A17-1501

WILDWOOD RANCH

INDUSTRIAL COMPLEX

COMPREHENSIVE DILIGENCE AND MASTER PLANNING

APRIL 2018

Prepared By

OLSSON ASSOCIATES



Wildwood Ranch

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WILDWOOD RANCH

INDUSTRIAL COMPLEX

COMPREHENSIVE DILIGENCE AND MASTER PLANNING

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Summary Report

Wildwood Ranch

To: Wildwood Ranch
Attn: Jimmer Pinjuv
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OVERVIEW

Olsson Associates has performed a property assessment and due diligence review for Wildwood Ranch Industrial Complex, which is located southeast of U.S. Highway 66 in Jasper and Newton counties, Missouri. The purpose of the assessment was to review existing property features, identify existing transportation and utility infrastructure, and analyze the property's readiness and limitations for industrial development. The findings of this assessment follow.

GENERAL SITE INFORMATION

- The overall study area location is as follows:
  - **West Boundary:** Undeveloped ground currently owned by Westar Energy
  - **North Boundary:** West 20th Street
  - **East Boundary:** City of Joplin and South Central City Road
  - **South Boundary:** Undeveloped property
- The exact site location is shown on the site map within the site developability section of this report.
- The city limits for the City of Joplin, as represented in all diligence maps, are based on the orientation of the 2016 city limits, which precede the annexations within and adjacent to the Wildwood property approved in the year 2017 and beyond.
- There are existing easements on the property for the utility infrastructures that run through and around the site. A detailed map of the property and the corresponding easements is included with this report.
- The total area contained within the study area is approximately 1,129 acres.

SITE ACCESS

The site has the potential access at multiple locations:

- Potential Site Access Points:
  - North of the BNSF rail line, the potential access locations include West 20th Street and South Central City Road.
    - West 20th Street extends to the east through town and has several intersections with north/south roadways that have interchanges with Interstate 44 (I-44).
    - West 20th Street extends to the west to State Line Road with connectivity to Highway 66.
    - South Central City Road borders the east boundary. Approximately 1 mile north of this is where this road intersects with Highway 66.

- South of the BNSF rail line, the potential access locations include West 32nd Street and West Wildwood Ranch Parkway.
  - There are additional access points from the east, but it would be through neighborhoods and would not be likely to mix with commercial or industrial.
  - Access to State Line Road (SE 118th Street) would be achievable because of an easement that would allow access.
  - Both West Wildwood Ranch Parkway and West 32nd Street connect to South Central City Road, which connects to Highway 66, as noted above.
- The site is bisected by a BNSF railroad. Any access crossing will need to be further investigated with BNSF. Any improvements to the roadways to allow access may require installation of active warning devices including signals and crossing gates.
- Traffic control on adjacent roadways would need to be studied based on the projected traffic loading of the intersections.

SITE TOPOGRAPHY AND FLOODPLAIN INFORMATION

- The maximum elevation on the property is 1,040 feet.
- The minimum elevation on the property is 830 feet.
- The ridge line in the site appears to be at about the line between Jasper and Newton counties.
  - The drainage to the north drains through tributaries to Short Creek.
  - The drainage to the south drains through tributaries to Shoal Creek.
  - Both creeks drain to Lowell Reservoir in Kansas.
- A review of the current Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM) was performed for the site. The following is the breakdown of the findings:
  - A portion of the parcels north of the BNSF railroad have a 100-year floodplain present. The nearest 100-year floodplain is southwest of the site, just south of the Union Pacific Railroad.
  - A very small portion of the southwest corner has a 100-year floodplain present.
  - Information from the FIRM maps is included within the site developability section of this due diligence report.
    - FIRM Map Panel Number: 29097C0255E (Dated November 11, 2012)
    - FIRM Map Panel Number: 29145C0011E (Dated November 26, 2010)
    - FIRM Map Panel Number: 29097C0265E (Date not available)

WETLANDS AND WATERWAY INFORMATION

Construction activities that affect wetlands or waterways should be given special consideration. Wetlands and waterways have the potential to be classified as Waters of the United States. The final determination of whether a wetland or waterway is jurisdictional is completed by the United States Army Corps of Engineers (USACE) acting under the authority of the Clean Water Act. Impacts to wetlands and waterways that are deemed jurisdictional must be permitted through the USACE. Minor impacts (less than 0.5 acre of wetlands impacted and/or less

than 300 feet of waterway channel impacted) requires the application for a Nationwide Permit. Major impacts to existing wetlands or waterways will likely require an Individual Permit. This permit will typically have a review period with the USACE of at least six to nine months. Along with the permit, mitigation of the impacted wetlands and/or loss of stream channel is required as a part of the Individual Permit.

- A map of wetlands as identified by the U.S. Fish and Wildlife Service's National Wetlands Inventory (NWI) is attached within the site developability section of this due diligence report.
  - The NWI and the National Hydrography Dataset (NHD) indicate potential waterways are within the limits of the study area and the surrounding areas. The NHD indicates four channel features with a total length of 13,585 linear feet within the project area.
  - The NWI map does not indicate the presence of the wetlands on the site. However, the NWI does not always accurately depict the existing condition of wetlands.

A wetland delineation will need to be performed on the site to more accurately evaluate the condition of any wetlands that may exist. This wetland delineation would also include an investigation of the waterways on the site. Once the delineation is complete, the information would be sent to the USACE to obtain a formal jurisdictional determination. Once the jurisdictional determination is complete, the impacts to the property and the potential development of the property can be more fully known.

ENVIRONMENTAL

GeoSearch was contracted to complete an environmental database search for sites located within the search distances from the property, as defined by the American Society for Testing and Materials (ASTM) E1527-13, Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process. The database information was reviewed to identify potentially hazardous sites in connection with the property or within one-eighth of a mile from the property. Information in this section is subject to the accuracy of the data and the date that the information was updated by the information services company. Olsson reviewed the database information for its relevance to the Property; that is, as the information referred to spills or releases either occurring on the property, or at properties having the potential to affect the property. Eleven sites were identified within one-eighth-mile from the property.

- Four sites were identified within the property boundary.
  - Wildwood Ranch Development Phase 3 is listed in the Enforcement and Compliance History Online (ECHO), Facility Registry System (FRS), Integrated Compliance Information System National Pollutant Discharge Elimination System (ICISNPDES), Permit Compliance System (PCS) databases. These supplemental database listings do not indicate a release has occurred.
  - Two unnamed sites are listed in the Mineral Resource Data Systems (MRDS) database. These supplemental database listings do not indicate a release has occurred.
  - Oronogo-Duenweg Mining Belt is listed in the National Priorities List (NPL) database. The site is part of the Tri-State Mining District; mining, milling, and smelting of lead and zinc ore date back to 1850 and continued in the district until the 1970s. Waste generated from these operations contribute metals contamination to surface soils, surface water, and groundwater. Cleanup activities and site monitoring are ongoing.

- Wildwood Ranch Substation is listed in the ECHO, FRS, ICISNPDES, and NPDES databases. The site adjoins the northwest corner of the property. These supplemental database listings do not indicate a release has occurred.
- Wildwood Senior Living Center is listed in the ECHO, FRS, ICISNPDES, and NPDES databases. The site adjoins the south east property boundary. These supplemental database listings do not indicate a release has occurred.
- An unnamed site is listed in the Clandestine Drug Laboratory (CDL) database. The site adjoins the north property boundary. This supplemental database listing does not indicate a release has occurred.
- Four unnamed sites are listed in the MRDS database. These sites are located between 100 feet and 650 feet from the property. These supplemental database listings do not indicate a release has occurred.
- Cherokee County is listed in the NPL database. This site, which represents the Kansas portion of the Tri-State Mining District, is located outside of the one-eighth-mile search distance, approximately 0.44 mile west of the property. Waste generated from previous mining operations contribute metals contamination to surface soils, surface water, and groundwater. Several cleanups have been completed or are currently underway at the site.

Based on the property's proximity to two active NPL sites, further investigation is recommended.

AIR QUALITY CONSTRUCTION PERMITTING ASSESSMENT

A qualitative scale can be used to describe the anticipated difficulty to permit construction of an industrial facility from an air quality construction permitting perspective. Easy, moderate, difficult, and impossible ratings are used to qualitatively describe the air quality construction permitting difficulty. A description of each rating is available under the heading Qualitative Air Permitting Scale.

An "easy" rating is assigned to the Wildwood Ranch site for all regulated air pollutants. There are no existing air emission issues associated with the property. A routine air quality construction permitting process can be expected.

- Qualitative Air Permitting Scale
  - EASY: There are no air emission issues associated with the property. A proposed facility can expect a routine air construction permitting process.
  - MODERATE: Existing emissions of one or more air pollutants in or near the property may require air emission controls and/or operational limitations, beyond the original anticipated construction plans, for proposed industrial facilities to satisfy Missouri Department of Natural Resources (MDNR) requirements.
  - DIFFICULT: Existing emissions of one or more air pollutants in or near the property will require air emission controls and/or operational limitations, beyond the original anticipated construction plans, for proposed industrial facilities to satisfy MDNR requirements. The property is in an area with existing concentrated industrial development and/or is located near a sensitive population (i.e., hospital, school). Demonstrating compliance with national ambient air quality standards and allowable air concentration increases will not be possible without proposing additional air emission controls (i.e., baghouses, scrubbers, thermal oxidizers, etc.) beyond the original scope of equipment.

- **IMPOSSIBLE:** One or both of the following criteria would result in an "Impossible" rating. (A) Existing emissions of one or more air pollutants have consumed the allowable ambient air concentration increase in the area, air emission offsets are too costly to obtain, and/or potential air emission control equipment to accommodate the proposed facility is not cost effective. (B) Existing ambient levels of pollutants exceed national ambient air quality standards in the area and proposing additional air emissions cannot be accomplished without installing air emission control equipment that is not cost effective.

- Air Quality Construction Permitting Timeline Estimates
  - MINOR air emission source (typically a small industrial facility):
    - Two (2) months to develop air construction permit application +
    - Five (5) months in regulatory agency review and permit public notice period =
    - Seven (7) total months to receive an air construction permit from the day the application is first initiated.
  - MAJOR air emission source (typically a large industrial facility):
    - Four (4) months to develop air construction permit application +
    - Eight (8) months in regulatory agency review and permit public notice period =
    - Twelve (12) total months to receive an air construction permit from the day the application is first initiated.
  - Air Quality Regulatory Agency Information
    - Regulatory Agency: Missouri Department of Natural Resources, Air Pollution Control Program
    - Air Pollution Control Program Director: Kyra Moore, (Phone) 573-526-3835
  - Summary Table:

Permit Type	Timing	Agency	Contact
Air Quality Construction Permit	MINOR (Small) facility: Seven months to receive a permit from the date the application is initiated	Missouri Department of Natural Resources, Air Pollution Control Program	Kyra Moore Missouri DNR Air Pollution Control 573-526-3835
	MAJOR (Large) Facility: Twelve months to receive a permit from the date the application is initiated		

SOILS INFORMATION

- Soil information was obtained from the State of Missouri Soil Survey prepared by the National Resources Conservation Service (NRCS).
- A soil map showing the soil types has been included within the due diligence section of the report; full descriptions of the soil types are included in the appendix.
- The soil survey map for the site indicates that the property contains mostly Eldorado very gravelly silt loam (36 percent), Maplegrove silt loam (17 percent), Gerald silt loam (14 percent), and Clarksville extremely gravely silt loam (9 percent). Other soils types comprise approximately 24 percent of the site.
- Soils found within the site have varying properties and qualities. Expect similar soils to other developments near the Wildwood Ranch area. NRCS notes most of the soils identified as “very limited,” which indicates that the soil has one or more features that are unfavorable for the specified use.
- The typical physical properties and construction limitations, as provided by the NRCS, are provided within the appendix of this due diligence report. These are general values and are intended to be used for guidance purposes only. Additional laboratory testing will be necessary to verify soil parameters.
- Generally, the soils discussed in the NRCS report can be properly prepared to provide suitable bearing capacity for lightly loaded building construction. Moderately to heavily loaded structures may require an intermediate and/or deep foundation system to provide adequate support.
- It is suggested that a geotechnical report be prepared in the event of development and building design to confirm the suitability of the soils specific to the specific building pad site contained within the project area.
- It is suggested that this geotechnical report include recommendations for necessary grading procedures and bearing pressures for foundation support.

UTILITY INFRASTRUCTURE INFORMATION

SANITARY SEWER

- The City of Joplin operates the wastewater system.
- A gravity sewer main is planned to serve a major portion of this site and to carry flows to West 20th Street. A pump station is planned for West 20th Street that will connect to a force main that will take flows to a gravity main at South John Duffy Drive and West 32nd Street. From there, the flow will be taken to Pump Station 19, which will take it to the Shoal Creek Wastewater Treatment Plant.
- Pump Station 19 currently has some limited capacity. The initial plan proposed by HDR Inc. in the Conceptual Phase Design Memo for sewer infrastructure (Oct. 2016) proposed to add pumps to this station to handle additional capacity.
- Once the pump station reaches a specific flow (as noted in the report by HDR) additional considerations will need to be made as the industrial complex develops. The pumps are rated as follows:
    - » LS19: 577 gallons per minute (gpm) at 96 feet of TDH (Total Dynamic Head)
    - » West 20th Street and Malang Road: 259 gpm @ 114 feet of TDH
- Discharging industrial development may require pre-treating the sewer to remove certain industrial byproducts before discharging to the sanitary sewer system.
- Current available capacity is less than 0.5 million gallons per day (MGD).

WATER

- Missouri American Water owns and operates the water distribution system.
- A 16-inch water main is available along the south side of West 20th Street. Typical bury depth is 3 feet.
- A 12-inch water main is available along the south side of West 32nd Street. Typical bury depth is 3 feet.
- Existing capacity is 1.5 MGD under typical operation conditions. Increasing capacity would require an approximately two-year process (budgeting, design, and construction).
- Distribution reinforcement planning efforts are still in process. One or more projects to reinforce supply to this industrial area are being considered.
- A water tank is located at 402 South Adele Avenue. No other structures are planned.
- Distribution reinforcement planning efforts are still in process. One or more projects to reinforce supply to this industrial area are being considered.

STORMWATER

- The ridge line in the site appears to be at about the line between Jasper and Newton counties.
  - The drainage to the north drains through tributaries to Short Creek.
  - The drainage to the south drains through tributaries to Shoal Creek.
  - Both creeks drain to Lowell Reservoir in Kansas.
- Proposed industrial users should incorporate grading and storm sewer design into their site developments so that the existing drainage patterns would not be adversely affected.
- Wildwood Ranch has an agreement with the City of Joplin to provide regional stormwater detention to comply with the City of Joplin's stormwater management criteria.
- The future of the development should take best management practices (BMPs) into consideration to maintain existing drainage flows via detention cells and/or retention areas.

