

Prepared for: **LEOTTA Location + Design**

August 2017



ENTERPRISE
FLORIDASM



LEOTTA
LOCATION + DESIGN

PHASE II DESKTOP ENGINEERING ASSESSMENT

Site 12047-016 | Hamilton County, FL

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1. EXECUTIVE SUMMARY

The Hamilton County site is located along U.S. Highway 41, north of the Town of White Springs. Access to the site will require the construction of a roadway to tie into U.S. Highway 41, as well as an at-grade rail crossing over the existing rail line. The lack of horizontal distance between the existing rail line and U.S. Highway 41 may present construction and permitting challenges. Road widening or turning lanes on U.S. Highway 41 may be required to eliminate turning vehicles from impeding through traffic. A Norfolk Southern Railway railroad track lies on site. In order to access the rail line, a spur would need to be constructed off the main line and curve onto the property from the northwest corner of the site. After discussions with a Norfolk Southern Railway representative, rail access to this site is feasible. However, an extensive investigation of existing soils and potential grading issues will be required.

The site is currently zoned A-4 Agricultural. In order to position the site for economic development, it will need to be rezoned to Industrial. The expected timeline for the zoning change is 32 weeks. The Planning and Zoning Board requires a public hearing for all rezoning cases.

Currently, no potable water infrastructure exists on site. A water well owned by Hamilton County exists 2,900 feet west of the site and was constructed for economic development purposes. In order to access the water well, a water line will need to be installed. An 8" Town of White Springs sanitary sewer force main exists on site. In order to access the existing force main, a lift station will need to be installed on site. The line has an excess capacity of 5,000 gal/day reserved specifically for economic development.

A Suwannee Valley Electric single-phase electric distribution line exists on the site. The nearest 3-phase Suwannee Valley Electric Line exists approximately 2,900 feet west of the site. A Duke Energy transmission line exists on site. Due to the property being within Suwannee Valley Electric's service area, approval from Suwannee Valley Electric will need to be acquired in order to access the Duke Energy transmission line. A Southern Natural Gas (SNG) transmission pipeline exists on site. In order to access this line, a tapping station will need to be installed on site. According to discussions with SNG, installation costs of the tapping station is typically covered by SNG if the developer agrees to service for a sufficient duration (typically 10+ years).

Although the majority of the site is located in Flood Zone X, approximately 0.69 acres lie in Flood Zone A. This area can easily be avoided during development. However, if the proposed development lies in the 100 year flood zone acreage, the lowest floor elevation of all proposed buildings shall be two foot above the base flood elevations (BFE). The BFE is to be determined by the developer, and must be approved by the county. A desktop wetlands analysis suggests that the site contains 15.41 acres of potential wetlands. If these areas cannot be avoided during development, wetland mitigation will be required. According to discussions with the Florida Department of Environmental Protection Mitigation Bank, currently no credits for wetland mitigation are available in the Bayfield Mitigation Service Area. If mitigation bank credits are still unavailable in the future, other mitigation options will need to be explored.

In conclusion, the site has the potential for industrial development once the items outlined above are addressed. The total estimated cost to prepare the site for development is \$3,405,000.

2. SITE IDENTIFICATION

- **Total Area: 103.85 acres**
- **Target Developable Acreage: 90 acres**
- **Property Type: Industrial**
- **Nearest City: White Springs**
- **Coordinates: 30.391236, -82.825293**

3. SITE ZONING & LAND USE

3.1. Zoning

- Existing Zoning: Agricultural (A-4)
- Must be rezoned to Industrial, Light and Warehousing (ILW)

