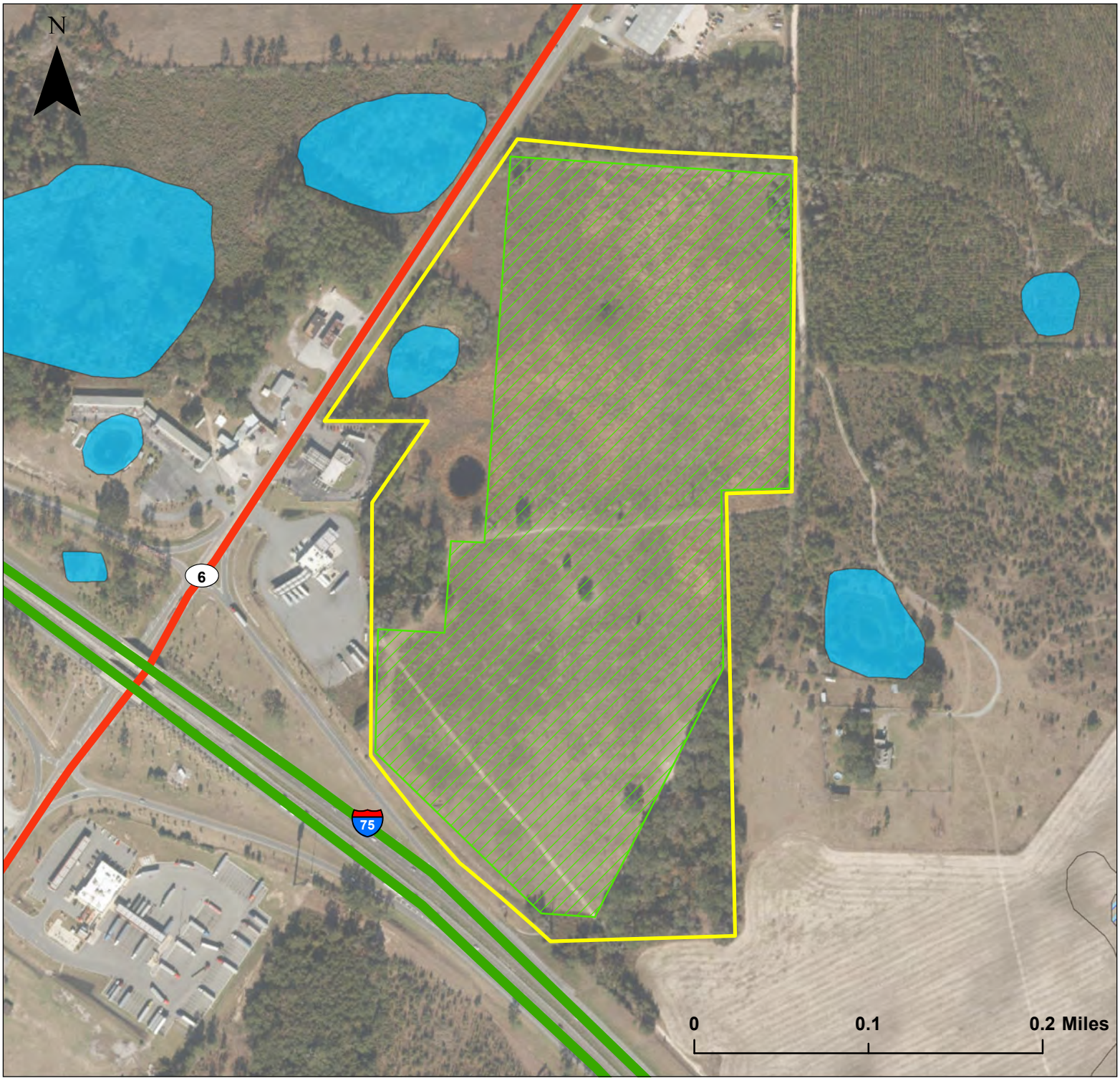
SSI Phase II: Preliminary Due Diligence

Hamilton County, Florida

Site ID: 12047-006 (58.2 acres)