ELECTRICAL SERVICE

- Empire District provides electrical distribution to the site.
- Located substation just west of this site.
- Overhead and underground services are nearby.
- The voltage of each electrical line:
  - Single phase power = 7.2 kilovolt (kV)
  - Three phase power = 12.47 kV
- Right-of-way (ROW) allowances for any electrical infrastructure elements within the site are as follows:
  - 10 feet either side of centerline
  - 15 feet either side of centerline for three-phase power
- Existing available capacity to the site is currently 32 megawatts (MW).
- A preliminary layout should be prepared and reviewed with Empire District officials to determine the specific requirements and capabilities to provide electric service to the project site.

NATURAL GAS SERVICE

- Spire provides service to the site.
  - A regulator station exists to the west of the site and south of West 20th Street.
  - Depending on how the property is developed, natural gas mains can be extended to the developed property in accordance with Spire's tariffs on file with the Missouri Public Service Commission. Spire will provide cost sharing on natural gas infrastructure. The amount of main and service Spire will install at no cost to the customer will be determined from an analysis of the character of the service requested, the estimated annual revenue to be derived from the customer, the estimated annual cost of providing gas service, and the estimated annual return to be derived from such service.
  - Spire does not share specific capacity information since conditions can change with operations and customer consumption variations.
  - Preliminary review from Spire indicates the current available capacity can meet 1,666 Mcf (thousand cubic feet)/day. Spire would prefer a listing of specific equipment with Mcfh (thousand cubic feet per hour) to conduct detailed load analyses.
  - Spire currently has existing 6-inch intermediate pressure natural gas mains along South Central City Road and West 20th Street. A 6-inch steel high-pressure line operating at a 275 psig (pound per square inch gauge) maximum allowable operating pressure runs from West 20th Street just east of State Line Road.
  - The mains along West 20th Street and South Central City Road operate at 58 psig maximum operating pressure. The 6-inch steel high-pressure line running west of 20th Street operates at 275 psig maximum allowable operating pressure.
  - Final delivery pressure to any customer(s) and capacity can be examined once additional details on specific gas requirements and project siting is shared.
  - Mains are defined as distribution mains by Spire.
  - Spire does use a few existing easements within the current property boundaries. This should not affect the development because the easements run adjacent to the roadways on the north and east sides. However, Spire would prefer to review in the context of a planned development – existing and needed easement to serve the project.
  - No extensions are currently planned within the site. Extensions outside the site along John Duffy Drive, Cottages of Wildwood, and the Woodlands Phase 4 have recently been completed or planned.
  - Natural gas mains are installed in compliance with local, state, and federal requirements. The actual depth and conditions can change over time and should be field verified. State law requires locating mains prior to any excavation.
- Southern Star provides service to the site as well.
  - Southern Star has no current plans for natural gas structures (i.e., compressor station, gate station).
  - On February 7, 2018, the existing available natural gas capacity was calculated at 2,000 Firm Capacity, although availability is subject to change daily.
  - Gas measurement facilities will be required. The line has capacity for large interruptible delivery service. Firm transportation is evaluated daily to what is not contracted.

- Line FP-001 is a 16-inch transmission line along the BNSF Railroad; that line currently has an MAOP (Maximum Allowable Operating Pressure) of 720 pounds per square inch (psi).
- Typical ROW is 33 feet on either side of the pipeline.
- There is no planned activity of any proposed or planned routing of natural gas facilities either within the site or within a half mile of the site.

- A preliminary layout should be prepared and reviewed with Spire and Southern Star officials to determine the specific requirements and capacities to provide gas service to the project site.

TELECOMMUNICATION PROVIDERS

- AT&T serves the site with telecom for this property.
  - Any fiber-optic service can be provided within 60 days.
  - Fiber facilities are available in both TRAC 1 and TRAC 2.

TRANSPORTATION INFRASTRUCTURE

ROADWAY INFRASTRUCTURE

- This site has immediate access to major roadway infrastructure.
- The site is located north of Interstate 44, which is a four-lane divided interstate that runs east/west and connects to the following major interstates and cities:
  - Interstates and Highways:
    - East: Approximately 10 miles to access I-49
    - South: Approximately 6 miles to access I-44
    - North: Approximately 1 mile to access Highway 66
    - West: Approximately 175 miles to I-35
  - City Proximity:
    - North: Approximately 165 miles to Kansas City via I-49
    - Southwest: Approximately 110 miles to Tulsa via I-44
    - East: Approximately 72 miles to Springfield via I-44
    - Southeast: Approximately 275 miles to Little Rock via I-49 and I-40
- The widening of 32nd Street is slated to start around the end of 2018 and is part of a five-year plan to widen to three lanes. Phase 1 will be to widen from Central City Road back to Shifferdecker to three lanes; the ROW and grading is being completed for five-lane growth potential.

RAILROAD INFRASTRUCTURE

- Railroad access is provided by BNSF Railway (BNSF) on the Joplin Spur track.
- The Joplin Spur connects to the Afton subdivision and the rest of the BNSF network approximately 15 miles west in Columbus, Kansas. The Joplin Spur connects to the Missouri & Northern Arkansas Railroad (MNA) approximately 3.5 miles east of the site in Joplin.
- The Joplin Spur bisects the site west to east and allows for rail development both north and south of the track.
- No active industrial tracks branch off the Joplin Spur within the limits of the site.
- The Joplin Spur is an unsignalized track featuring hand-thrown turnouts. New tracks branching from the Joplin Spur will also likely use hand-thrown turnouts and will not require signals.

- Federal Railroad Administration (FRA) records indicate that the Joplin Spur serves an average of two trains per day with maximum speeds of 10 miles per hour (mph).
- The track features a two degree (2°00') curve near the middle of the site. New tracks must connect to the Joplin Spur on tangent sections of track on either side of the curve.
- A 28-foot bridge and a 44-foot bridge are on the Joplin Spur near the middle of the site. New tracks may also require bridges where the tracks cross the two waterways flowing through the existing bridges.

COMMERCIAL AIR SERVICE

- Three public use airports are generally located near the site and are designated as a part of the National Plan of Integrated Airport Systems (NPIAS).
  - The Joplin Regional Airport (JLN) is categorized a non-hub primary commercial service facility and is approximately 11 miles north of the site.
    - This airport has three runways:
      - Runway 13/31: 1,982 feet long
      - Runway 18/36: 1,981 feet long
      - Runway 5/23: 1,098 feet long
    - Commercial air operations are provided by American Airlines.
    - Major destinations include Dallas/Fort Worth.
  - Tulsa International Airport (TUL) is a primary use airport providing commercial flights for the region and is located roughly 110 miles west of the site with easy access via I-44.
    - This airport has three runways:
      - Runway 18L/36R: 9,999 feet long
      - Runway 18R/36L: 6,101 feet long
      - Runway 8/26: 7,376 feet long
    - Commercial air operations are provided by Allegiant, American Airlines, Delta, Frontier, Southwest, United Airlines, and Via Airlines.
    - Major destinations include Atlanta, Charlotte, Chicago-O'Ohare, Dallas/Fort Worth, Detroit, Houston, Las Vegas, Orlando, Phoenix, Salt Lake City, and Washington D.C.
  - Springfield-Branson National Airport (CVG) is located in Springfield, Missouri, and is approximately 72 miles east of the site. The airport is served by regional traffic with connections to major airline hubs with international connecting flights.
    - This airport has two runways:
      - Runway 14/32: 8,000 feet long
      - Runway 02/20: 7,003 feet long
    - Commercial air operations are provided by Allegiant, American, Delta, and United.
    - Major Destinations include Dallas/Fort Worth, Chicago-O'Hare, Atlanta, Denver, Charlotte, Orlando, Las Vegas, and Los Angeles.

- An international airport is located south of this site.
  - Dallas/Fort Worth International Airport (DFW) is located approximately 350 miles south of the site. The airport is served by regional traffic and international destinations.
    - This airport has several runways, including the following:
      - Runway 13L/31R: 9,000 feet long
      - Runway 13R/31L: 9,301 feet long
      - Runway 17C/35C: 13,401 feet long
      - Runway 17L/35R: 8,500 feet long
      - Runway 17R/35L: 13,401 feet long
      - Runway 18L/36R: 13,400 feet long
      - Runway 18R/35L: 13,400 feet long
    - Several airlines provide service at Dallas/Fort Worth. Dallas/Fort Worth is a major hub for American Airlines.
    - Major destinations include several domestic and international destinations.

WATERWAY SERVICE

- The site is near the Tulsa Port of Catoosa, in Tulsa, Oklahoma, which is approximately 97 miles from the site.
- The port is the originating point for The McClellan–Kerr Arkansas River Navigation System (MKARNS). It is part of the inland waterway system running southeast through Oklahoma and Arkansas to the Mississippi River.

ZONING AND LAND USE

- The proposed site resides outside of the City of Joplin limits. The current city limits are located to the immediate east of the site. The site falls within Jasper County and Newton County.
- Wildwood Ranch requires annexation upon development and adherence to the City of Joplin's building codes.
- There are no height restrictions because of the airport aerospace zones.
- The proximity is shown on a map within the site developability section of this due diligence report.

SITE CONSTRUCTION AND BUILDING PERMITS

The following are general instructions for obtaining the necessary approvals and permits:

- **Zoning:** Property is currently zoned I-M. The city or county could require that individual use permits be submitted for each parcel.
- **Floodplain Development:** Floodplains are identified on this property. Depending on grading operations within the flood areas, a floodplain development permit could be required.
- **Site Construction Permits:** Prior to moving dirt on a site, a grading permit must be granted. This process requires the creation of a stormwater pollution prevention plan (SWPPP) and the design of proper sediment and erosion control BMPs to be used during construction.
- **Building Permits:** Obtaining a certificate of occupancy for a new structure is a multistep process that begins with obtaining a building permit. Plan reviews, inspections, and the Final Certificate of Occupancy are handled by authorities having jurisdiction.

ENTERPRISE AND FOREIGN TRADE ZONES[1]

ENTERPRISE ZONE (EZ)

- Wildwood Ranch is designated by the state of Missouri's Department of Economic Development as an Enhanced Enterprise Zone, providing additional tax credits to qualified businesses. (Contact: Mark Stombaugh; mark.stombaugh@ded.mo.gov; 573.522.0338)
- Companies that would be eligible as "Enhanced Business Enterprises" include those which fall within one of the following North American Industry Classification System (NAICS) codes:
  - 31-33 - Manufacturing
  - 48-49 - Transportation - Distribution
  - 51-56 - Office/Computer Software
  - 62 - Medical Labs
  - 71 - Arts, Entertainment, and Recreation
  - 81 - Machinery Repair/ Other

FOREIGN TRADE ZONE (FTZ)

- Wildwood Ranch is not designated as a Free Trade Zone (FTZ) by the U.S. Department of Customs.
- The nearest FTZ is the Springfield Airport (FTZ 225), which is 75 miles east of the site. The creation of an FTZ subzone is only allowed on sites that are within a distance of 60 miles from and exiting FTZ.
  - FTZ is considered outside U.S. customs territory.
  - Goods remain "in international commerce" as long as they are held or until exported.
    - Companies can inspect and destroy substandard materials or defective merchandise before paying taxes on it.
    - Bulk shipments can be brought in more cheaply and then redistributed in the U.S.
    - Components can be manufactured into final products without paying separate taxes on all the parts.
- The FTZ is a secured area under the supervision of the United States Customs Department.

NEW MARKET TAX CREDIT[2]

- Wildwood Ranch is not eligible for New Market Tax Credit (NMTC) as of Census Year (CY) 2017.
- CDFI Fund New Markets Tax Credit (NMTC) eligibility and distress status for CY 2017, using 2011-2015 Census American Community Survey data. Census tracts identified as those under severe distress contain a population whose median family income is at or below 60 percent of AMI; poverty rate at or above 30 percent; and unemployment at least 1.5 times the national rate or qualify based on non-metropolitan county status. Calculations are based on the period of 2011-2015, using 2010 Census tracts.
- An NMTC Status Map is included in the due diligence section of this report.

[1] Source: https://ded.mo.gov/programs/business/enhanced-enterprise-zone

[2] The New Markets Tax Credit (NMTC) Program, enacted by Congress as part of the Community Renewal Tax Relief Act of 2000, is incorporated as section 45D of the Internal Revenue Code. This Code section permits individual and corporate taxpayers to receive a credit against federal income taxes for making Qualified Equity Investments (QEIs) in qualified community development entities (CDEs).

These investments are expected to result in the creation of jobs and material improvement in the lives of residents of low-income communities. Examples of expected projects include financing small businesses, improving community facilities such as daycare centers, and increasing home ownership opportunities. Source: irs.gov.