3.2. ILW Zoning Regulations

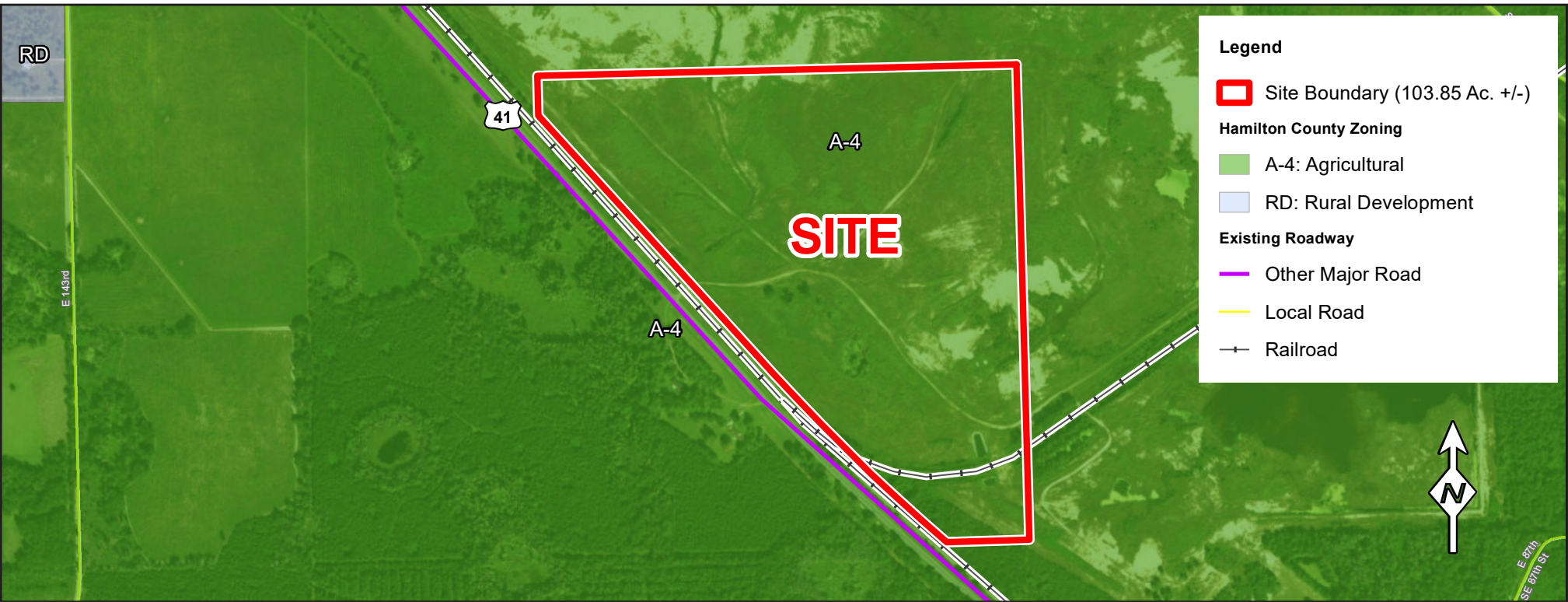
- Minimum Lot Area: None
- Minimum Lot Width: None
- Minimum Yard Requirements:
 - *Front: 20' with 10' landscaped area before paving*
 - *Side & Rear: 15'*
- Max Building Height: 35'
- Max Lot Coverage: 1.0 Floor Area Ratio
- Parking (Single shift daily operation): 0.6 spaces per on-site employee + (1) space for every facility owned passenger vehicle + (6) visitor parking spaces 0-50 employees or (8) spaces for 51-150 employees or (10) spaces for 151 +
- Parking (Multiple shift daily operation): 0.6 spaces per on-site employee (then multiplied by 2/3) + (1) space for every facility owned passenger vehicle + (6) visitor parking spaces 0-50 employees or (8) spaces for 51-150 employees or (10) spaces for 151 +
- Refer to page 10 of the subdivision regulations for street and roadway design requirements.
- The Planning and Zoning Board requires a public hearing for all rezoning cases.

3.3. Previous Land Use

- Site was previously used as a phosphorus mine



Site Overview Map



Zoning Map

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4. SITE UTILITIES

4.1. Potable Water

- The site has no existing potable water infrastructure on site.
- A water well owned by Hamilton County exists approximately 2,900 feet west of the site. The existing water well has an available capacity of 950,000 gpd and was built specifically for economic development. In order to access the water well, a water line will need to be installed. Economic development grants may be available to cover installation costs of the water line.

4.2. Wastewater

- Provider: Town of White Springs
- An existing 8" force main is on site.
- The line has an excess capacity of 5,000 gal/day reserved for economic development purposes.
- In order to access the existing force main, a lift station will need to be installed on site.

4.3. Electrical

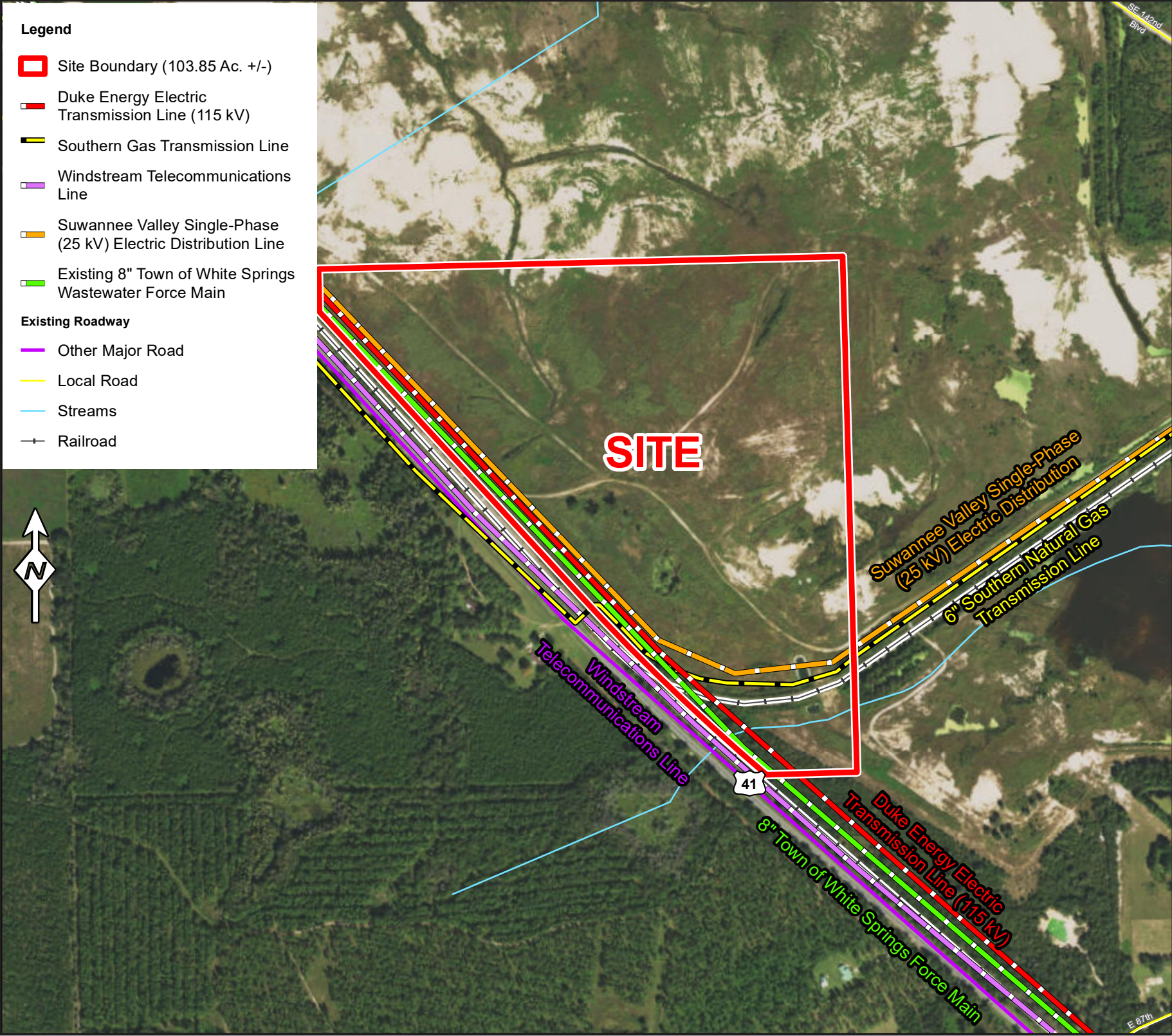
- Provider: Suwannee Valley Electric
- Single Phase (25 kV) line exists on site.
- The nearest 3-phase Suwannee Valley Electric Line exists approximately 2,900 feet west of the site.
- A Duke Energy transmission line (115 kV) exists on site. Due to the property being within Suwannee Valley Electric's service area, approval from Suwannee Valley will need to be acquired in order to access this line.

