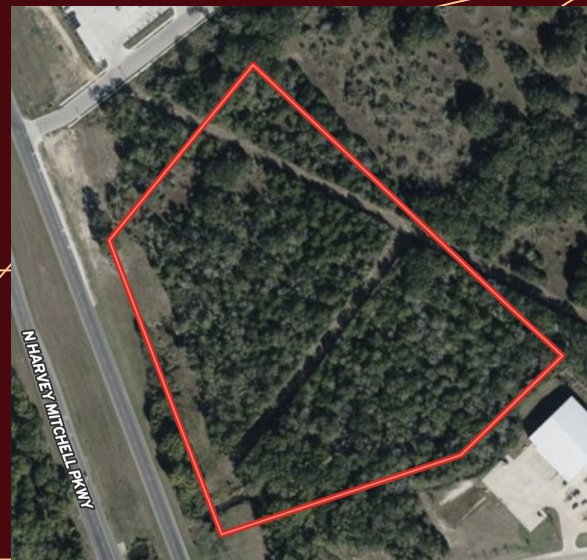


Site Analysis Presentation

This presentation examines the development potential of the site while incorporating key site-specific considerations and constraints.



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Executive Summary

1470 N. Harvey Mitchell Parkway Bryan, Texas 77803 is a 13.713-acre site selected for commercial flex industrial development. It boasts 110,325 of buildable square footage, 89,711 square feet of detention, 217 parking spaces, 700 feet of frontage on a high traffic highway, and is less than 3 miles away from downtown Bryan. It is located in a prominently commercial area with other industrial parks surrounding the site. There are multiple challenges for the site's development including problematic easements, being in a floodway/floodplain, and topography.

An aerial utility easement ("AE") spans across the middle of the site along with a 66,528 square foot easement for the State of Texas located in the southwest corner. Additionally, there are two easements along N Harvey Mitchell Parkway belonging to the City of College Station and Lonestar Gas. The site is also in a floodway and both 100- & 500-year floodplains. The 100-year floodplain affects the south and east portions of the site with water flowing from north to southwest corner of the property. The potential for mitigation would need to go through the Army Corp of Engineers for approval. Furthermore, the site does contain some differences in topography that will need to be designed around and/or mitigated.

Developing additional flex industrial spaces would support this growth by creating jobs and promoting small business expansion. While this is not without challenges, it also provides significant potential for office and warehouse space for daily operations. The development would also generate new tax revenue for the City of Bryan maintaining continued economic growth.