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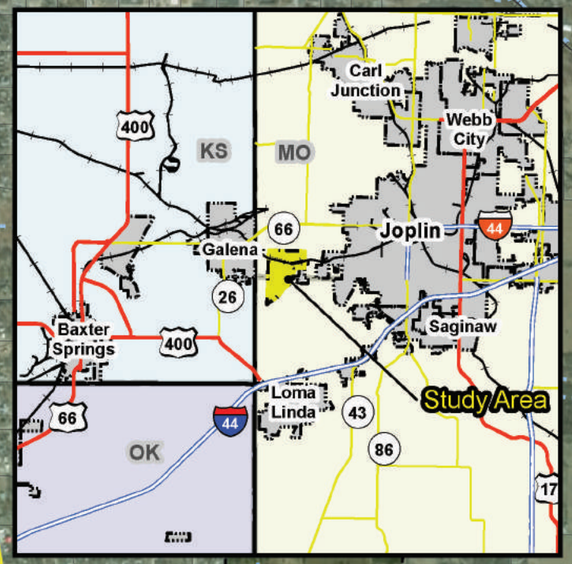
Site Developability

Wildwood Ranch



Joplin Metro Area

1,000' Buffer

20th St

State Line Rd

BNSF

Spring Branch

S Central City Rd

BNSF

Joplin

Jasper County

Joplin

32nd St

John Duffy Rd

1,000' Buffer

Shoal Creek

KS

MO

26

Legend

- Study Area
- State Line
- County Line

Transportation Network

- Interstate
- US Highway
- State Highway
- County Road
- Local Road
- Railroad

Hydrology

- Creek/Wash
- River/Stream
- Stream/River

Total Area = 1,129 acres

Wildwood Ranch - **Site Map**

Jasper & Newton County, Missouri

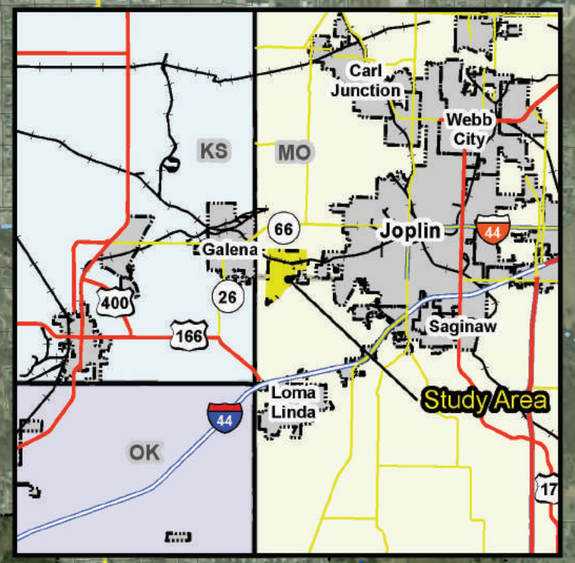
April 2018

N

0 0.25 0.5 1 Miles

Wildwood Ranch

OLSSON ASSOCIATES



Joplin Metro Area

1,000' Buffer

20th St

BNSF

State Line Rd

Spring Branch

S Central City Rd

Highest Elevation

Galena

Jasper County

Joplin

32nd St

John Duffy Rd

Lowest Elevation

Shoal Creek

MO

KS

26

Legend

- Study Area
- State Line
- County Line

Transportation Network

- Interstate
- US Highway
- State Highway
- County Road
- Local Road
- Railroad

Hydrology

- Creek/Wash
- River/Stream
- Stream/River

Contour Lines (in Feet)

830 - 834	899 - 904	971 - 978
835 - 840	905 - 912	979 - 984
841 - 848	913 - 920	985 - 990
849 - 858	921 - 926	991 - 996
859 - 864	927 - 934	997 - 1004
865 - 870	935 - 942	1005 - 1010
871 - 878	943 - 950	1011 - 1016
879 - 886	951 - 956	1017 - 1022
887 - 892	957 - 962	1023 - 1030
893 - 898	963 - 970	1031 - 1040

Highest Elevation = 1040 ft a.s.l.
Lowest Elevation = 830 ft a.s.l.
Total Area = 1,129 acres

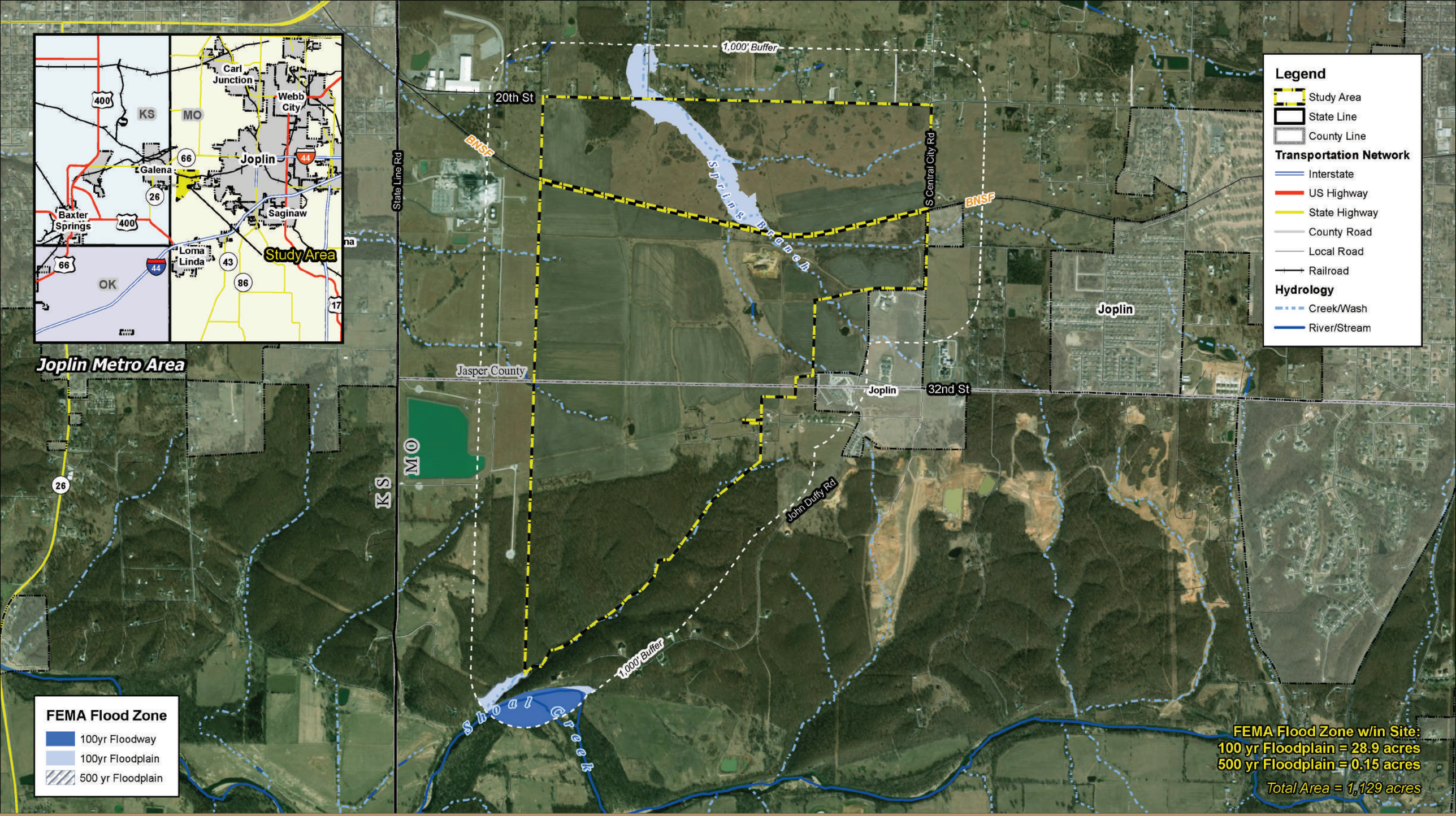
Wildwood Ranch - **Topography Map**

Jasper & Newton County, Missouri
April 2018

N

0 0.25 0.5 1 Miles

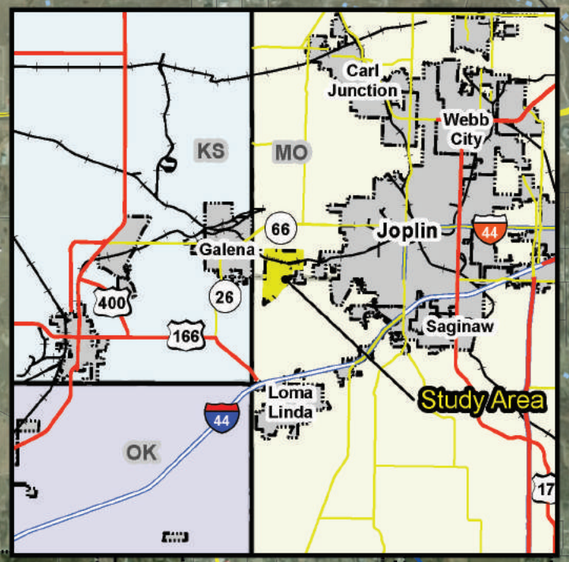
Wildwood Ranch | OLSSON ASSOCIATES



Wildwood Ranch - **FEMA Flood Zone Map**

Jasper & Newton County, Missouri

April 2018



Joplin Metro Area

Galena

State Line Rd

BNSF

20th St

1,000' Buffer

Spring Branch

S Central City Rd

BNSF

Joplin

Jasper County

Joplin

32nd St

KS

MO

John Duffy Rd

1,000' Buffer

Shoal Creek

26

Legend

- Study Area
- State Line
- County Line

Transportation Network

- Interstate
- US Highway
- State Highway
- County Road
- Local Road
- Railroad

Legend

Wetland Types

- Freshwater Pond
- Freshwater Forested/Shrub Wetland
- Riverine

Hydrology

- Creek/Wash
- River/Stream

NWI (Freshwater Pond) w/in site = 1.7 acres
Linear Length of Streams w/in site = 21,250.5 feet
Total Area = 1,129 acres

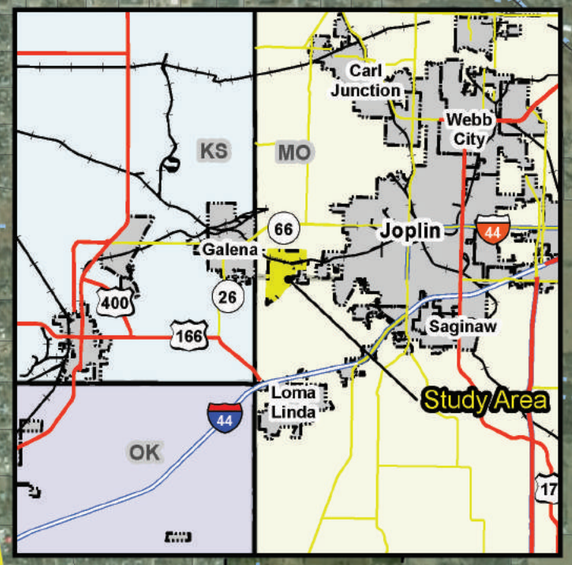
Wildwood Ranch - **National Wetlands Inventory Map**

Jasper & Newton County, Missouri
April 2018

N

0 0.3 0.6 1.2 Miles

Wildwood Ranch | OLSSON ASSOCIATES



Joplin Metro Area

Legend

Soil Types

- Cedargap gravelly silt loam (76008)
- Clarksville extremely gravelly silt loam (73325)
- Creldon silt loam (70006)
- Dapue silt loam (75380)
- Eldorado silt loam (40015)
- Eldorado very gravelly silt loam (40016)
- Gerald silt loam (73031)
- Keeno gravelly silt loam (70045)
- Maplegrove silt loam (40017)
- Nixa very gravelly silt loam (73480)
- Pomme silt loam (73059)
- Rock outcrop-Clarksville complex (73506)
- Rueter extremely gravelly silt loam (70063)
- Rueter very gravelly silt loam (70064 & 70065)
- Tonti silt loam70022)
- Water (99001)

1,000' Buffer
20th St
BNSF
State Line Rd
S Central City Rd
Spring Branch
Jasper County
Newton County
MO
KS
Joplin
32nd St
John Duffy Rd
Shoal Creek

Legend

- Study Area
- State Line
- County Line

Transportation Network

- Interstate
- US Highway
- State Highway
- County Road
- Local Road
- Railroad

Hydrology

- Creek/Wash
- River/Stream
- Stream/River

Eldorado very gravelly silt loam = 35.8%
Maplegrove silt loam = 16.5%
Gerald silt loam = 13.6%
Clarksville extremely gravelly silt loam = 9.6%
Site Area = 1,129 acres

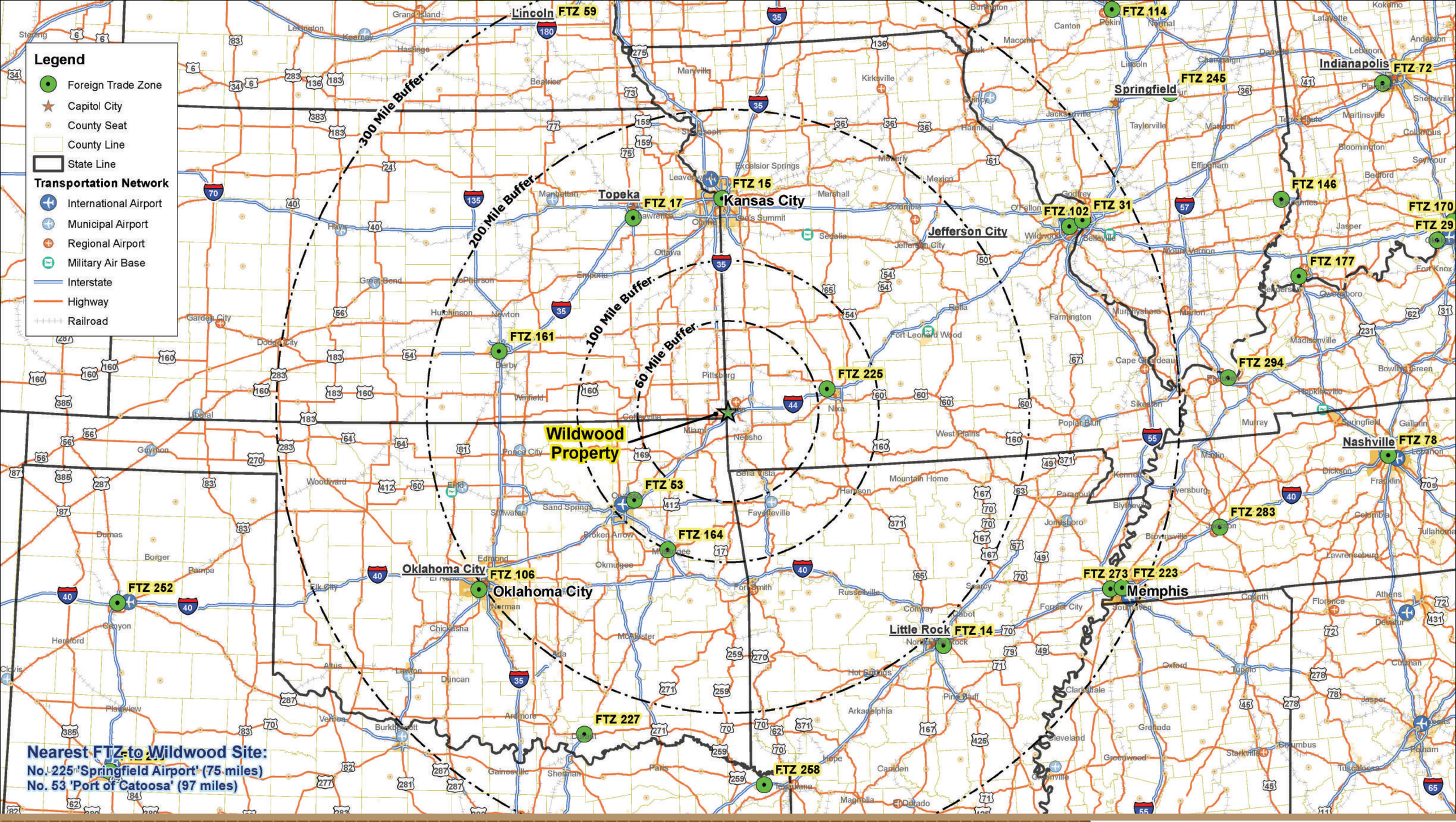
Wildwood Ranch - **SSURGO Soils Map**

Jasper & Newton County, Missouri
April 2018

N

0 0.25 0.5 1 Miles

Wildwood Ranch | OLSSON ASSOCIATES



Wildwood Ranch - **Foreign Trade Zone Map**

Jasper & Newton County, Missouri

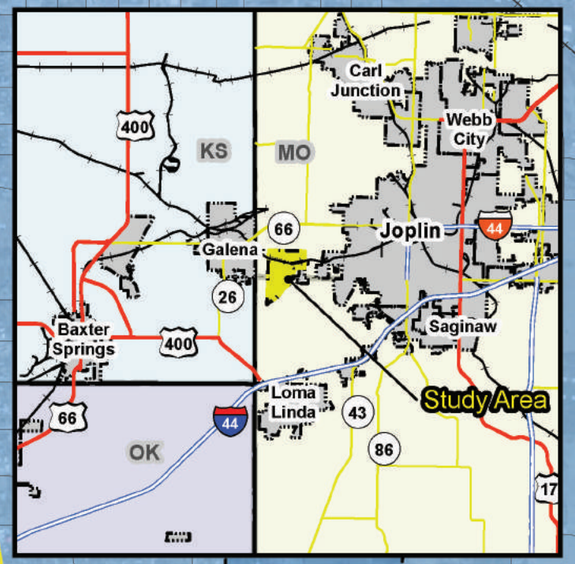
April 2018

N

0 75 150 300 Miles

1 in = 300,000 feet

Wildwood Ranch | OLSSON ASSOCIATES



Joplin Metro Area

CDFI Fund New Markets Tax Credit (NMTC) eligibility and distress status for CY 2017, using 2011-2015 Census American Community Survey data. Census tracts identified as "Severe Distress" contain a population whose median family income is at or below 60% of AMI; poverty rate at or above 30%; and unemployment at least 1.5 times the national rate or qualify based on non-metropolitan county status, as of 2012. Gray areas on the map are considered ineligible for NMTC Program funding. Calculations are based on the period of 2011-2015, using 2010 Census tracts. For more information about NMTC Program Eligibility, please see the Data Directory.