4.4. Telecommunications/Data

- Provider: Windstream
- An underground telecommunications line exists adjacent to the site, along U.S. Highway 41.

4.5. Natural Gas

- Provider: Southern Natural Gas
- A 6" transmission line exists on the property.
- Maximum Allowable Operating Pressure: 750 psi
- Average Operating Pressure: 600-700 psi
- In order to access this line, a tapping station will need to be installed on site. According to discussions with Southern Natural Gas, installation costs of the tapping station will typically be covered by SNG if the developer agrees to service for a sufficient duration (typically 10+ years).



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5. TRANSPORTATION

5.1. Roadways

- The site is located approximately 120 feet from U.S. Highway 41 (2-lane highway).
- Nearest N-S Interstate: I-75; 9.3 road miles from site
- Nearest E-W Interstate: I-10; 14.2 road miles from site

5.2. Vehicular Access

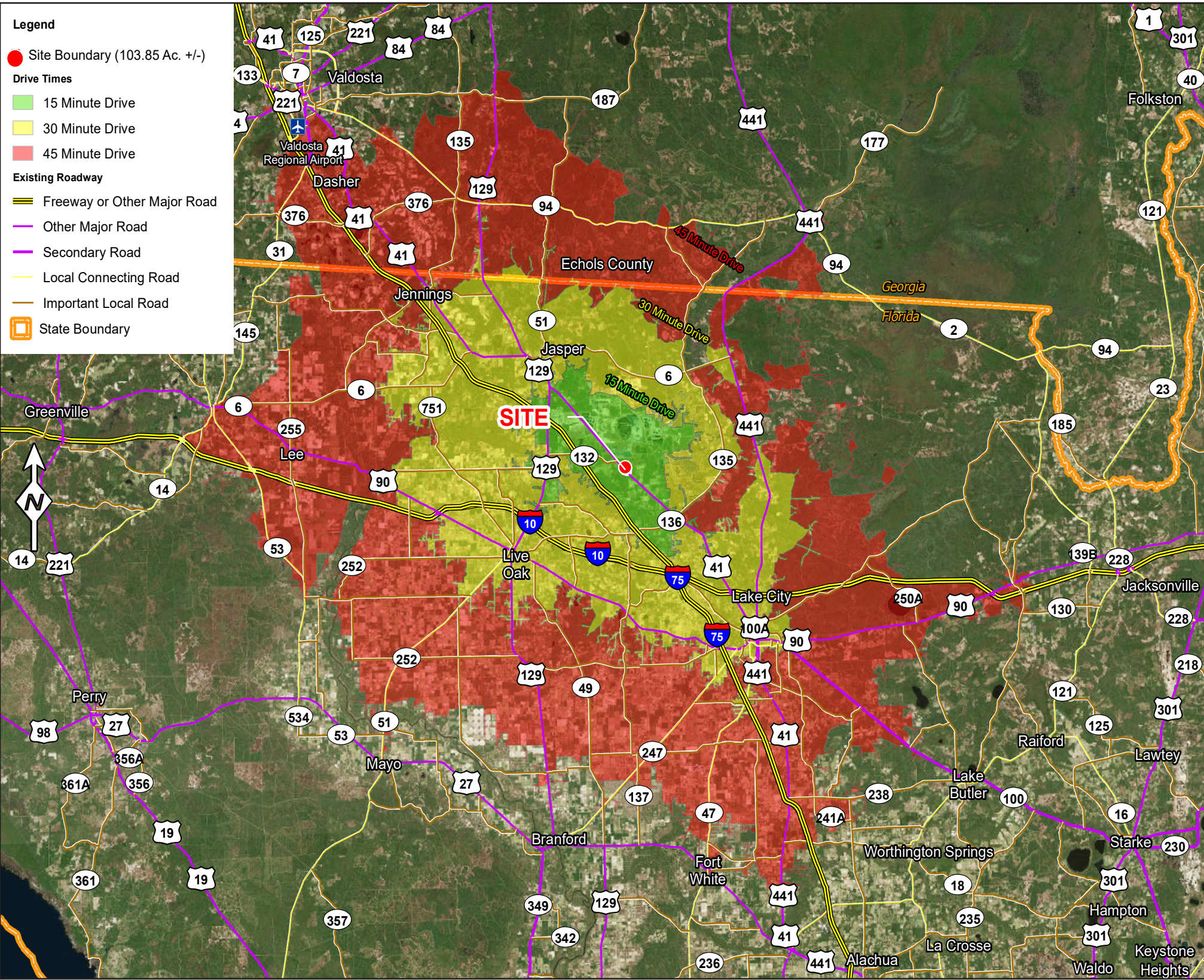
- The site will need to be accessed by U.S. Highway 41. In order to access this highway, an on site access roadway is needed to tie into U.S. Highway 41. An at-grade rail crossing over the existing rail line will also be required.
- According to the Federal Highway Administration, the maximum gross weight for commercial trucks on a U.S. Highway is 80,000 pounds. Therefore, U.S. Highway 41 is sufficient for industrial traffic. Road widening or turning lanes may be required based on specific traffic generation and access criteria.