Hamilton County DEVELOPMENT AUTHORITY



Legend

- Interstate
- State Highway
- Site Boundary
- Buildable Area

Flood Zone

- A
- AE
- X

Potential Flood Hazard

FEMA National Flood Hazard Layer

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Hamilton County, Florida

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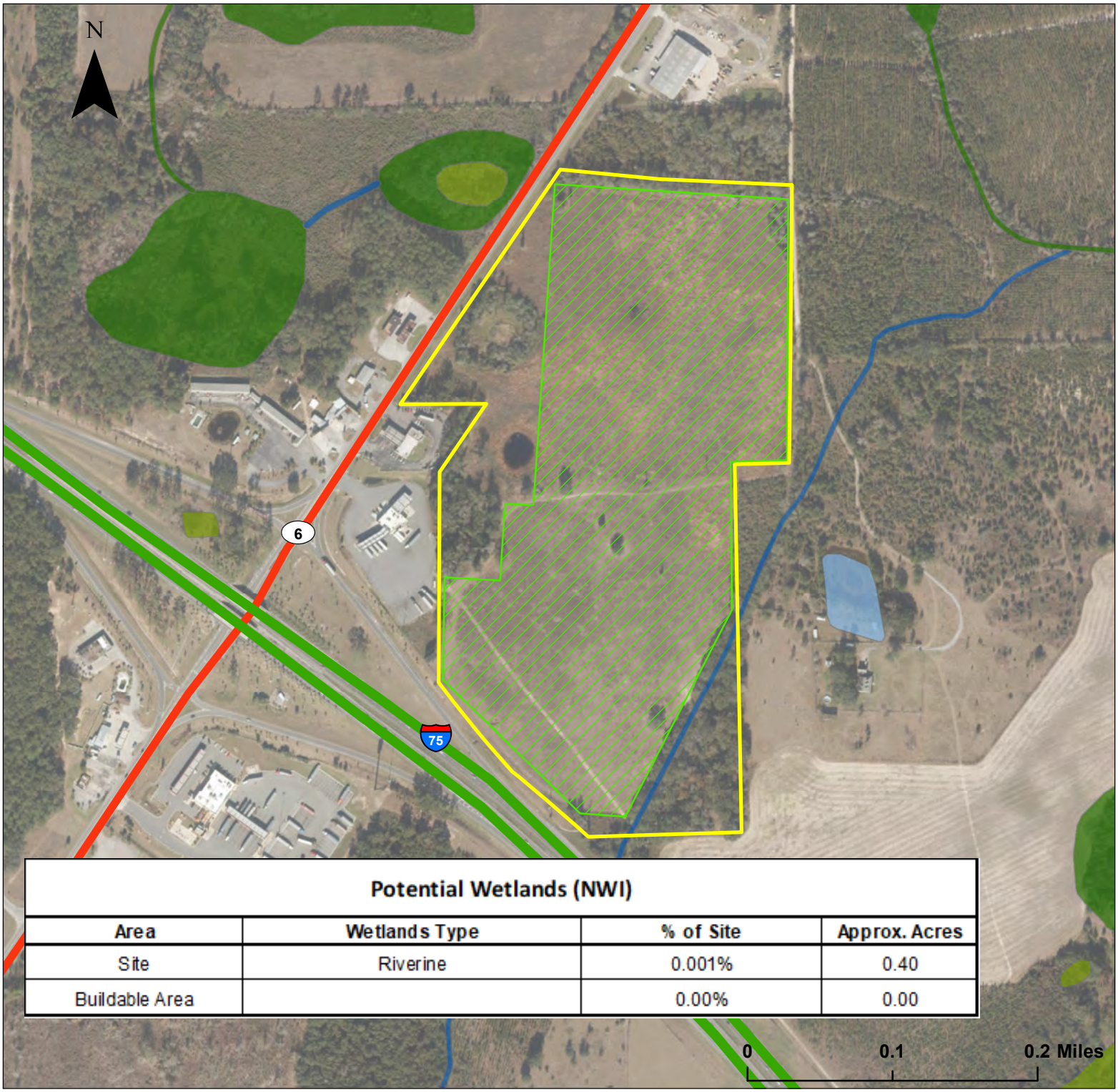

Potential Wetlands (NWI)			
Area	**Wetlands Type**	**% of Site**	**Approx. Acres**
Site	Riverine	0.001%	0.40
Buildable Area		0.00%	0.00

Legend

- Interstate
- State Highway
- Site Boundary
- Buildable Area

National Wetlands Inventory

Potential Wetland Type

- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Riverine

Potential Wetlands

USFW/USGS National Wetlands Inventory

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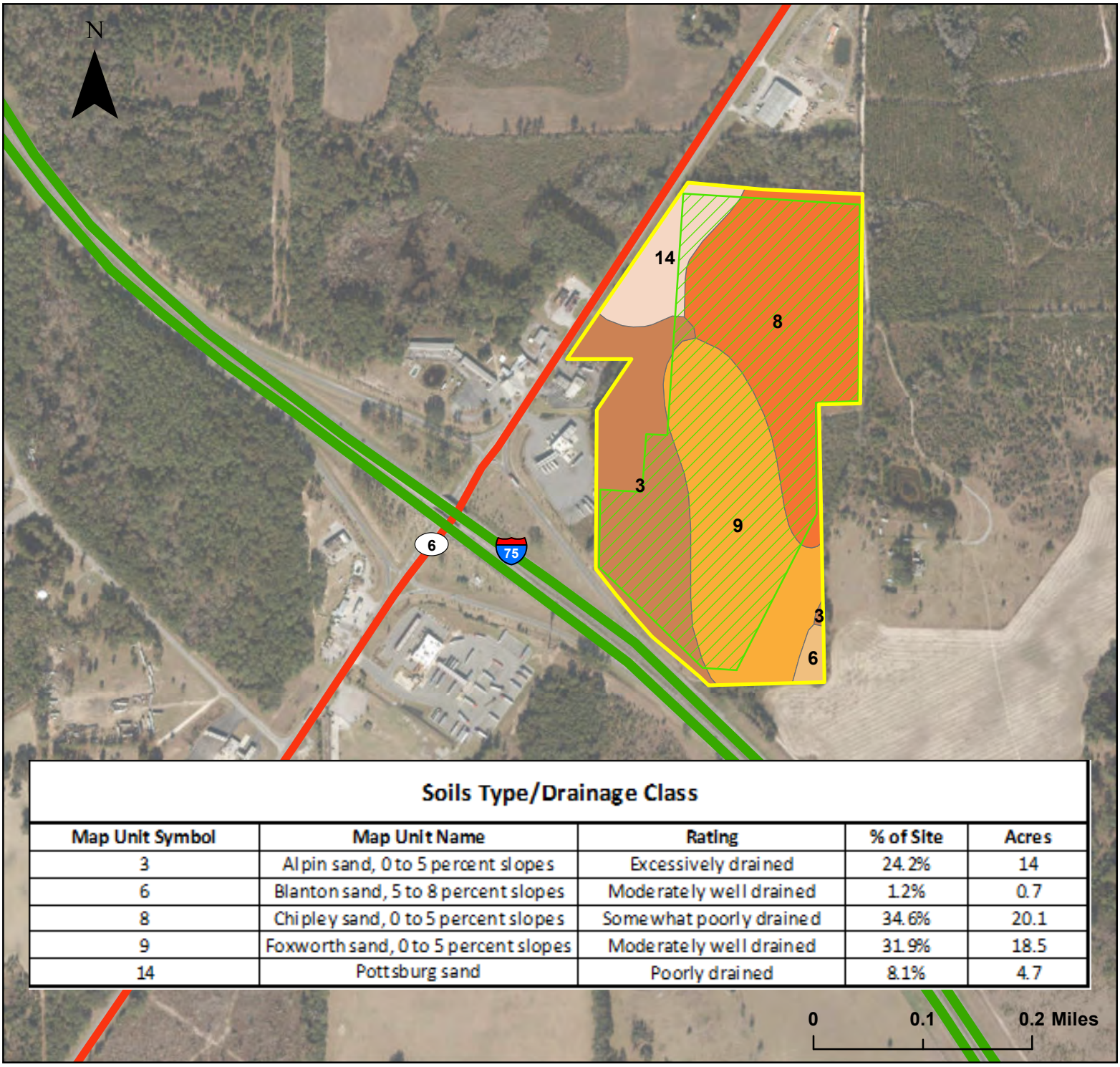
SSI Phase II conducted by: LEOTTA LOCATION + DESIGN