1,000' Buffer
20th St
State Line Rd
BNSF
Spring Branch
S Central City Rd
Joplin
Jasper County
32nd St
John Duffy Rd
MO
KS
Skoal Creek

New Market Tax Credit Status

- Eligible - NMTC Severe Distress
- In-Eligible - NMTC Status

Legend

- Study Area
- State Line
- County Line

Transportation Network

- Interstate
- US Highway
- State Highway
- County Road
- Local Road
- Railroad

Hydrology

- Creek/Wash
- River/Stream
- Stream/River

Wildwood Property NMTC Status = In-Eligible

Total Area = 1,129 acres

Wildwood Ranch - **New Market Tax Credit Map**

Jasper & Newton County, Missouri

April 2018

N

0 0.25 0.5 1 Miles

Wildwood Ranch | OLSSON ASSOCIATES

WILDWOOD RANCH

INDUSTRIAL COMPLEX

COMPREHENSIVE DILIGENCE AND MASTER PLANNING

Prepared By

OLSSON ASSOCIATES



Site Marketability

Wildwood Ranch

EXECUTIVE SUMMARY

Wildwood Ranch has identified a list of primary development targets for local development and has taken the following criteria into consideration:

- Raw product proximity
- Skilled labor availability
- Natural clustering opportunities
- Emerging market trends
- Logistical advantages
- Existing asset capitalization

An understanding of the key industrial development drivers, performance, supply chain competitive landscape, and operating conditions for identified primary development targets is critical to the design of an industrial complex. This technical memo will assess the identified targets to determine the highest and best use of land, infrastructure extension, and transportation and roadway development.

OVERVIEW

To maximize the marketability of the subject land tract, it is necessary to assess the site's functionality for users. Because industrial prospects sometimes require very specific infrastructure and access characteristics, it is necessary for Wildwood Ranch to be conscious of how the site configures to effectively market to new users.

Identifying optimal clients for development involved the following steps:

- Identifying existing industry segments
- Assessing location quotients to determine industry segments with export (outside of the near-trading region) capacity
- Reviewing the Missouri Partnership—identifying targets for the Joplin area
- Checking the list of industry segments against the infrastructure capacities and limitations to determine viability

The following report details industries with a strong likelihood of interest in the subject site. Industry information, including up- and down-line supply/demand drivers, key characteristics, regional dominance, and industry concentrations are detailed. In addition, assets and deficiencies as they pertain to the subject property as a host for each industry segment are identified.

Information for each industrial segment was obtained through IBIS World, the U.S. Economic Census, the U.S. Bureau of Labor Statistics, and the above-stated targeted industry studies and is summarized to provide a high-level view of compatibility of industrial segments to the subject site.

This information is intended for discussion purposes as it pertains to consideration of direction for design and development of the Wildwood Ranch Industrial Complex.

ASSESSED TARGETS

The following list of five key industry segments represents targets based on initial research:

- Snack Food Production (NAICS 31191)
- Cardboard Box and Container Manufacturing (NAICS 32221)
- Plastic Products Miscellaneous Manufacturing (NAICS 32619)
- Long-Distance Freight Trucking (NAICS 48412)
- Freight Packing and Logistics Services (NAICS 48899)

The targets were then assessed for development suitability within the Wildwood Ranch Industrial Complex from a desktop review of the following factors:

- Industrial growth and market share
- Key external drivers for development
- Industrial performance
- Investment fluctuations
- Land suitability
- Infrastructure capacity
- Key selling industries
- Key buying industries
- Product and services segmentation
- Existing supplier relationships
- Demand detriments
- Major markets
- Clustering opportunities
- Market share concentration
- Siting success factors
- Capital intensity
- Incentives assistance

SNACK FOOD PRODUCTION (NAICS 31191)[1]

INDUSTRY DEFINITION

This industry comprises manufacturers that produce snack foods, including potato and corn chips, pretzels, popcorn, and similar snacks. However, this industry does not produce cookies, crackers, bakery products, cereal, or granola bars.

INDUSTRIAL SITING CONSIDERATIONS

CRITICAL FACTORS

- Strategically located near sources of key ingredients—flour, corn, and sugar
- Long-term contract options with local producers of key ingredients
- Located near distribution channels in larger cities
- Proximity to road and rail transportation
- Nearby consumer base
- Well-established infrastructure, including water and electricity
- Electric load capacities with redundant capabilities (available capacity around 13,000,000 kilowatt-hours [kWh] per month)
- Municipal water preferred (available capacity around 500,000 gallons per day [gpd])
- Municipal wastewater treatment preferred (available capacity around 400,000 gpd)
- Available natural gas (capacity around 3,000 Mcf [thousand cubic feet] per day)
- Minimum of a T-3 line; fiber-optic service preferred
- Air permitting capability
- No major elevation changes through the site
- Outside the 100-year Federal Emergency Management Agency (FEMA) floodplain
- Buffering and distance from lighter categorized land uses
- Adequate staging and turning radii accommodation within the subject site

KEY CLUSTERING OPPORTUNITIES

KEY BUYING INDUSTRIES

- Strategically located near sources of key ingredients—flour, corn, and sugar
- Long-term contract options with local producers of key ingredients

KEY SELLING INDUSTRIES

- Oilseed, corn, wheat, barley, sorghum, vegetable, fruit, nut, sugarcane, and sugar processing
- Laminated plastics manufacturing
- Corn, wheat, and soybean manufacturing

1 "Snack Food Production in the U.S." IBIS World. N.p., Feb. 2017. Web. April 2018.

SUMMARY

With the advent of healthier snack food options, nuts and nut butters are surging as the growth leader in percentage, accounting for 36.7 percent of market share. Within the industry, chips (potato chips, tortilla and corn chips, and other chips) still make up most of the revenue.

Changing consumer lifestyles, product innovation, the presence of substitutes, pricing, and household disposable incomes are key drivers for this industry's performance. Grocery product wholesalers make up 40.8 percent of all industry product sales; however this segment is decreasing as online ordering systems gain in popularity. As this industry diversifies its product offerings, its foreign appeal has increased. As such, exports are expected to increase to 3.8 percent in 2017. Overall, revenue is expected to grow at less than 1 percent annually through 2022.

Manufacturers of snack food products strategically site their companies between the sources of ingredients necessary for production and the consumer markets. This strategy helps avoid costly transportation of either raw product or finished product. The Western region accounts for 25 percent because of its favorable climate and because of the large production state of California; the Great Lakes region is the third largest region. On an individual basis, Missouri houses 1.5 percent of establishments.

Wildwood Ranch Viability Assessment Rating: 5



Healthier products and more innovative flavors should allow this industry to continue growing into 2022. As populations change their eating habits, the snack food production industry has adapted to suit the needs of its consumers. The Wildwood site is in an area that boasts large amounts of corn, wheat, and soybeans, providing opportunities for the site to take advantage of both key selling and key buying industries.

The site is also located only minutes away from Joplin, which is Missouri's 13th largest city and provides access to a robust transportation network to connect to other population centers. One of the most important factors for the snack food production industry is its proximity to population centers and its access to transportation networks.

The industry requires roughly 500,000 gpd of water. Currently, the Wildwood site has access to a 16-inch main along the south side of West 20th Street and a 12-inch main along the south of West 32nd Street. Existing capacity is 1.5 mgd. This is sufficient for this industry, but consideration should be made as this industry would take a large chunk of the current capacity and it could be a two-year process to increase capacity. As far as sanitary sewer needs go, this site is lacking. Current available capacity is less than 0.5 mgd, which could satisfy this industry's needs but would max out sewer infrastructure and limit the location of additional industries in the area.

Another critical factor is the availability of T-3 fiber-optic line, which is not currently in place. However, AT&T personnel confirmed in conversations with Olsson that T-3 fiber-optic lines could be provided within 60 days. So, while the site is not currently equipped with the required telecommunication requirements, they could easily be attained.

Natural gas availability is another critical factor for this industry. The current site has an available capacity of 1,666 Mcf per day. This falls drastically short of the 3,000 Mcf per day industry requirement. Steps would have to be taken to increase the overall natural gas capacity in this site for the snack food industry to be located here.

CARDBOARD BOX AND CONTAINER MANUFACTURING (NAICS 32221)[2]

INDUSTRY DEFINITION

This industry converts paper, paperboard, and old corrugated containers into cardboard boxes, containers, and similar packaging solutions. The industry produces corrugated and solid cardboard packaging for a range of sectors and industries, including manufacturing, agriculture, wholesale, shipping, and retail, among others.

INFRASTRUCTURE AND SITING CONSIDERATIONS

CRITICAL FACTORS

- Abundant electric power
- Truck staging lot space
- Buffering from adjacent users
- Accommodation of increased truck traffic
- Proximity to excellent interstate or four-lane highway access
- Wastewater treatment capacity
- Wastewater discharging capability
- Natural gas availability
- Proximity to up- and down-line demand industries

KEY CLUSTERING OPPORTUNITIES

KEY BUYING INDUSTRIES

- Agriculture, forestry, fishing, and hunting
- Manufacturing
- Retail trade
- Transportation and warehousing
- Packaging and labeling services
- Accommodation and food services

KEY SELLING INDUSTRIES

- Electric power transmission plants
- Paper mills
- Paperboard mills
- Printing facilities
- Adhesive manufacturing
- Industrial machinery and equipment wholesaling
- Recycling facilities

2 "Cardboard Box and Container Manufacturing in the U.S." IBIS World. N.p., Jul. 2017. Web. February 2018.

SUMMARY

This industry very much reflects the status of the U.S. economy. As more goods are sold, the demand for packaging increases, so demand is expected to increase as the economy continues to recover. The increase in e-commerce has bolstered this industry over the last five years. Environmentally conscious consumers prefer cardboard over other alternatives; however, the competition has made advances that will continue to pose a threat for this industry. Overall, revenue for this industry is expected to increase at a rate of 1.4 percent annually through 2022.

Most products in this industry are corrugated and solid fiber boxes (64.2 percent). Most of the industry market is in the food, beverage, and agricultural producers (42.9 percent) and the wholesale and retail sectors (42.1 percent). Exports make up only a small percentage of this industry (4.0 percent) with the majority of the products going to Mexico and Canada (53.9 percent and 35.4 percent, respectively).

This industry locates near major markets and near key suppliers such as paper and paperboard mills. Missouri has a significant percentage

Wildwood Ranch Viability Assessment Rating: 8



Offshoring of manufacturing facilities is forecasted to continue over the next five years, which will reduce demand for cardboard that is required for packaging during transportation. As a result, there will be a strong emphasis on servicing the food and beverage industry, including agricultural producers, through 2018. Many cardboard boxes and containers are used to package milk and other beverages as well as dry food such as snacks, cereals, and crackers.

Since a large number of cardboard boxes and containers are used to package milk, the Wildwood site would be well placed to take advantage of Missouri's large milk production. According to Missouri economic indicators, beef cattle and milk production are among the highest in Missouri. Agriculture is also one of Missouri's top 10 exports. Food production is in the top three. With these key industries being critical to the success of the cardboard box and container manufacturing industry, the Wildwood site should be considered for location by this industry.

The industry's requirement for abundant electricity could be met by the site's overhead and underground service. A single-phase line (7.2 KV) and a three-phase line (12.47 KV) are located on the site. The current capacity for the site is measured at 32 megawatts (MW).

Another advantage to this industry would be the site's proximity to excellent transportation infrastructure. The site is within 10 miles of both I-49 (to the east) and I-44 (to the south). The location is only 1 mile away from Highway 66. This connection to transportation allows for the easy planning of shipping logistics. Along with the abundant transportation infrastructure, the site has ample room for the accommodation of truck staging. With 1,129 acres of developable land at the site, the industry would be able to plan accommodations according to its industry standards.

Natural gas availability is another critical factor for this industry. The current site has an available capacity of 1,666 Mcf per day. This may not be enough to completely meet the requirements of the industry, but increasing the natural gas infrastructure is possible, and should be considered.

PLASTIC PRODUCTS MISCELLANEOUS MANUFACTURING (NAICS 32619)[3]

INDUSTRY DEFINITION

This industry comprises companies that manufacture a range of plastic products, including housewares, building materials, motor vehicle parts, resilient floor coverings, and appliance parts. This industry excludes plastic film, sheet, bags, profile shapes, pipes, pipe fittings, laminates, foam products, and bottles.