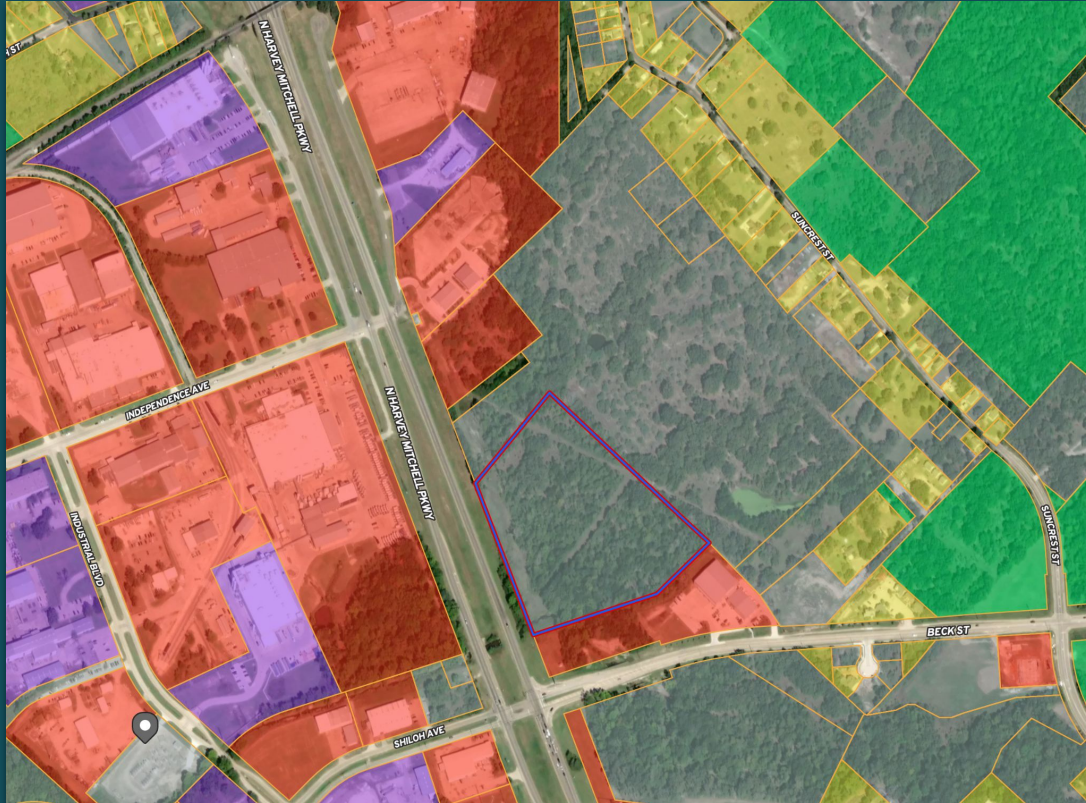
Subject Site

Location & Visibility



- ❑ The site is located on a major arterial corridor offering strong visibility and commercial access locations.
- ❑ The surrounding wide roadways support truck-friendly infrastructure; however, access may be more challenging for trucks approaching from the South via Harvey Mitchell Parkway, so developing an entrance off Beck Road will alleviate those concerns.

Surrounding Land Uses

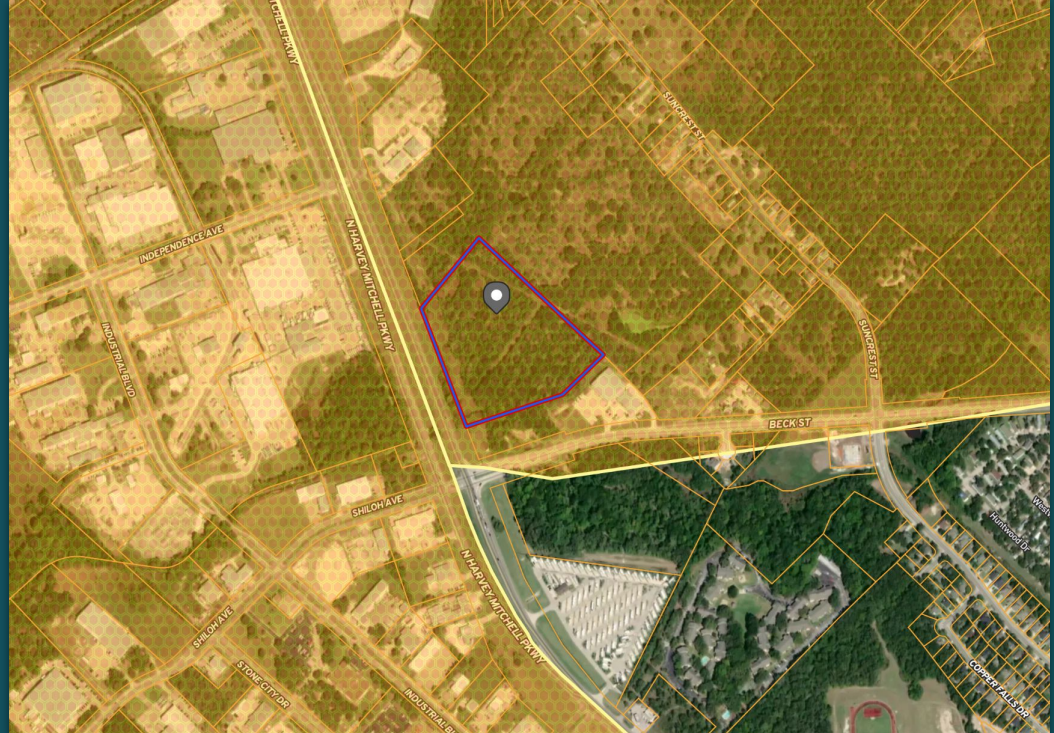


The site is surrounded by a diverse mix of commercial uses, including Timber Ridge RV Park. Liquid Power Supply Products, A Bryan ISD intermediate school, and Prostar Industries, along with adjacent vacant land as observed via Google Earth. The broader area also features nearby retail centers, restaurants, and established single-family residential neighborhoods, contributing to a well-rounded and active surrounding environment.