SSI Phase II: Preliminary Due Diligence

Hamilton County, Florida

Site ID: 12047-006 (58.2 acres)

Hamilton County DEVELOPMENT AUTHORITY



Soils Type/Drainage Class

Map Unit Symbol	Map Unit Name	Rating	% of Site	Acres
3	Alpin sand, 0 to 5 percent slopes	Excessively drained	24.2%	14
6	Blanton sand, 5 to 8 percent slopes	Moderately well drained	1.2%	0.7
8	Chipley sand, 0 to 5 percent slopes	Somewhat poorly drained	34.6%	20.1
9	Foxworth sand, 0 to 5 percent slopes	Moderately well drained	31.9%	18.5
14	Pottsburg sand	Poorly drained	8.1%	4.7

Legend

- Interstate
- State Highway
- Site Boundary
- Buildable Area

SSURGO Soils

- 14
- 3
- 6
- 8
- 9

SSURGO SOILS

Map Unit Name, Percent Slopes

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SSI Phase II: Preliminary Due Diligence

Hamilton County, Florida

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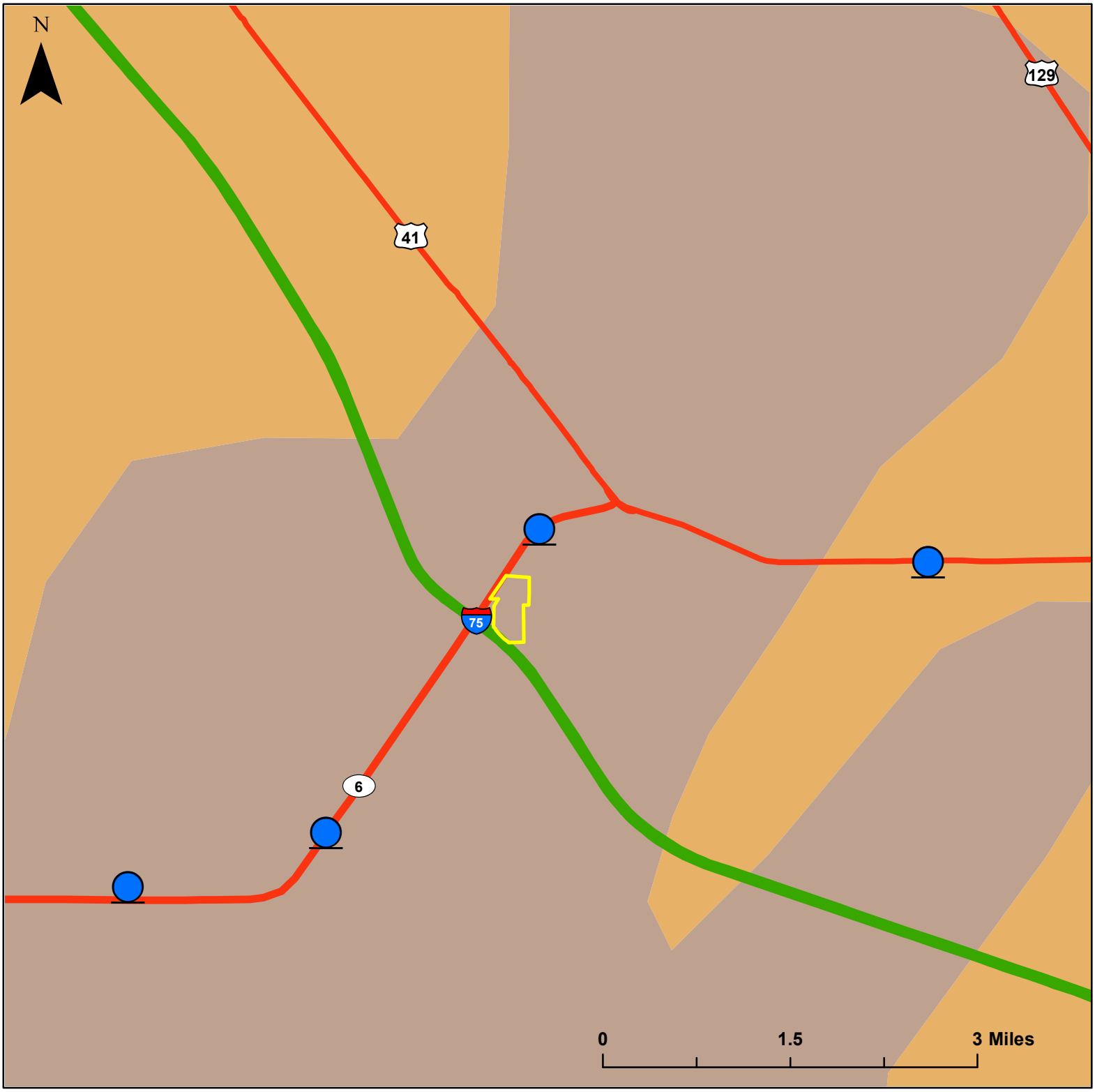
Hamilton County DEVELOPMENT AUTHORITY