5.3. Rail Access

- A Norfolk Southern Railway rail line is on site. In order to access the rail line, a spur would need to be constructed off the main line and curve onto the property from the northwest corner of the site.
* See page 7 for possible rail spur location.

5.4. Airports

- Nearest Commercial Airport: Valdosta Regional Airport
 - Distance to Airport: 42 miles
 - Number of Carriers: 1
- Second Nearest Commercial Airport: Gainesville Regional Airport
 - Distance to Airport: 69 miles
 - Number of Carriers: 2



Drive Time Map

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6. DESKTOP ENVIRONMENTAL ANALYSIS

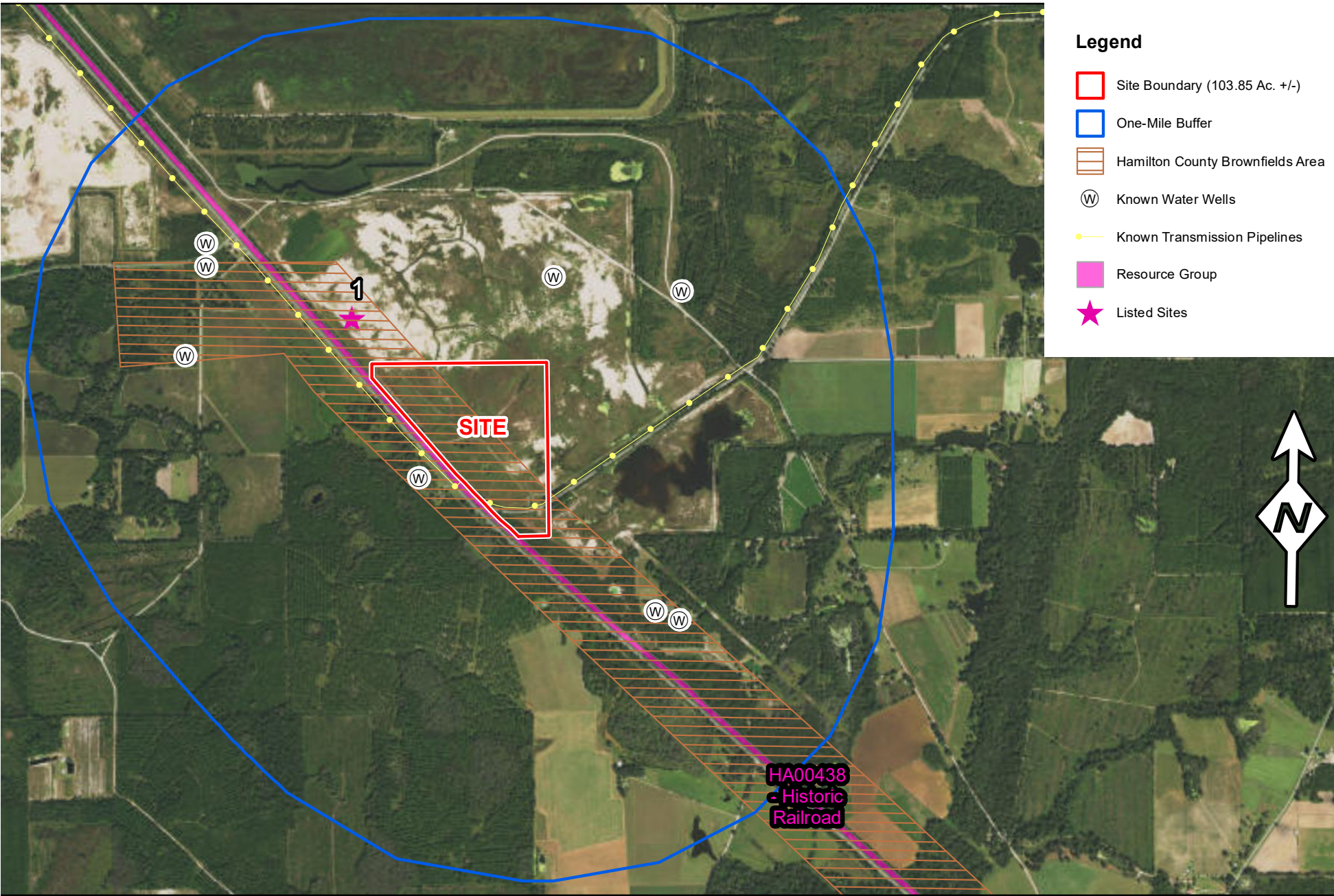
6.1. A review of the report provided by EDR identify six listed sites near the MSD:

| Site # | Name | Address | Databases Listed | Subject Property (miles) | Environmental Risk | Notes |
|--------|-------------------------|---------|-------------------------------|--------------------------|--------------------|---|
| 1 | Hamilton County EZ Area | NA | BROWNFIELDS (12,807.06 Ac. ±) | 0.00 miles | Potential REC | Brownfields are defined by the FDEP as abandoned industrial or commercial facilities where development is complicated by real or perceived environmental contamination. |

Environmental Due Diligence Site Table

6.2. Conclusion

- The EDR report does not list any mining activities with the MSD. However based on current aerial imagery, there appears to be a history of mining operations within the target property. Further database search revealed five active phosphorus mines operating 3-4 miles north of the target property. No information on historic mining activities on site could be determined.
- A review of the EDR report listed no orphan sites or sensitive receptor sites on the property.
- A review of the LightBox Map provided by the EDR report listed no oil/gas or water wells within the target property.
- The National Pipeline Mapping System (NPMS) shows one active 6" underground natural gas pipeline that crosses the southern section of the property. The pipeline is operated by Southern Natural Gas Company.
- The EDR Report shows one electric transmission line on site.
- A review of the United States Fish and Wildlife Service's (USFWS) Environmental Conservation Online System (ECOS) lists four threatened species within Hamilton County which include the wood stork, Suwanee moccasinshell, Atlantic gulf sturgeon, and eastern indigo snake. No endangered species are listed within Hamilton County.
- According to the Florida Division of Historical Resources, no known archaeological sites exist within the subject property. A resource group (Site ID: HA00438) exists adjacent to the site. The site is listed as a historic railroad. This search only identifies resources recorded at the Florida Master Site File and does not provide project approval from the Division of Historical Resources.
- Based on this information, the Hamilton County Brownfield Area could be a possible Recognized Environmental Condition. Further investigation may be warranted.



Environmental Concerns

7. DESKTOP WETLAND ANALYSIS

7.1. National Wetlands Inventory (NWI)

- PUBxH – excavated freshwater pond
- R5UBH – Perennial stream feature

7.2. Wetland Analysis

- Based on historical aerial imagery, the target property has been primarily an undeveloped, mowed and maintained field that was used for agricultural practices. In 2010, most of the site and the adjacent property to the north were cleared and used for possible mining activities. The site has several dirt roads and small, man-made ponds that may of been used for mining activities.
- Based on NWI, NHD, soils, LiDAR and aerial imagery, the site appears to have approximately 15.41 acres of potential jurisdictional wetlands. NWI lists one small freshwater pond and one perennial stream. The perennial stream along the southern portion of the target property cannot be seen from current or historical aerial imagery. There are several small depressions within the site that appear to be inundated. However, based on the altered terrain due to the recent mining activities, it is difficult to determine if these areas could be jurisdictional wetlands.
- A jurisdictional determination would need to be obtained from the Jacksonville USACE District. If jurisdictional wetlands and/or Waters of the U.S. are impacted, a Section 404110 permit would need to be obtained. When unavailable impacts to jurisdictional wetlands are anticipated, appropriate compensatory mitigation must be satisfied. Buying credits from an approved mitigation bank in the same service area of the project impact is in the USACE preferred method. According to discussions with the Florida Department of Environmental Protection Mitigation Bank, currently no credits for wetland mitigation are available in the Bayfield Mitigation Service Area. If mitigation bank credits are still unavailable in the future, a permissible responsible mitigation (PRM) project could be explored. Or, the third optimism is to obtain in-lieu fee program credits from an approved in-lieu fee program.