INFRASTRUCTURE AND SITING CONSIDERATIONS

CRITICAL FACTORS

- Proximity to major markets
- Proximity to key inputs such as resin
- Redundancy and abundance of electricity (capacities that can range from 2 MW to 50 MW)
- Municipal water preferred (dual preferred; available capacity around 150,000 gpd)
- Available natural gas (available capacity around 4,000 Mcf/day)
- Ability to discharge effluent
- Municipal wastewater treatment preferred (available capacity up to 150,000 gpd)
- Minimum of a T-3 line; fiber-optic service preferred
- No major elevation changes through the site
- Outside the 100-year FEMA floodplain
- Air permit attainment
- Logistical positioning for shipping products and receiving inputs
- Allowance to consider building heights
- Outdoor and indoor storage allowance
- Trucking access

KEY CLUSTERING OPPORTUNITIES

KEY BUYING INDUSTRIES

- Flooring installers
- Computer manufacturing
- Computer peripheral manufacturing
- Electrical equipment manufacturing
- Car and automobile manufacturing
- Automobile interior manufacturing
- Auto parts manufacturing

KEY SELLING INDUSTRIES

- Industrial machinery and equipment wholesaling
- Plastic and resin manufacturing

3 "Plastic Products Miscellaneous Manufacturing in the U.S." IBIS World. N.p., May 2017. Web. February 2018.

SUMMARY

This industry is affected by consumer spending, but that trend is offset by the slowing in exports as the U.S. dollar appreciates; as such, revenue for this industry is expected to grow 2.5 percent annually through 2022. Two industries that have a large impact on the plastic products miscellaneous manufacturing sector are the automotive and housing industries, which account for 26.7 percent and 45.6 percent of industry revenue, respectively. These two industries are also improving, which bolsters demand for this industry.

Imports are expected to continue growing at a rate of 3.4 percent through 2022, and the export market is expected to decline slightly. Even though overall exports are weakening, exports to Mexico and Canada will remain strong primarily because of the North American Free Trade Agreement (NAFTA).

The products in this industry are highly segmented with the largest two segments being consumer, institutional, and commercial fabricated plastic products (23.1 percent) and fabricated plastic products for transportation products (22.1 percent). The major market sector is hardware and home improvement wholesalers with 45.6 percent of the market.

This industry tends to locate near major markets and near material and supply industries. Based on that, plastic products miscellaneous manufacturing tends to be concentrated in the Great Lakes, the southwestern, and the western regions of the U.S. The Great Lakes region accounts for 27.1 percent, and Missouri accounts for 2 percent of industry establishments.

Wildwood Ranch Viability Assessment Rating: 4



The Plains region has a smaller percentage of establishments, which could produce some barriers to entry for the plastic products miscellaneous manufacturing industry. Even though the country is experiencing an increase in imports in this industry, it is expected that downstream markets will revive industry demands.

The site's requirement for 50 MW (at the most) of electricity could not be met by the site's overhead and underground service. There is a single-phase line (7.2 KV) and a three-phase line (12.47 KV). The current capacity for the site is measured at 32 MW. While this falls within the range of required capacity for the industry, steps may need to be taken to increase capacity for future expansion.

This site does meet the capacity requirements (150,000 gpd) for water, though. As it stands, the site has a 16-inch main and a 12-inch main that can provide 1.5 MGD. While the water supply requirement is met, the site falls woefully short of the 150,000 GPD capacity needs for wastewater. Current available capacity is less than 0.5 MGD. This limited capacity could take up to two years to increase if other industries begin to locate in this site.

Another critical factor is the availability of T-3 fiber-optic line. While this is not currently in place, AT&T states that it could be provided within 60 days. So, while the site is not currently equipped with the required telecommunication infrastructure, it could easily be attained.

LONG-DISTANCE FREIGHT TRUCKING (NAICS 48412)[4]

INDUSTRY DEFINITION

Operators in the long-distance freight trucking industry handle various commodities, usually palletized and transported in containers or van trailers. Establishments typically provide trucking between metropolitan areas and regions that may cross North American country borders. The industry includes establishments operating as truckload or less-than-truckload carriers.

INFRASTRUCTURE SITING CONSIDERATIONS

CRITICAL FACTORS

- Access to transportation corridors
- Access to rail
- Access to international ports a plus
- Proximity to cargo airport a plus
- Proximity to major markets
- Large pad site and outdoor storage
- Ample space for truck storage and staging
- Accommodating permitting and regulation standards
- Available electric, water, and sewer services
- Access to multiskilled and flexible workforce
- On-site stormwater management

KEY CLUSTERING OPPORTUNITIES

KEY BUYING INDUSTRIES

- Construction
- Manufacturing
- Wholesale trade
- Retail trade
- Freight forwarding brokerages and agencies

KEY SELLING INDUSTRIES

- Auto parts stores
- Fuel dealers
- Gasoline and petroleum wholesaling
- Tire dealers
- Truck and bus manufacturing
- Truck, trailer, and motor home manufacturing

4 "Long-Distance Freight Trucking in the U.S." IBIS World. N.p., Nov. 2017. Web. April 2018.

SUMMARY

As consumer spending confidence increases, this industry will continue to improve. Rising fuel prices and industrial production are expected to drive industry revenue. Revenue for this industry is expected to increase at an annual rate of 1.4 percent per year through 2022. Despite competition from rail, the trucking industry is expected to be the most widely used mode of freight transportation.

The largest service segment in this industry is truckload carriers with 44.1 percent. The largest market segment for this industry is manufacturing, which accounts for 62.1 percent of industry revenue. Collectively, the retail and wholesale sectors make up most of the remaining market with 32.9 percent of industry revenue.

The number of industry establishments are related to industrial and agricultural outputs and population centers. Illinois also has a predominance of these establishments because Chicago is a major transportation hub. The Southwest, Great Lakes, and Plains regions are reflective of the industrial, manufacturing, and agricultural strengths in those areas. Missouri accounts for 2.6 percent of industry establishments.

Wildwood Ranch Viability Assessment Rating: 7



While there is no port access near this site, the vast transportation network provides many advantages for the Wildwood Ranch Industrial Site. The site is within 10 miles of both I-49 (to the east) and I-44 (to the south). The location is only 1 mile away from Highway 66. This connection to transportation allows for the easy planning of shipping logistics. Along with the abundant transportation infrastructure, the site has ample room for the accommodation of truck staging. With 1,129 acres of developable land, this industry would be able to plan accommodations according to its industry standards.

The site also has access to the Joplin Rail Spur that is roughly 15 miles to the west. This spur connects to the Missouri and Northern Arkansas Railroad, which is approximately 3.5 miles to the east in Joplin. Not only is there close access to rail, but the site is also located near three public use airports (Joplin Regional, Tulsa International, and Springfield-Branson).

This site also has advantages in its proximity to large population centers. While it is within 10 miles of Joplin, Missouri, the site also has access to Springfield, Missouri; Fayetteville, Arkansas; and several other large cities. The proximity to the regional population center allows for transportation of goods and coordination of shipping logistics.

Along with the abundant transportation infrastructure, the site has ample room for the accommodation of truck staging and large pad/storage developments. With 1,129 acres of developable land available, the industry would be able to plan accommodations according to its industry standards.

A potential drawback of this site is the lack of any stormwater management infrastructure. Proposed industrial uses should incorporate grading and storm sewer design into their site development. Wildwood Ranch does have an agreement with the City of Joplin to provide regional stormwater detention in order to comply with Joplin's stormwater management criteria.

FREIGHT PACKING AND LOGISTICS SERVICES (NAICS 48899)[5]

INDUSTRY DEFINITION

This industry's main activity is providing packing and crating services for the transportation sector. The industry is comprised of companies that provide consolidation of freight consignments; trade document preparation; and packing, crating, and otherwise preparing goods for transportation and logistics consulting services. The industry does not include the actual transportation of goods.

INFRASTRUCTURE AND SITING CONSIDERATIONS

CRITICAL FACTORS

- Within 5 miles (via a truck route) of an interstate or limited-access, four-lane improved highway system
- Access to transportation corridors
- Access to rail
- Access to international ports a plus
- Proximity to cargo airport a plus
- Proximity to major markets
- Minimum of 50 acres
- Large pad site and outdoor storage
- Ample space for truck storage and staging
- No major elevation changes through the site
- Outside the 100-year FEMA floodplain
- Free of wetlands, protected species, or other environmental impacts
- Accommodating permitting and regulation standards
- Redundancy and abundance of electricity; capacities that can range from 2 MW to 50 MW
- Available natural gas (capacity around 1,200 Mcf/day)
- Municipal water preferred (dual preferred; available capacity around 20,000 gpd)
- Municipal wastewater treatment preferred (available capacity up to 20,000 gpd)
- Minimum of a T-3 line; fiber-optic service preferred
- Access to a multiskilled and flexible workforce

KEY CLUSTERING OPPORTUNITIES

KEY BUYING INDUSTRIES

- Crop services
- Manufacturing
- Wholesale trade
- Retail trade
- Transportation and warehousing

4 "Freight Packing and Logistics Services in the U.S." IBIS World. N.p., Dec. 2017. Web. April 2018.

KEY SELLING INDUSTRIES

- Copier and office equipment wholesaling
- Printing
- Wood pallets and skids production

SUMMARY

In line with a rise in industrial production and international trade, downstream demand has improved since 2012. A sluggish economic recovery and a slowdown in manufacturing and transportation further reduced demand. Anticipated increases in freight demand brought on by an increase in consumer spending and international trade is expected to result in an annual increase of 2.2 percent through 2022.

The largest service segment for this industry is packing and crating services that are not directly related to motor vehicle operations (77.4 percent). Wholesalers and manufacturers combined account for most of industry market (63.9 percent and 29.7 percent, respectively).

Since wholesalers and manufacturers send freight around the country and down the supply chain, this industry tends to locate near major markets and in places with proximity to major transportation and shipping hubs. The nearby Great Lakes region accounts for 17.1 percent of industry establishments largely because of the St. Lawrence Seaway that connects this region to the Atlantic Ocean. Missouri accounts for 1.3 percent.

Wildwood Ranch Viability Assessment Rating: 7



The site's transportation routes would be a huge advantage for this industry. The site is within 10 miles of both I-49 (to the east) and I-44 (to the south). The location is only 1 mile away from Highway 66. This connection to transportation allows for the easy planning of shipping logistics. Along with the transportation infrastructure, the site has ample room for the accommodation of truck staging. With 1,129 acres of developable land, the industry would be able to plan accommodations according to its industry standards.

The site also has access to the Joplin Rail Spur that is roughly 15 miles to the west. This spur connects to the Missouri and Northern Arkansas Railroad, which is approximately 3.5 miles to the east in Joplin. Not only is there close access to rail, but the site is also located near three public use airports (Joplin Regional, Tulsa International, and Springfield-Branson).

This site also has advantages in its proximity to large population centers. While it is within 10 miles of Joplin, Missouri, the site also has access to Springfield, Missouri; Fayetteville, Arkansas; and several other large cities. The proximity to the regional population center allows for transportation of goods and coordination of shipping logistics.

This industry also requires an area that is relatively level with very little elevation change. While the northeastern and southwestern areas of the site have many fluctuations in elevation, the center and western portions of the site are level and provide sufficient land to suit this industry.

Natural gas availability is another critical factor for this industry. The current site has an available capacity of 1,666 Mcf per day. This should be enough to meet the requirements of the industry, but increasing the natural gas infrastructure is possible, and should be considered.

WILDWOOD RANCH

INDUSTRIAL COMPLEX

COMPREHENSIVE DILIGENCE AND MASTER PLANNING

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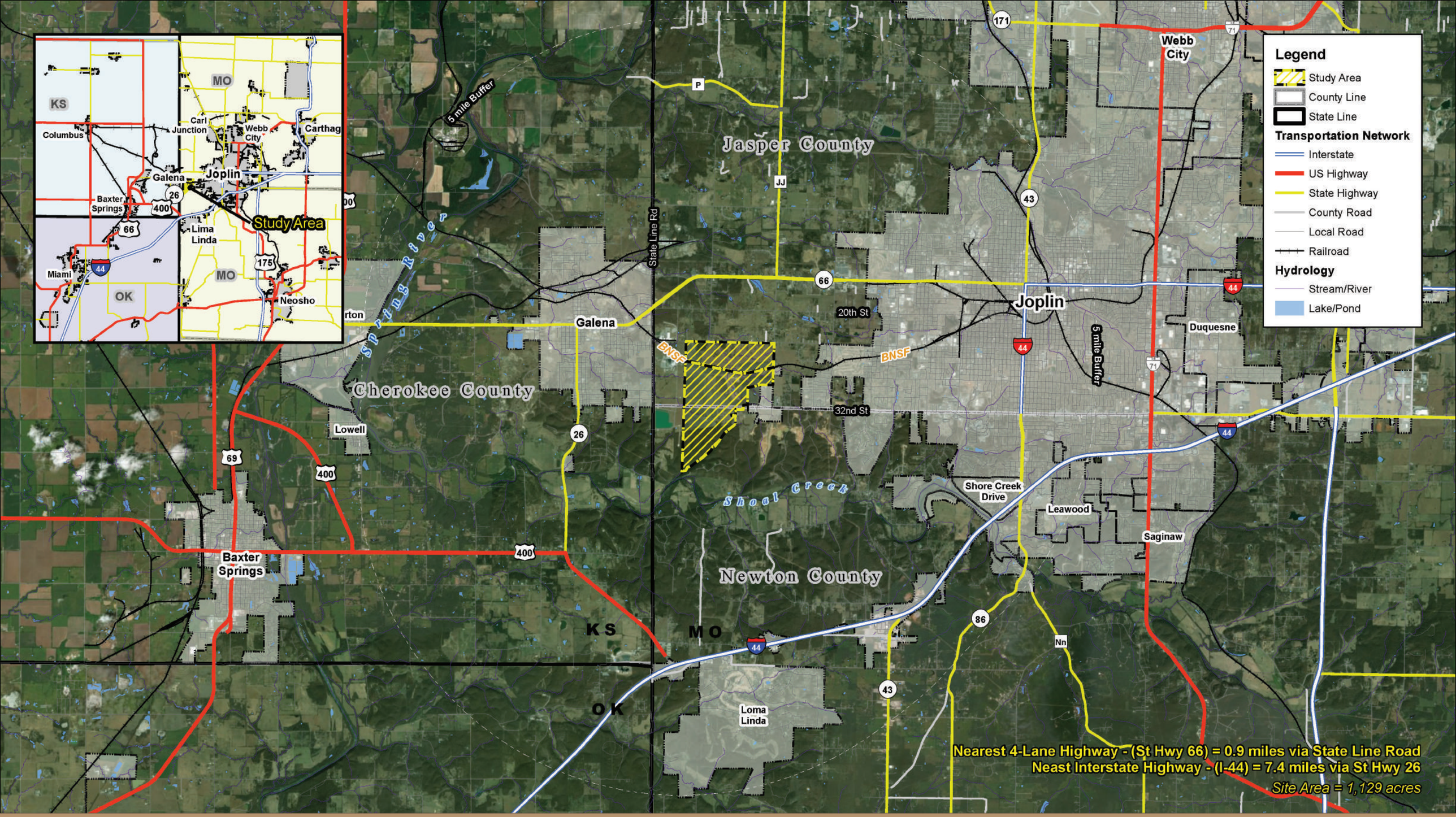
Transportation