Legend

- Florida Subsidence Incident Reports
- Interstate
- State Highway
- Site Boundary
- Area I
- Area II
- Area III
- Area IV

FLORIDA SINKHOLE TYPES

with Subsidence Incident Reports

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SSI Phase II: Preliminary Due Diligence

Hamilton County, Florida

Site ID: 12047-006 (58.2 acres)

Hamilton County DEVELOPMENT AUTHORITY

Legend

- Interstate
- State Highway
- Site Boundary

- A-1
- A-4
- A-5
- CHI
- CN
- CSV
- EPGF
- ESA-2

HAMILTON COUNTY CURRENT ZONING

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SSI Phase II: Preliminary Due Diligence

Hamilton County, Florida

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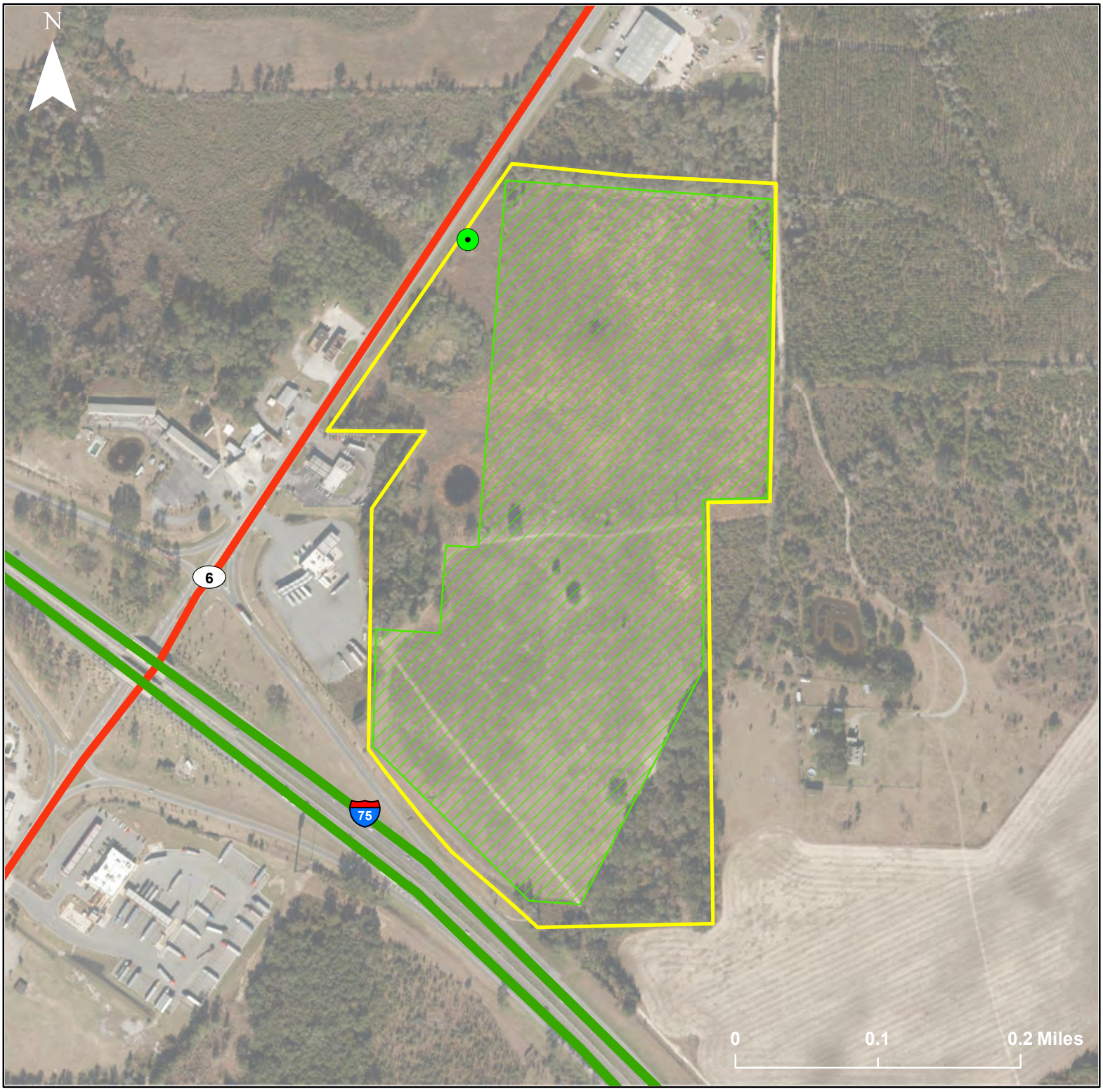
Hamilton County DEVELOPMENT AUTHORITY



Legend

- Potential Egress/Ingress Point
- Interstate
- State Highway
- Site Boundary
- Buildable Area