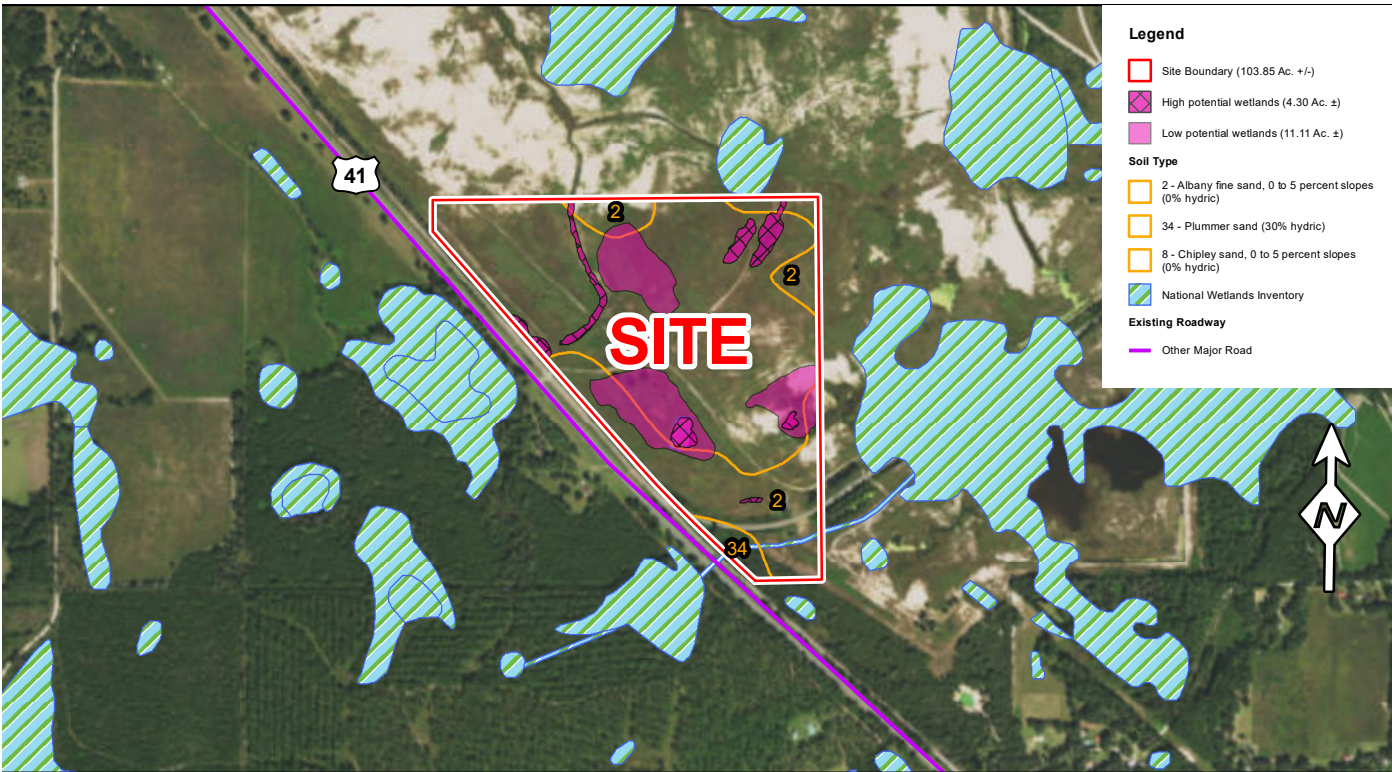
8. FLOOD ZONE & ELEVATION

8.1. Floodplain

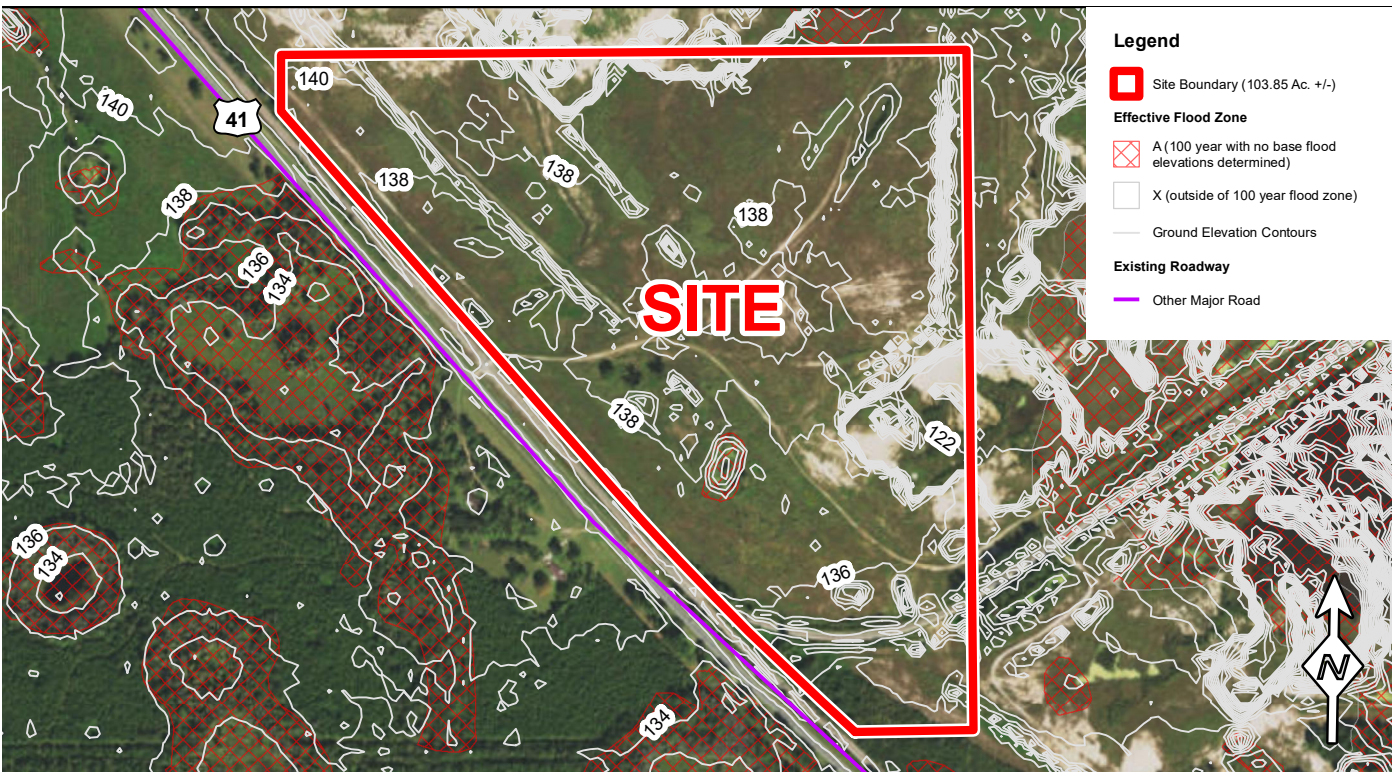
- Effective FEMA Firm Panel: 12047C0290C, effective 06/04/2010
- Flood Zone A: 0.69 Acres
- Flood Zone X: 103.16 Acres
- Finish Floor Elevation (FFE): 2' above base flood elevation
 - *Although the majority of the site is at minimal flood risk, adequate hydraulic analysis should be conducted to reduce flood damage and ensure proper drainage on-site.*