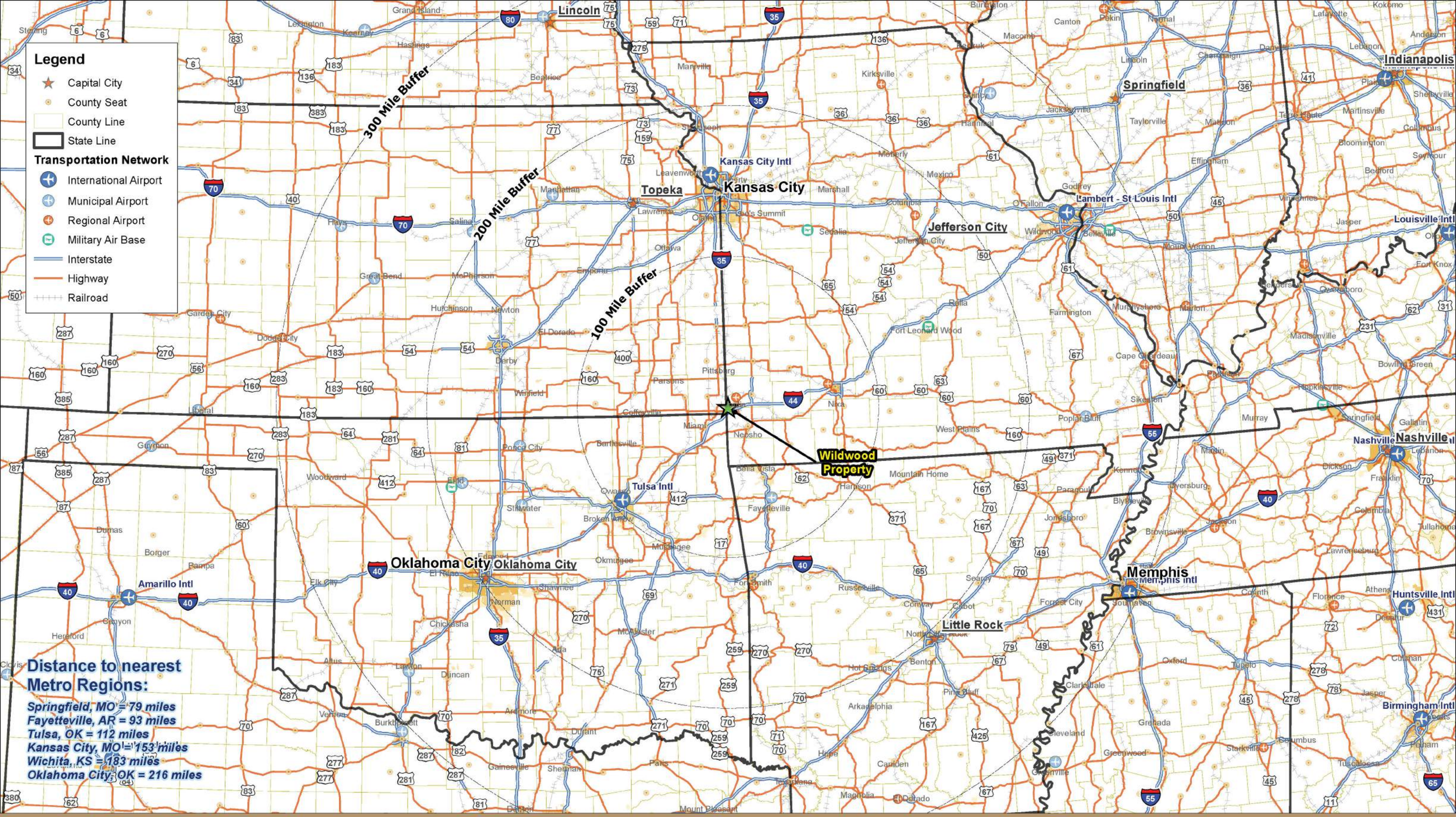
Wildwood Ranch



Wildwood Ranch - **Local Transportation Map**

Jasper & Newton County, Missouri

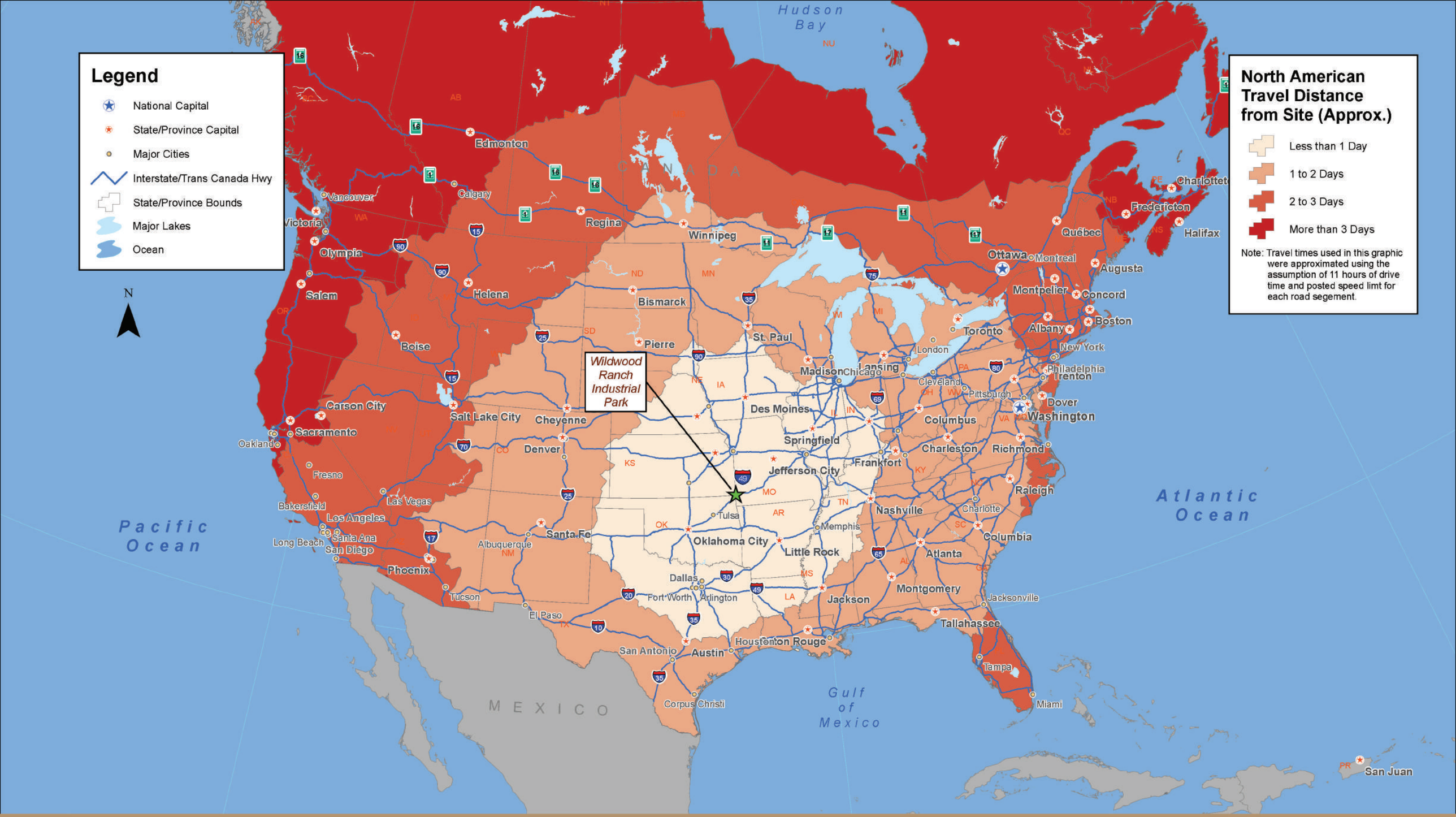
April 2018



Wildwood Ranch - **Regional Transportation Map**

Jasper & Newton County, Missouri

April 2018



Wildwood Ranch - **Travel Distance Map**

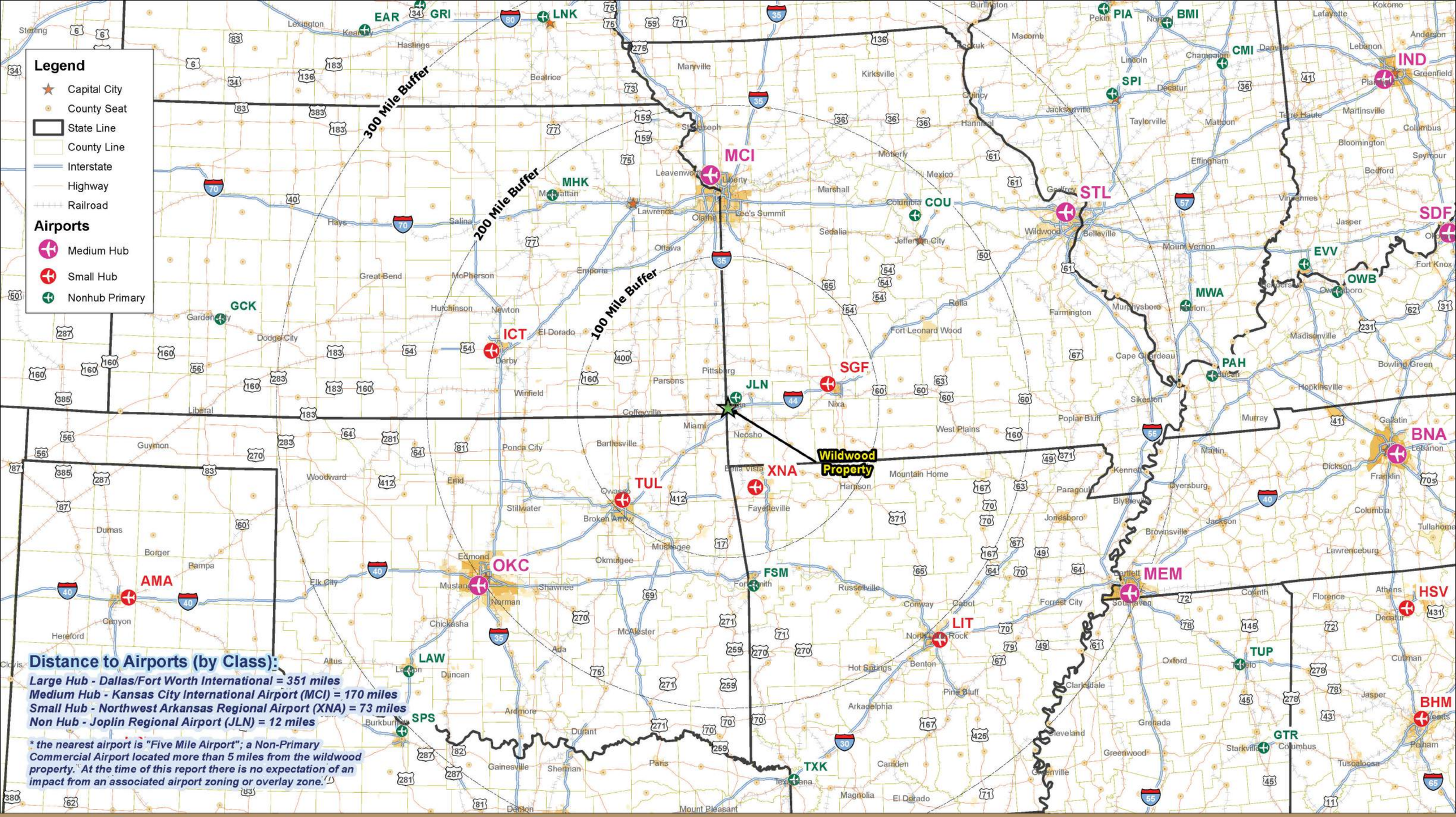
Jasper & Newton County, Missouri

April 2018

N

500 250 0 500 Miles

Wildwood Ranch | OLSSON ASSOCIATES



Wildwood Ranch - **Regional Air Travel Map**

Jasper & Newton County, Missouri

April 2018

Wildwood Ranch | OLSSON ASSOCIATES

WILDWOOD RANCH

INDUSTRIAL COMPLEX

COMPREHENSIVE DILIGENCE AND MASTER PLANNING

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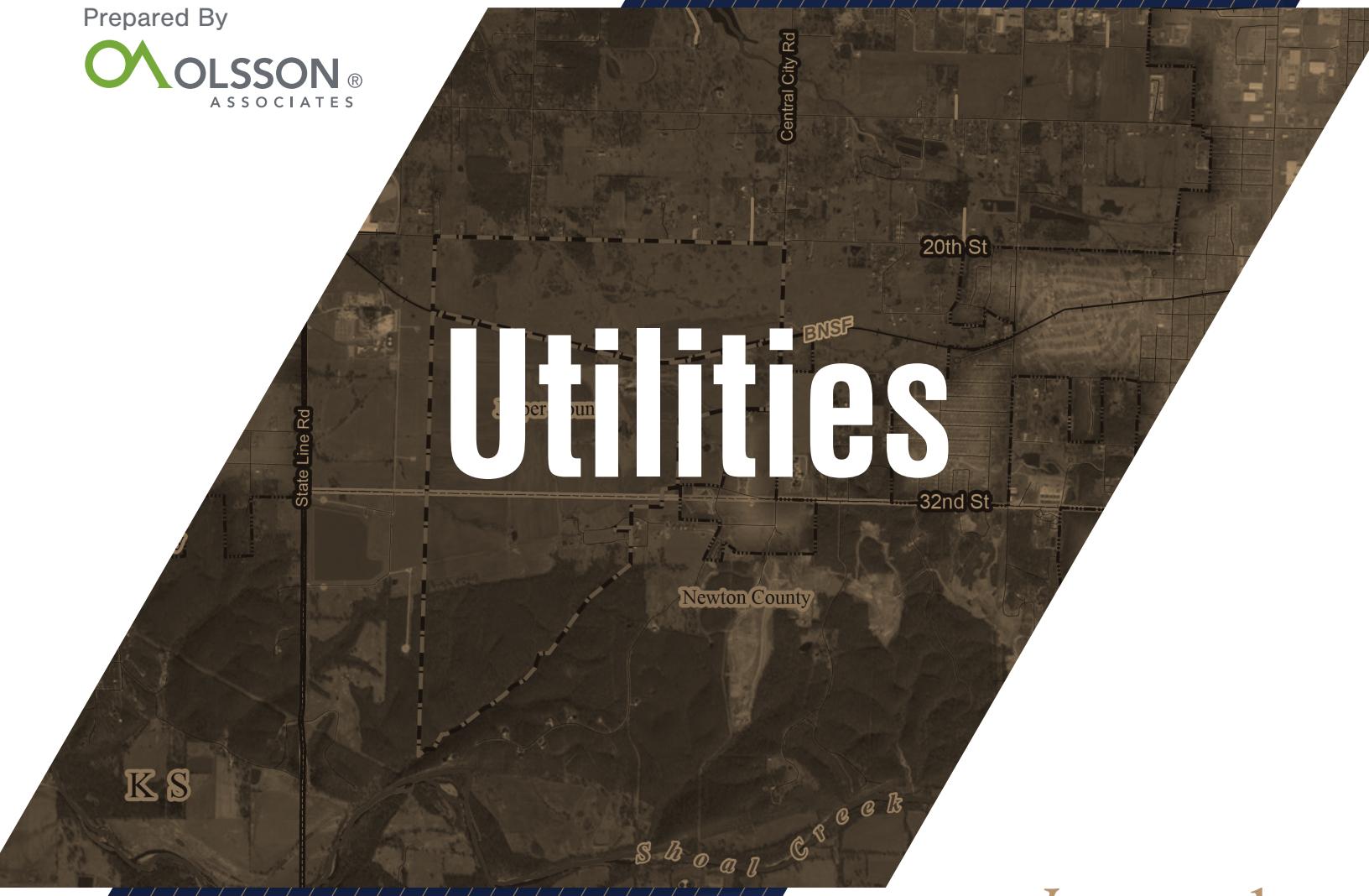
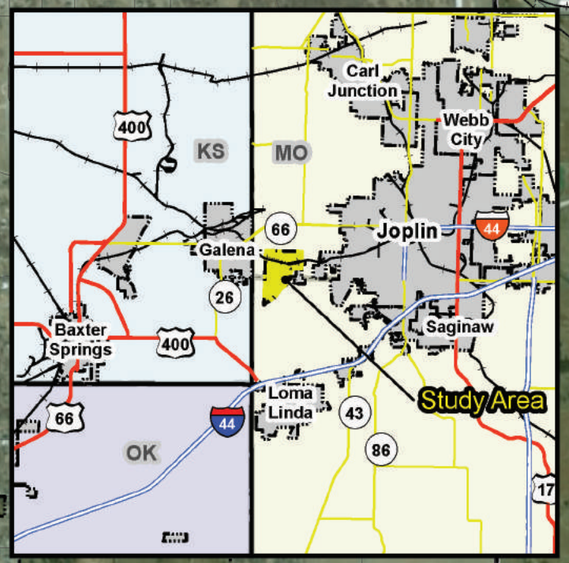


Utilities

Wildwood Ranch



Joplin Metro Area

20th St

BNSF

North Lift Station

24 in

21 in

18 in

12 in

S Central City Rd

BNSF

12 in

12 in

12 in

Joplin

32nd St

8 in

12 in

12 in

8 in

8 in

8 in

8 in

8 in

8 in

8 in

8 in

8 in

Joplin

Jasper County

K S

M O

John Duffy Rd

South Lift Station

1,000' Buffer

North Lift Station Capacity = 269 GPM

South Lift Station Capacity = 577 GPM

Total Area = 1,129 acres

Legend

- Study Area
- State Line
- County Line

Transportation Network

- Interstate
- US Highway
- State Highway
- County Road
- Local Road
- Railroad

Sanitary Sewer Infrastructure

- Lift Station

Sanitary Sewer

- Gravity Main
- 8 Inch Force Main
- 2 inch Force Main

Wildwood Ranch - **Sanitary Sewer Map**

Jasper & Newton County, Missouri

April 2018

N

0 75 150 300 Miles

1 in = 300,000 feet

Wildwood Ranch

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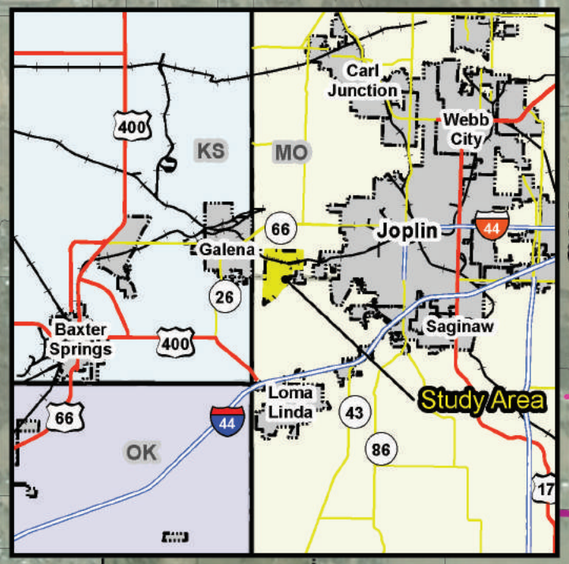


Wildwood Ranch - **Electrical Map**

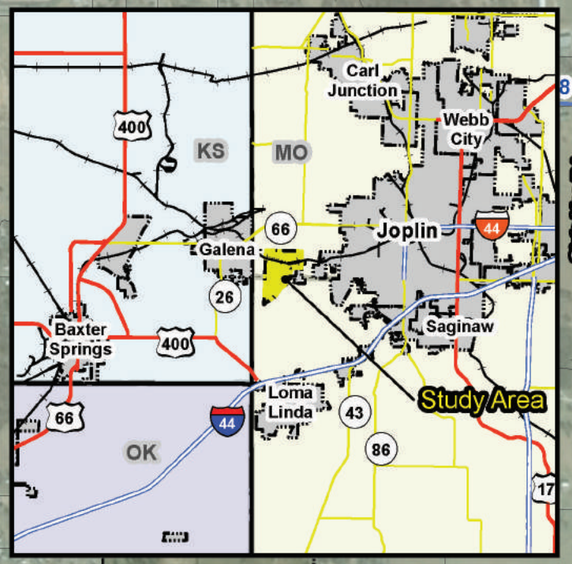
Jasper & Newton County, Missouri

April 2018

N

0 0.2 0.4 0.8 Miles

Wildwood Ranch | OLSSON ASSOCIATES



Joplin Metro Area

Legend

- Study Area
- State Line
- County Line

Transportation Network

- Interstate
- US Highway
- State Highway
- County Road
- Local Road
- Railroad

Water Line Infrastructure

Missouri American Water

- 16 inch
- 12 inch
- 8 inch
- 6 inch
- 2 inch

Existing Water Capacity = 1.5 MGD

Total Area = 1,129 acres

Wildwood Ranch - **Water Map**

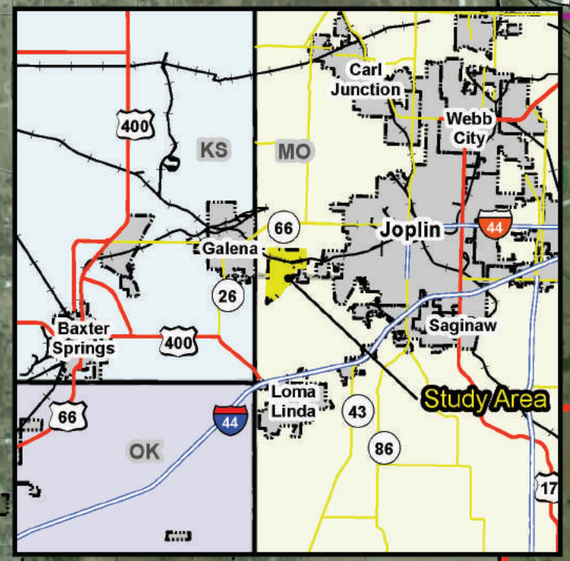
Jasper & Newton County, Missouri

April 2018

N

0 0.25 0.5 1 Miles

Wildwood Ranch | OLSSON ASSOCIATES



Joplin Metro Area

20th St

BNSF

S Central City Rd

BNSF

Joplin

Jasper County

Joplin

32nd St

KS

MO

John Duffy Rd

1,000' Buffer

Legend

- Study Area
- State Line
- County Line

Transportation Network

- Interstate
- US Highway
- State Highway
- County Road
- Local Road
- Railroad

Natural Gas Infrastructure

- Transmission Line

Spire Gas Mains

- 6 inch Mains
- 2", 4", and 6" Mains

Existing Capacity (Spire) = 1,666 MCF/day

Total Area = 1,129 acres

Wildwood Ranch - **Natural Gas Map**

Jasper & Newton County, Missouri

April 2018

N

0 0.2 0.4 0.8 Miles

Wildwood Ranch

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COMPREHENSIVE DILIGENCE AND MASTER PLANNING

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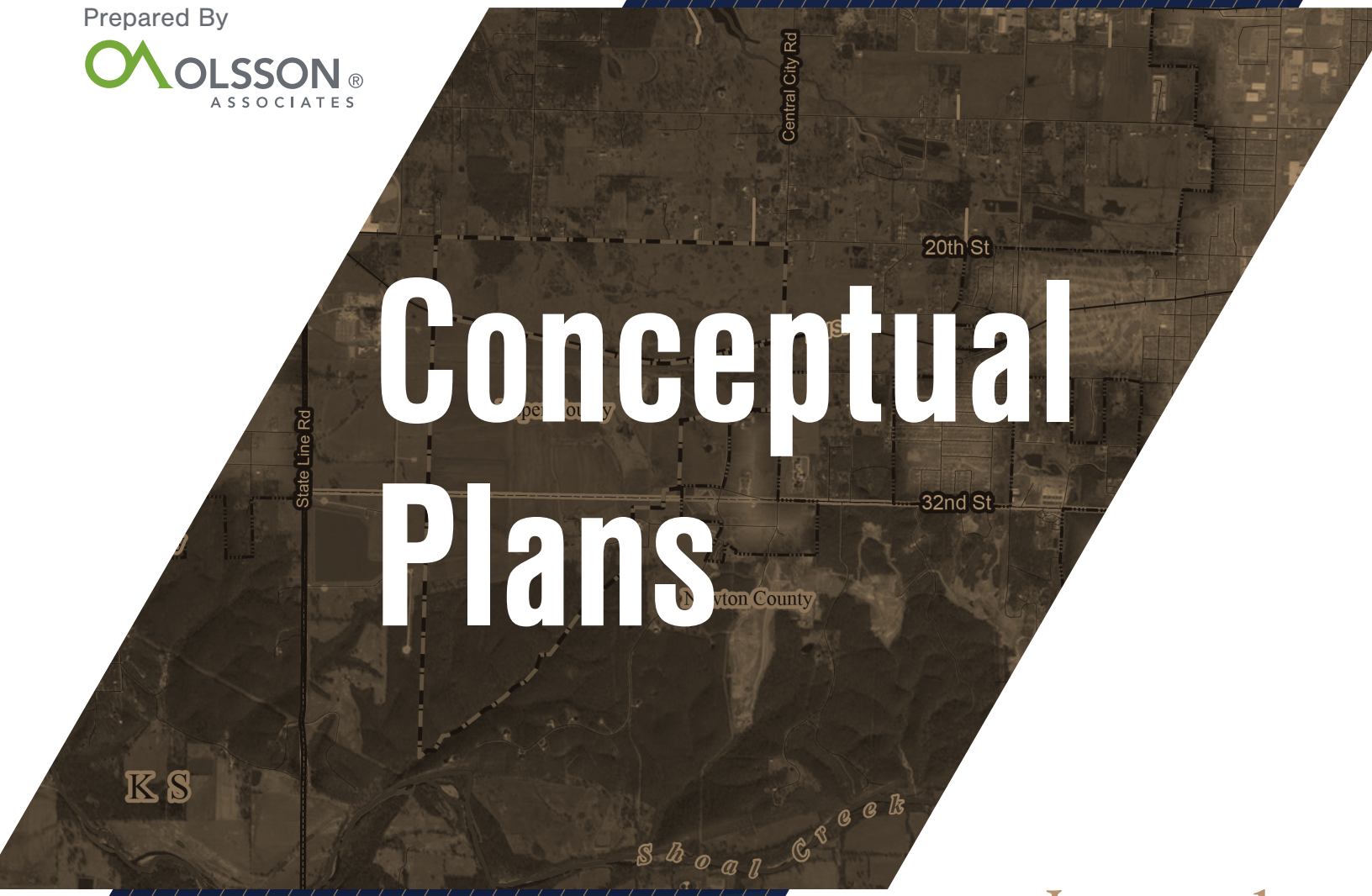


Conceptual Plans

Wildwood Ranch

MASTER PLAN INTRODUCTION