SITE TRANSPORTATION FEATURES

with Potential Site Access Point

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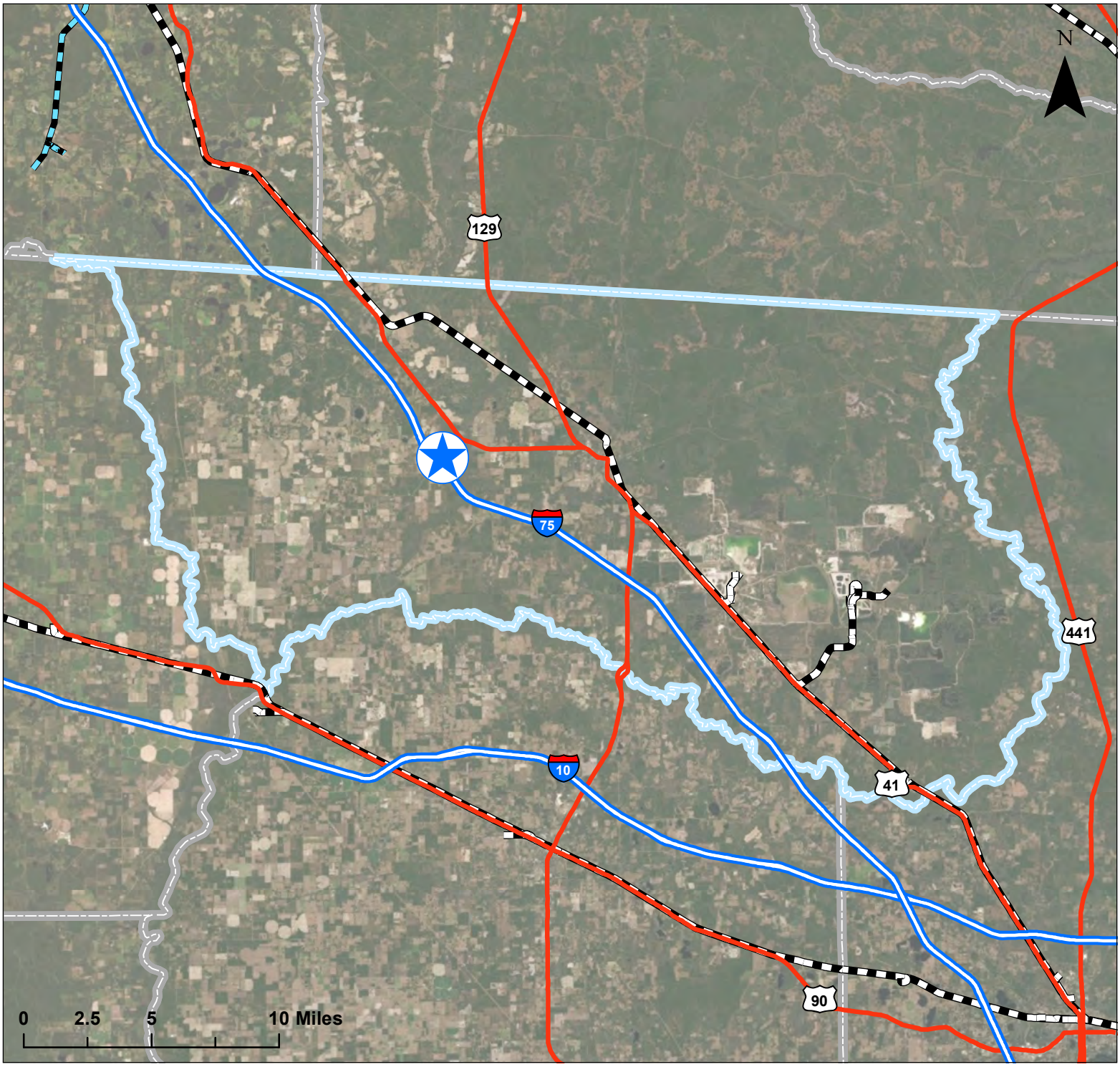
SSI Phase II conducted by: LEOTTA LOCATION + DESIGN

SSI Phase II: Preliminary Due Diligence

Hamilton County, Florida

Site ID: 12047-006 (58.2 acres)

Hamilton County DEVELOPMENT AUTHORITY



SITE PRIMARY TRANSPORTATION ASSETS

Legend

- Class I Railroad
- Shortline
- Interstate
- U.S. Highway
- Site Point
- Hamilton County
- County