8.2. Topography

- Low Point: 122 feet
- High Point: 145 feet
- Average elevation: 138 feet
- Average slope: 1.5%
 - * *Topography based off of LiDAR data and may not represent existing ground conditions.*



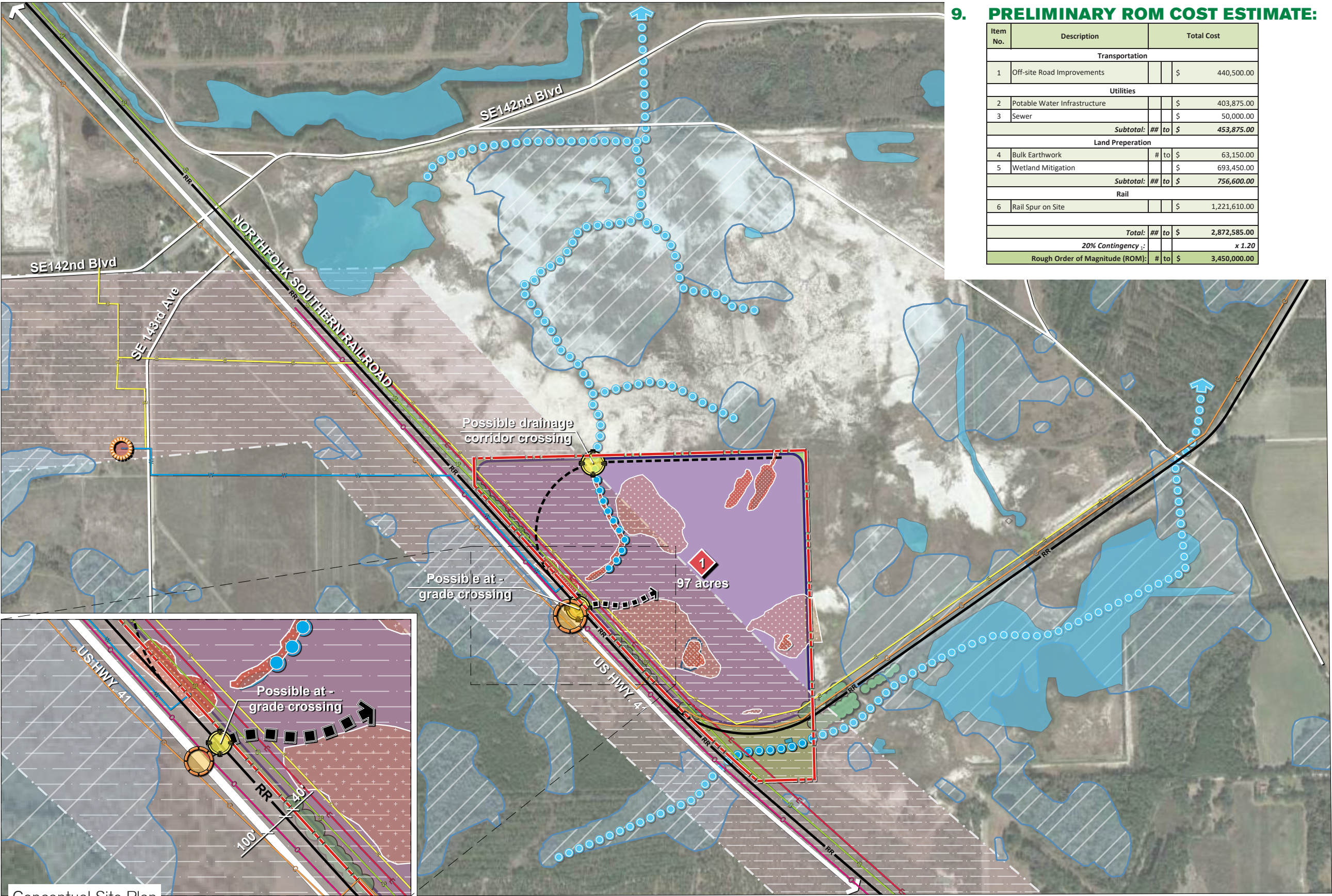
Desktop Wetlands Map



FEMA Flood/Topo Map

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Conceptual Site Plan

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9. PRELIMINARY ROM COST ESTIMATE:

| Item No. | Description | Total Cost |
|--------------------------------------|------------------------------|-----------------|
| Transportation | | |
| 1 | Off-site Road Improvements | \$ 440,500.00 |
| Utilities | | |
| 2 | Potable Water Infrastructure | \$ 403,875.00 |
| 3 | Sewer | \$ 50,000.00 |
| Subtotal: ## to | | \$ 453,875.00 |
| Land Preparation | | |
| 4 | Bulk Earthwork | \$ 63,150.00 |
| 5 | Wetland Mitigation | \$ 693,450.00 |
| Subtotal: ## to | | \$ 756,600.00 |
| Rail | | |
| 6 | Rail Spur on Site | \$ 1,221,610.00 |
| Total: ## to | | \$ 2,872,585.00 |
| 20% Contingency : | | x 1.20 |
| Rough Order of Magnitude (ROM): # to | | \$ 3,450,000.00 |