Olsson Associates created one master plan for the Wildwood Industrial Complex. The concept allows for great site circulation and visibility and provides flexibility on the number of buildings and allotted areas available to the assessed industry targets. It is important to find out which users would be interested in locating to the industrial complex, and how large an area they would need for their proposed sites before building the complete infrastructure. This concept has been created for maximum flexibility and will allow the developer to phase the infrastructure and pursue multiple users as the site continues to develop.

Wildwood Industrial Complex comprises 1,129 acres. The conceptual plan uses most of this available area for development; however, there is an existing floodplain that affects approximately 28.9 acres of the site, existing wetlands that affect 1.7 acres, and approximately 19,090 linear feet of streams. Efforts were taken to locate detention cells in line with natural environmental features and to place the cells between development areas to serve as addition buffers between users. There is no current restriction on developing within this floodplain or the wetlands, however there are additional permits required. Acquiring those permits can prolong the development process so efforts were taken to avoid impacts where they do not incumber the potential development area. If wetlands are impacted, there is a need to find mitigation elsewhere within the site boundaries or mitigation points can be purchased from a nearby wetland bank to offset the impacts.

The site is divided into two main areas (north and south) by the existing railroad line that cuts through the site. These two main areas are further divided when bringing the floodway and drainage ways into the calculation. This site has an overhead power line that runs along West 26th Street and continues west into the site for approximately 5,500 feet. There is a second overhead power line that encroaches upon the southern portion of the site for approximately 1,100 feet and supplies power to an existing residence. There is an existing water line that runs along the south side of West 20th Street and encroaches slightly on the northern edge of the property. This plan maintains the utility easements within the site. Based on this, it is not suitable for buildings to be located within the existing and proposed utility easements.

The concept is designed to be developed in a flexible manner. The main roadway connection through the site between South Malang Road and West 32nd Street is consistent with the transportation master plan for the area. Once constructed, this connection will allow any portion of the site to be constructed. All of the improvements do not have to be implemented at once, allowing for greater flexibility for phasing the construction of the site.

The proposed building layouts can be easily rearranged to accommodate mega-users who would require larger buildings or who would require modifications to the road infrastructure without hindering the site's traffic flow and visibility. The layout is designed with respect to existing and future infrastructure. Any utilities that are crossed will need to be protected with encasements. To keep costs down, the plan avoids crossing utility lines when feasible. Similarly, the concept has the convenient access that all targeted industries would require.