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Hamilton County, Florida

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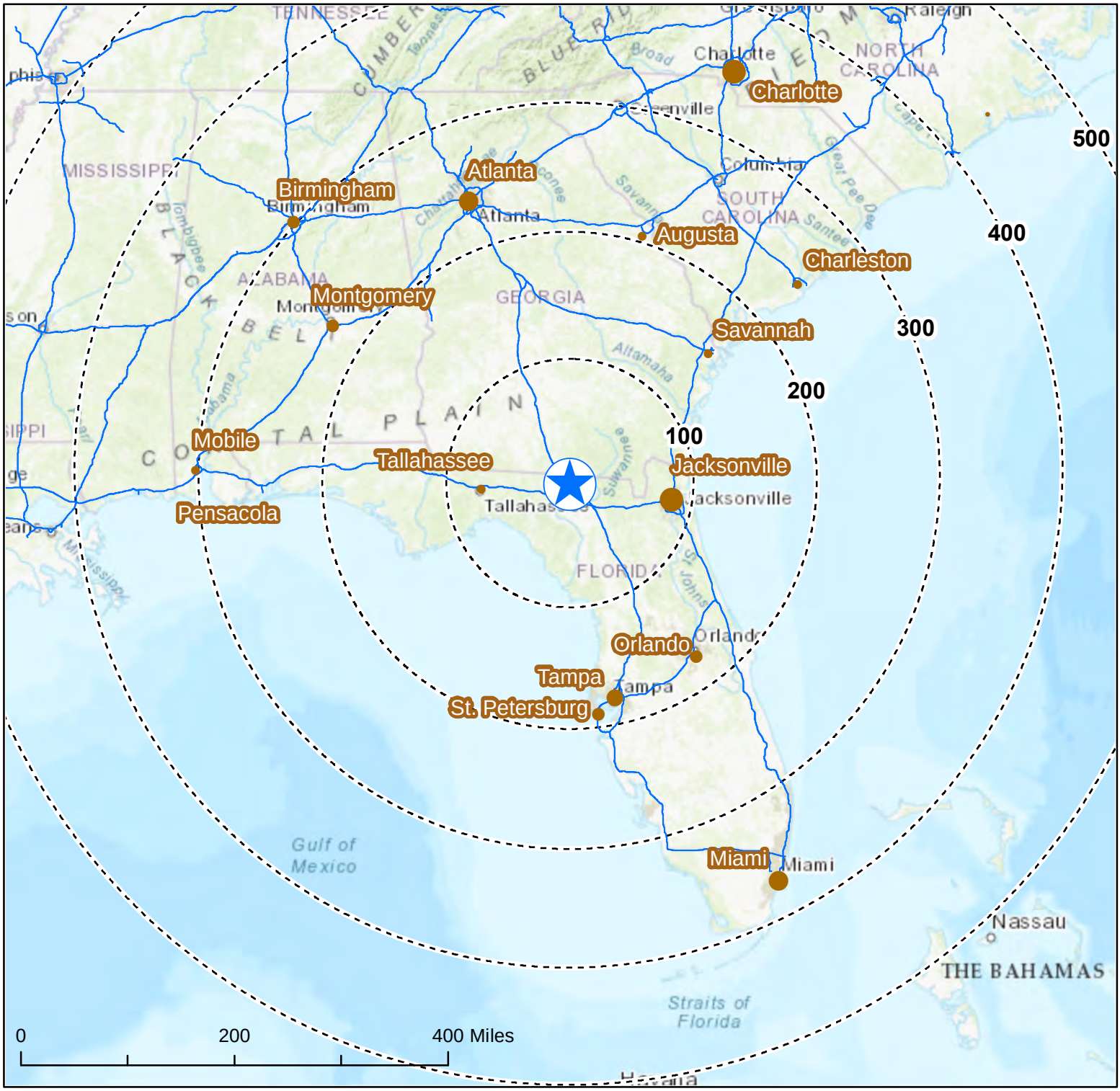

Legend

- Site Point
- Interstate
- Distance in Miles

Major Markets

Population

- <100,000
- 100,000 - 200,000
- 200,000 - 300,000
- 300,000 - 400,000
- 400,000 - 500,000
- >500,000

TRAVEL DISTANCE

Major Markets

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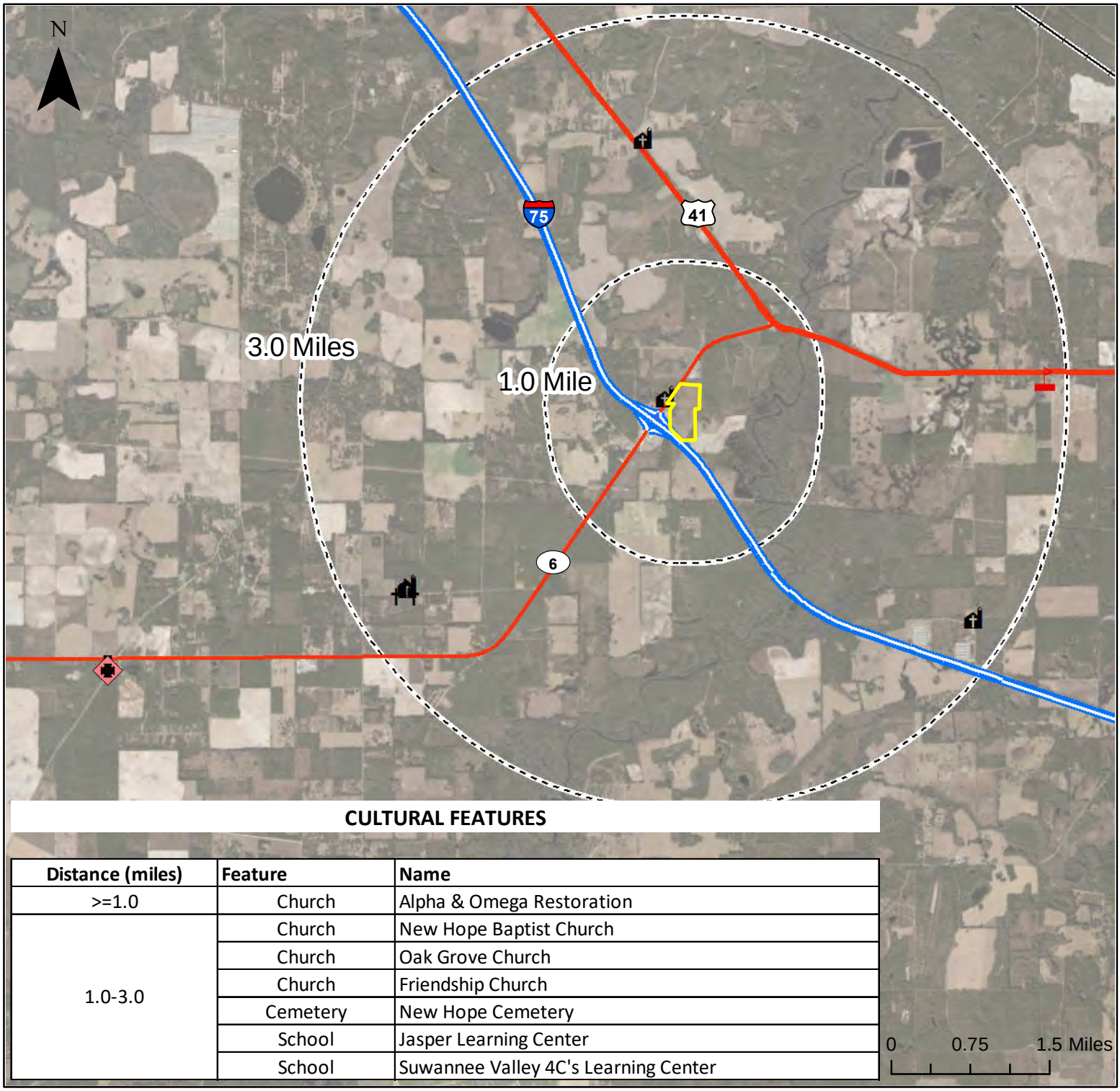
SSI Phase II conducted by: LEOTTA LOCATION + DESIGN