Legend

- Site Boundary (103.9 ± Acres)
- Approximate Single-Phase Electric Line
- Approximate 3-Phase Electric Line
- Approximate Waste Water Line
- Approximate Telecom Line
- Approximate Gas Line
- Proposed Water Line Location
- 100 Year Flood Zone A (No Base Flood Elevations Determined)
- High Potential Wetlands (4.3 ± Acres)
- Low Potential Wetlands (11.1 ± Acres)
- Existing Ponds
- Brownfield
- Proposed Site Access Points
- Water Well
- Possible Rail Crossing
- Proposed Road Improvement
- Existing Drainage Corridor
- Existing Railroad
- Proposed Rail Access
- Existing Trees / Buffer
- Proposed Light Industrial, Distribution, Warehousing, or Commercial Land Use

1 Acre 5 Acres 10 Acres

Acreage Scale Comparison

Conceptual Layout "A"
SCALE: 1"= 800'
0 400' 800' 1,200'

10. PERMITTING PROCESS & PROJECT SCHEDULE:

10.1. Permitting/Entitlements:

- **Wetland Permitting: (18 Months)**

▪ Conducting a wetland delineation and obtaining an approved Jurisdictional Determination from the Jacksonville District (3-6 months)

▪ Submitting permit matrix and receiving Section 404/10 USACE permit from the Jacksonville District (12 Months+)
- **Land Use & Zoning Change: (31-32 Weeks)**

▪ Contact: Megan Clark – (386) 365-3034

▪ Land Use & Zoning Change Fee: \$2,600
- **Florida State Review: (12-13 weeks)**

▪ Contact: Megan Clark – County Council submits directly to the State of Florida for review.
- **Site Plan Review (6-8 weeks)**

▪ Contact: Megan Clark

▪ Site Plan Review Fee: \$300
- **Building Plan Review: (12-13 weeks)**

▪ Contact: John Aver – (386) 792-1060

▪ Building Plan Review Fee: \$0.30 per \$1,000 of total construction cost.

▪ Building Permit Fee: \$60 + \$6 per \$1,000 of the total construction cost + 1.5% of the construction cost (state surcharge fee)

▪ Approval signatures from the departments listed below must be on the building plan review application:

▪ Property Appraiser's office

▪ 911 Address Administrator

▪ County Health Official

▪ Road Department

| Hamilton County Cost & Schedule Projections | | | | | | | | | | | | | | | | | | | | | |
|---|----|--------------|---------------------|--------------|--------|------|----|----|----|------|----|----|----|------|----|----|----|------|----|----|----|
| Activity Description | | FL Cost | Duration - Months | Start | Finish | 2017 | | | | 2018 | | | | 2019 | | | | 2020 | | | |
| | | | | | | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 |
| Permitting | | | | | | | | | | | | | | | | | | | | | |
| Wetlands ₆ | \$ | 693,450.00 | 18M | Q4 '17 | Q1 '19 | | | | | | | | | | | | | | | | |
| Land Use & Zoning Change | | | 8M | Q3 '18 | Q1 '19 | | | | | | | | | | | | | | | | |
| Site Plan Review | | | 2M | Q3 '18 | Q3 '18 | | | | | | | | | | | | | | | | |
| Florida State Review | | | 3M | Q2 '19 | Q2 '19 | | | | | | | | | | | | | | | | |
| Building Plan Review | | | 3M | Q2 '19 | Q2 '19 | | | | | | | | | | | | | | | | |
| Off-Site Improvements | | | | | | | | | | | | | | | | | | | | | |
| Road Improvements ₄ | \$ | 440,500.00 | 12M | Q3 '19 | Q2 '20 | | | | | | | | | | | | | | | | |
| Installing Potable Water Line to Site | \$ | 403,875.00 | 9M | Q3 '19 | Q4 '19 | | | | | | | | | | | | | | | | |
| On-Site Improvements | | | | | | | | | | | | | | | | | | | | | |
| Rail Infrastructure on Site | \$ | 1,221,610.00 | 15M | Q3 '19 | Q3 '20 | | | | | | | | | | | | | | | | |
| Sewer (20 gpm Lift Station) | \$ | 50,000.00 | 9M | Q1 '20 | Q3 '20 | | | | | | | | | | | | | | | | |
| Bulk Earthwork (2,526 C.Y.) ₅ | \$ | 63,150.00 | 9M | Q1 '20 | Q3 '20 | | | | | | | | | | | | | | | | |
| Total: | | | \$ | 2,872,585.00 | | | | | | | | | | | | | | | | | |
| 20% Contingency: | | | | x1.20 | | | | | | | | | | | | | | | | | |
| Rough Order of Magnitude (ROM): | | \$ | 3,450,000.00 | | | | | | | | | | | | | | | | | | |

Footnotes:

1. Does not include costs for engineering, permitting, or general project management.

2. This cost estimate was prepared with the best information available at the time of analysis.

3. Actual costs can vary based on availability of material, site conditions, and labor.

4. Off-site road improvements include installation of an at-grade rail crossing and tying into U.S. Highway 41.

5. ROM for bulk earthwork for 97-AC level site pad at elevation 136.5'.

6. Wetland mitigation cost estimate includes cost to mitigate all low and high potential wetlands on site. A JD must be performed in order to determine actual wetland impacts.

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