OPTION 1 SUMMARY

The master plan concept works with the existing topography, drainage, and makes use of existing infrastructure (roadways, rail, and utilities) that naturally divides the property. The site grades from the northeast to the southwest.

This concept is a combination of manufacturing, freight/warehousing, and some industrial flex. North of the rail line the western portion of the site allows for a 1 million-square-foot manufacturing building. On the east side of the creek there is a mix of manufacturing and logistics buildings that are situated close to the road for higher visibility. These buildings range in size from 80,000 square feet to 140,000 square feet. South of these buildings and closer to the rail line are five logistics buildings (ranging from 150,000 to 300,000 square feet) with two of those buildings having direct rail access.

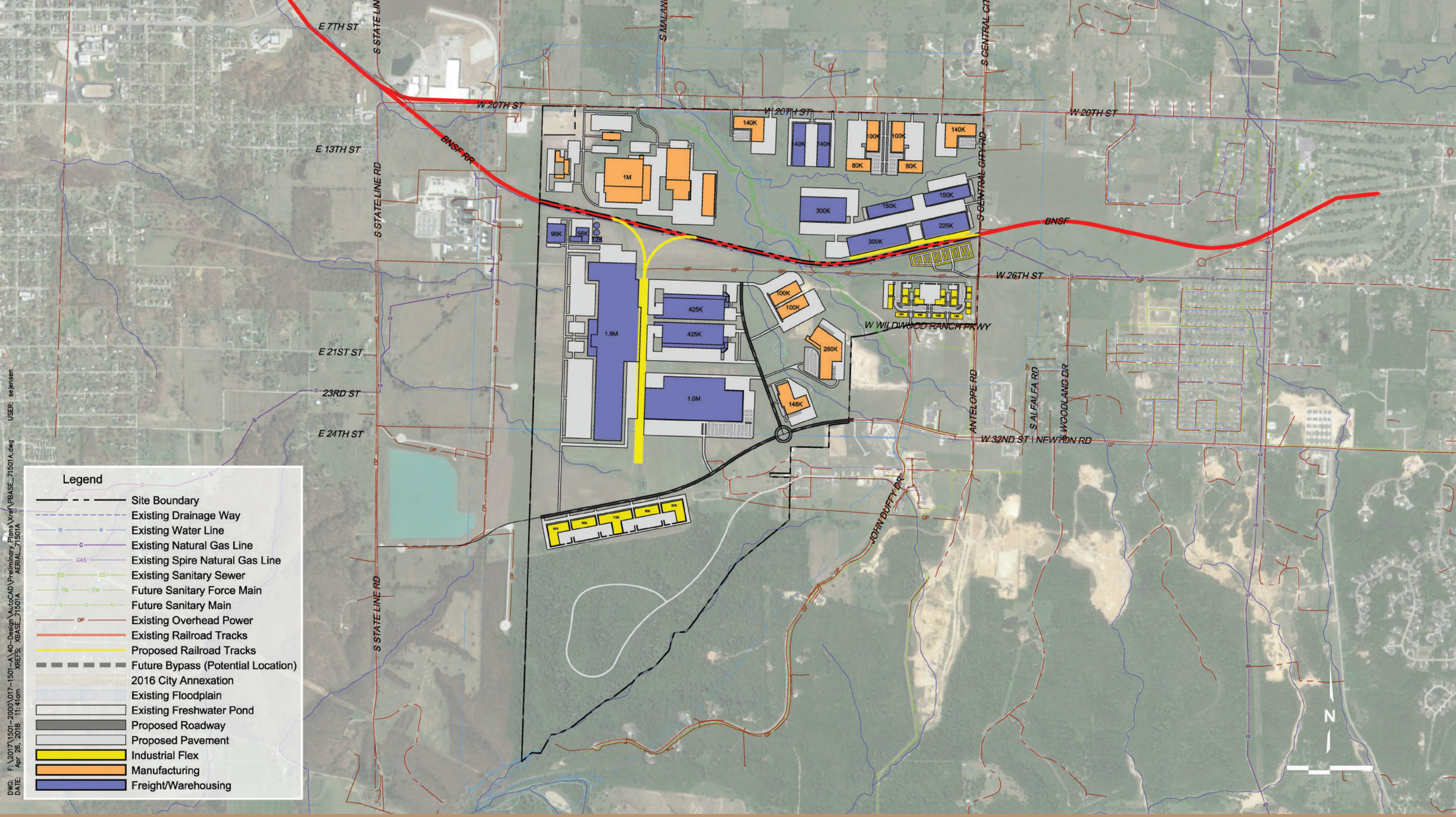
South of the rail, there is a cluster of seven logistics buildings (ranging from 12,000 to 1.8 million square feet). This cluster could also be combined to serve one large user if needed. This location is optimal for rail development as the BNSF line is low usage and tied to Columbus, Kansas. Additionally, the flat topography and the design of the Y track is perfect for service in either direction, which allows trains to turn around on site.

East of the logistics cluster is a cluster of four manufacturing buildings ranging in size from 100,000 to 260,000 square feet. The far eastern portion of the site is naturally separated by the creek. This area is planned with storage units near the railroad, and a commercial flex complex that is accessed from West Wildwood Ranch Parkway.

The southern portion of the site is planned to be served by extending West 32nd Street further west and adding a roundabout that will separate the manufacturing and logistics buildings. Continuing west, there is another cluster of five industrial flex buildings ranging from 60,000 to 112,000 square feet.

The far southern portion of the site is shown with a proposed looped road as it is likely best reserved for residential use because of the topography. The natural environment would provide an adequate buffer between the uses.

Overall, this site contains 41 buildings with over 8 million square feet of potential covered space. This plan is adaptable and expandable based on need.



Wildwood Ranch - **Master Plan Option 1**

Jasper & Newton County, Missouri

April 2018

Wildwood Ranch | OLSSON ASSOCIATES

PRIMARY OPTION SUMMARY

The Primary Option concept modified the original option. This option shows South Malang Road extending south through the site and connecting to the roundabout and then to West 32nd Street. This road extension would also include an overpass of the existing railroad. The connection for the potential future bypass is also shown southeast of the site with Antelope Road extending south.

This concept is also a combination of manufacturing, freight/warehousing, and some industrial flex. North of the rail line, the 1 million-square-foot manufacturing building is shown to the east and the 82 acres to the south are reserved for the future expansion of this user. On the west side of the creek, there is a mix of manufacturing and logistics buildings that range in size from 45,000 square feet to 140,000 square feet. Two logistics buildings—285,000 and 300,000 square feet—are shown with direct rail access.

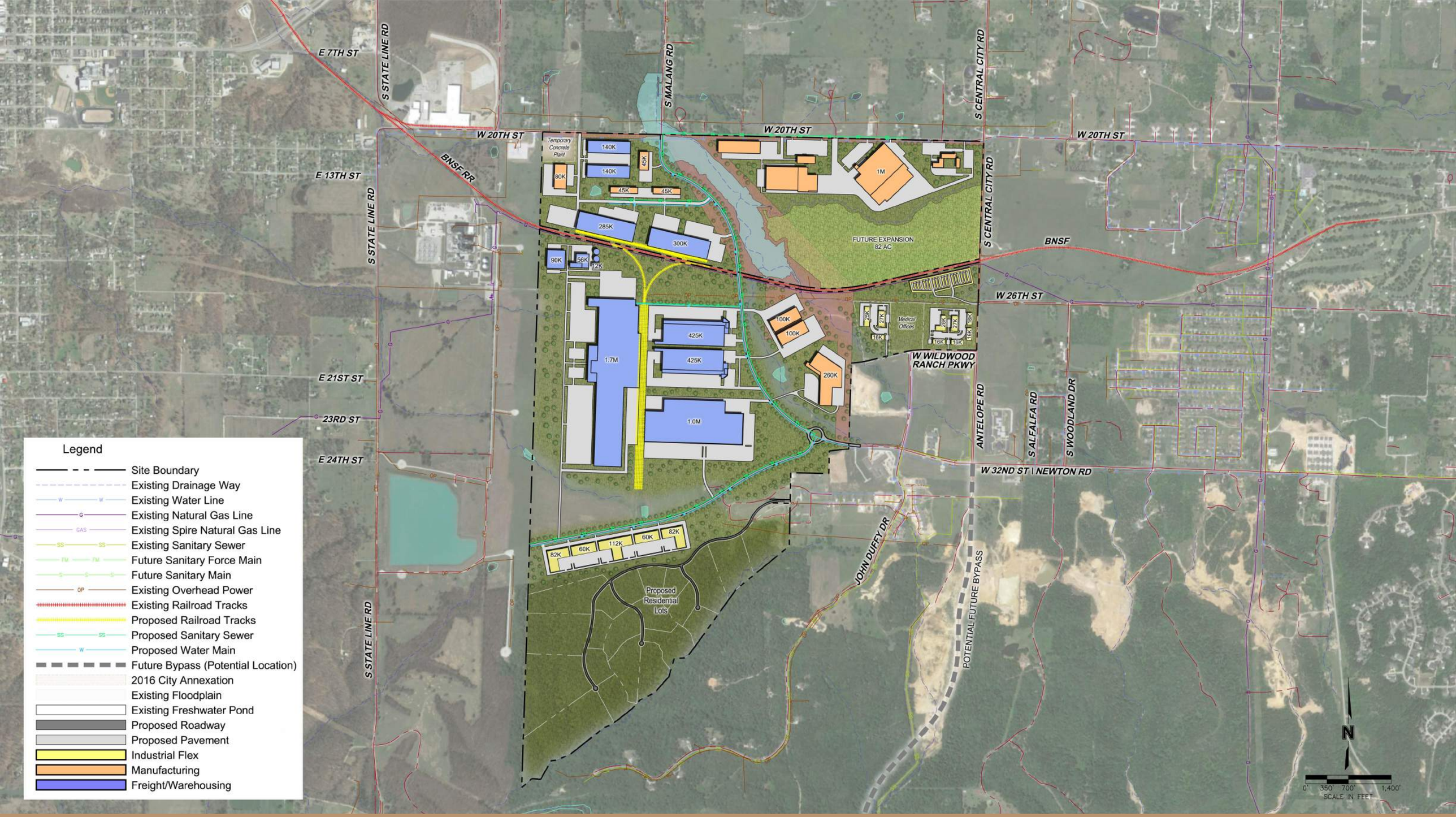
South of the rail, there is a cluster of seven logistics buildings (ranging from 12,000 to 1.7 million square feet). This cluster could also be combined to serve one large user if needed. This site is optimal for rail development as the BNSF line is low usage and tied to Columbus, Kansas. Additionally, the flat topography and the design of the Y track is perfect for service in either direction, which allows trains to turn around on site.

East of the logistics cluster is a cluster of three manufacturing buildings ranging in size from 100,000 to 260,000 square feet. The far eastern portion of the site is naturally separated by the creek. This area is planned with storage units near the railroad, and a commercial flex complex with medical offices that is accessed from West Wildwood Ranch Parkway.

The southern portion of the site is planned to be served by extending West 32nd Street further west and adding a roundabout that will separate the manufacturing and logistics buildings. Continuing west, there is another cluster of five industrial flex buildings ranging from 60,000 to 112,000 square feet.

The far southern portion of the site is shown with the proposed lots and roadway for a residential development. The natural environment would provide an adequate buffer between the uses.

Overall, this site contains 33 buildings with over 6.8 million square feet of potential covered space. This plan is adaptable and expandable based on need.



Wildwood Ranch - **Master Plan Primary Option**

Jasper & Newton County, Missouri

April 2018

Wildwood Ranch | OLSSON ASSOCIATES

ENGINEERS OPINION OF COSTS

WILDWOOD WITH AT-GRADE CROSSING					
ITEM NO.	**ITEM DESCRIPTION**	**QTY**	**UNITS**	**UNIT PRICE**	**TOTAL**
101	EARTHWORK - SUBGRADE PREPARATION	650	AC	$10,000.00	$6,500,000.00
102	CONSTRUCT CONCRETE PAVEMENT (ROADWAY)	52,000	SY	$70.00	$3,640,000.00
103	ROADWAY AT-GRADE RAIL LINE	1	LS	$500,000.00	$500,000.00
104	CONSTRUCT SANITARY SEWER GRAVITY LINE	12,400	LF	$60.00	$744,000.00
105	CONSTRUCT SANITARY SEWER FORCE LINE	5,000	LF	$45.00	$225,000.00
106	CONSTRUCT LIFT STATION	1	EA	$150,000.00	$150,000.00
107	CONSTRUCT WATER LINE	13,400	LF	$90.00	$1,206,000.00
108	CONSTRUCT STORM SEWER (20% of Item 102)	1	LS	$728,000.00	$728,000.00
109	CONSTRUCT INDUSTRIAL LEAD TRACK	1000	TF	$250.00	$250,000.00
110	CONSTRUCT INDUSTRIAL LEAD TRACK BALLAST	1000	CY	$50.00	$50,000.00
111	CONSTRUCT SWITCH	1	EA	$200,000.00	$200,000.00
–	CONSTRUCT SIGNALIZATION FOR SWITCH	0	EA	$1,300,000.00	$–
SUB TOTAL					$14,193,000.00
CONTINGENCY				20%	$2,838,600.00
NET CONSTRUCTION TOTAL					$17,031,600.00
TOTAL					**$17,031,600.00**

EXCLUSIONS:

- Power supply
- Interchange and by-pass improvements
- Grading and erosion control of pad sites
- Stormwater management (including outlet control structures)
- All pad–site infrastructure (private costs)
- Power and lighting
- Gas service for private use
- Street trees and other landscaping
- Any retaining walls are intended to be included with each individual pad site construction, and are therefore not included

ASSUMPTIONS:

- **130 – At-Grade Crossing has not been discussed with BNSF, but we do not see the traffic from this development generating the need for an overpass**
- Estimate is for the primary option and assumes NO utilities will need to be relocated
- *A grading plan was not completed so the grading is assumed per acre.*
- Grading is assumed to have an average of 3'-0" per acre.
- No track signalization required
- Item 109 is to get the switch off of the main line track. This does not build all of the track noted in the primary option plan.
- Storm sewer is based on 20% of the paving estimate. Once a grading plan is completed, storm sewer can be better defined.

Note:

This estimate is based upon conceptual layouts. Quantities and costs are estimated using readily available information and experiences with similar projects. Items subject to change such as site conditions, project scope and design requirements, material costs, labor rates, and/or market conditions may result in substantial cost fluctuations. Contingencies are established to absorb potential and unforeseen changes and may be adjusted throughout the duration of the project as necessary to account tor these uncertainties.

WILDWOOD RANCH

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Appendix

Wildwood Ranch