SSI Phase II: Preliminary Due Diligence

Hamilton County, Florida

Site ID: 12047-006 (58.2 acres)

Hamilton County DEVELOPMENT AUTHORITY



CULTURAL FEATURES

Distance (miles)	Feature	Name
>=1.0	Church	Alpha & Omega Restoration
1.0-3.0	Church	New Hope Baptist Church
	Church	Oak Grove Church
	Church	Friendship Church
	Cemetery	New Hope Cemetery
	School	Jasper Learning Center
	School	Suwannee Valley 4C's Learning Center

Legend

- Rail
- State Highway
- U.S. Highway
- Site Boundary
- Distance in miles
- Municipal Limits
- Police Station
- Fire Rescue/EMS
- Hospital
- School
- Cemetery
- Church

CULTURAL FEATURES

within 1.0 and 3.0 Miles of Site

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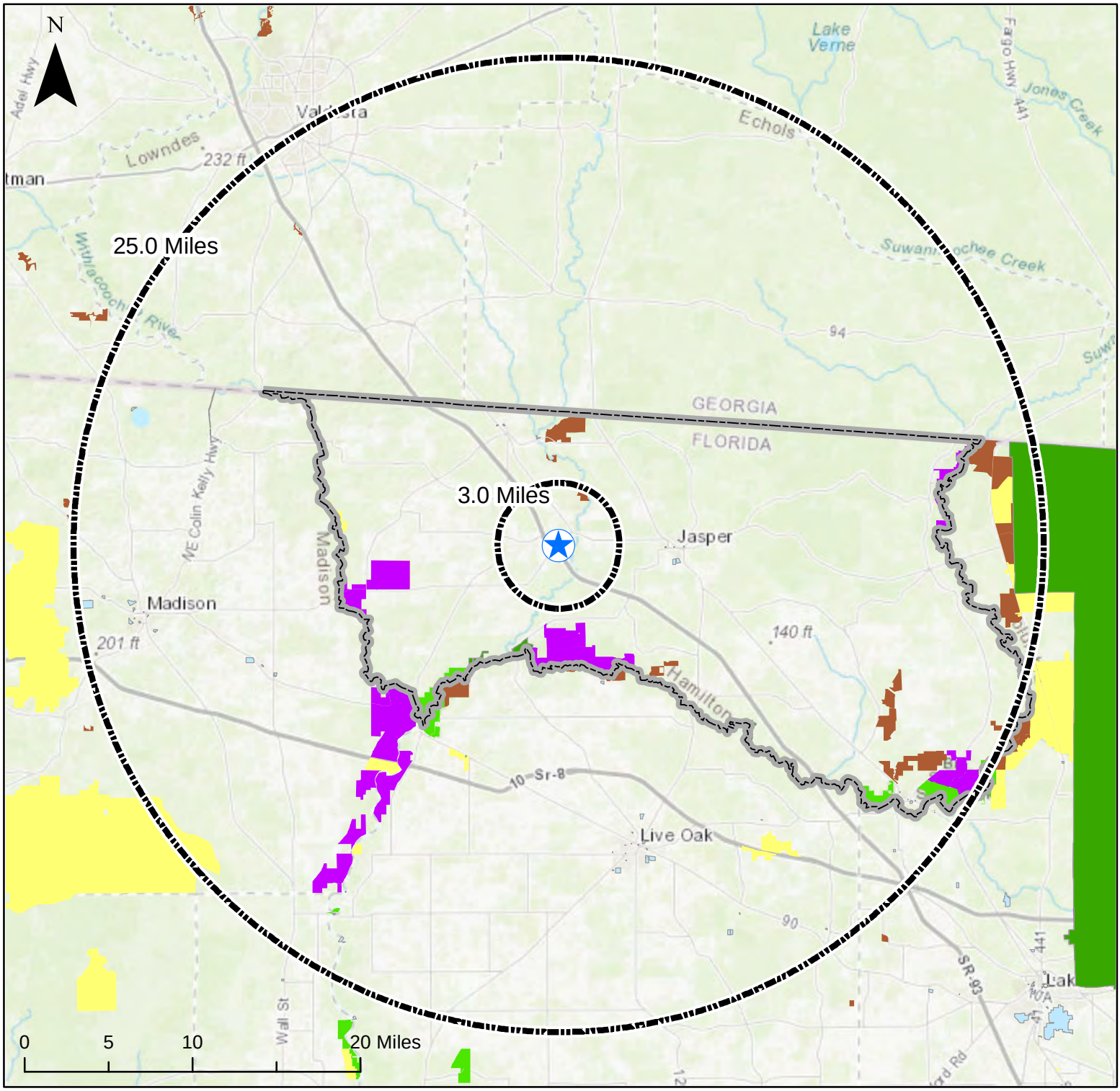
SSI Phase II conducted by: LEOTTA LOCATION + DESIGN

SSI Phase II: Preliminary Due Diligence

Hamilton County, Florida

Site ID: 12047-006 (58.2 acres)

Hamilton County DEVELOPMENT AUTHORITY



Legend

- Site 12047-006
- Hamilton County
- Distance in miles
- State Parks
- National Forests
- National Wildlife Refuges
- Wildlife Management Areas
- Parks and Recreational Areas
- Conservation Easements
- Florida Forever

FEDERAL, STATE, AND LOCAL PARKS AND PROTECTED AREAS

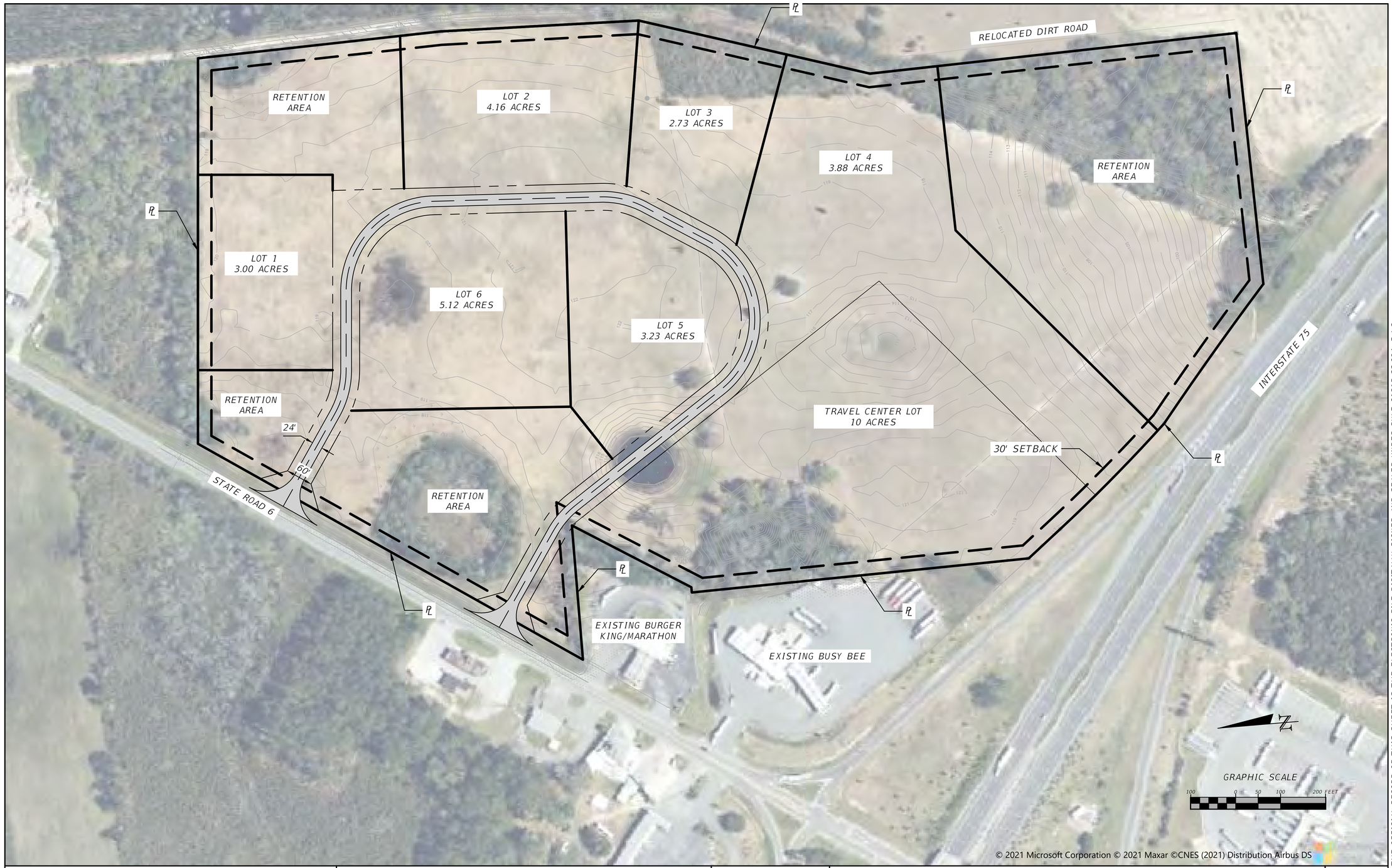
within 3.0 and 25.0 Miles of Site

SSI Phase II sponsored by: NORTH FLORIDA ECONOMIC DEVELOPMENT PARTNERSHIP

SSI Phase II conducted by: LEOTTA LOCATION + DESIGN

APPENDIX L

CONCEPTUAL SITE LAYOUT



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REVISIONS	
DATE	DESCRIPTION

NORTH FLORIDA PROFESSIONAL SERVICES, INC.

P.O. BOX 3823
LAKE CITY, FL 32056
PH. 386-752-4675
LIC NO. LB8356

2551 BLAIRSTONE PINES DR.
TALLAHASSEE, FL 32301
WWW.NFPS.NET
CA# 29011

JOB NUMBER: L210211HAM
EOR: GREGORY G. BAILEY
P.E. NO.: 43858

CONCEPTUAL LAYOUT

SR 6 INDUSTRIAL DEVELOPMENT

HAMILTON COUNTY, FL

SHEET NO. 1

Kellan Bailey 9/27/2021 3:16:01 PM X:\2021\L210211HAM\H.CADD\Roadway\DSGNRD03.dwg