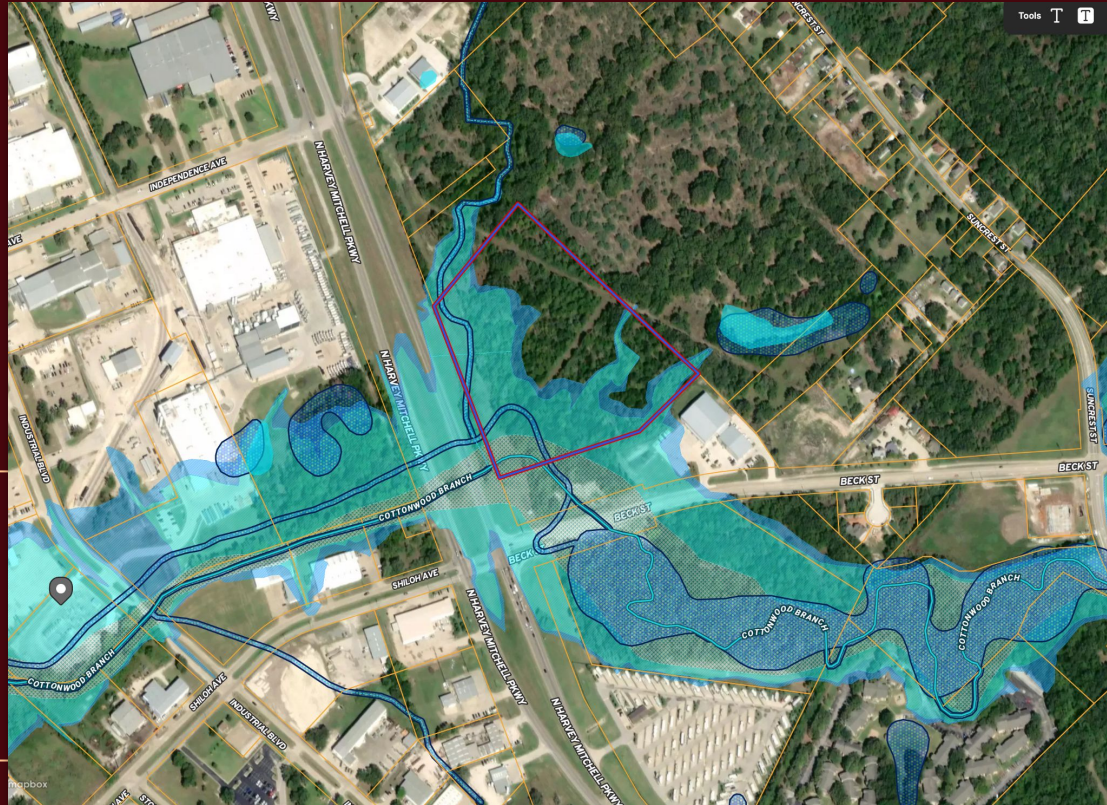
	Residential		Commercial
	Industrial		Agricultural
	Vacant		Exempt

Opportunity Zone

- ❑ The site lies entirely within Opportunity Zone 48041000202, which makes developers eligible for deferred or reduction of capital gains and no tax on new gains.
- ❑ The investment must be made into a Qualified Opportunity Fund (QOF)
- ❑ This benefits the community with new business opportunities and development.



Environmentals

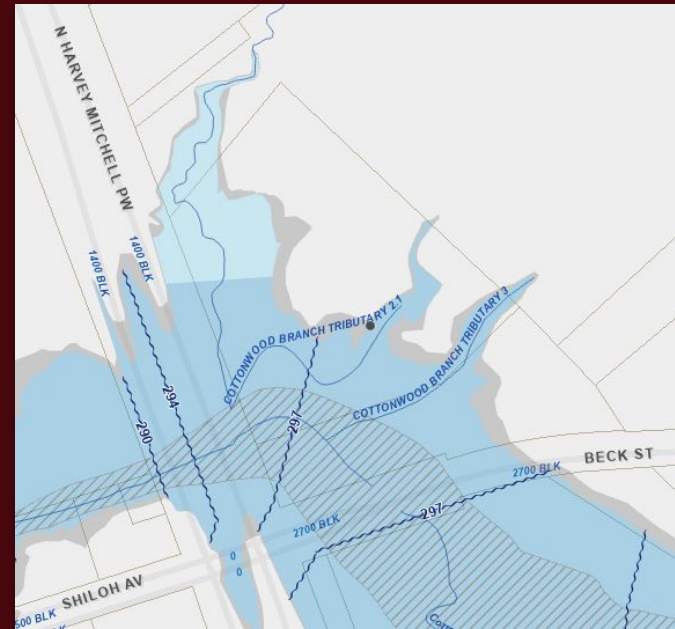
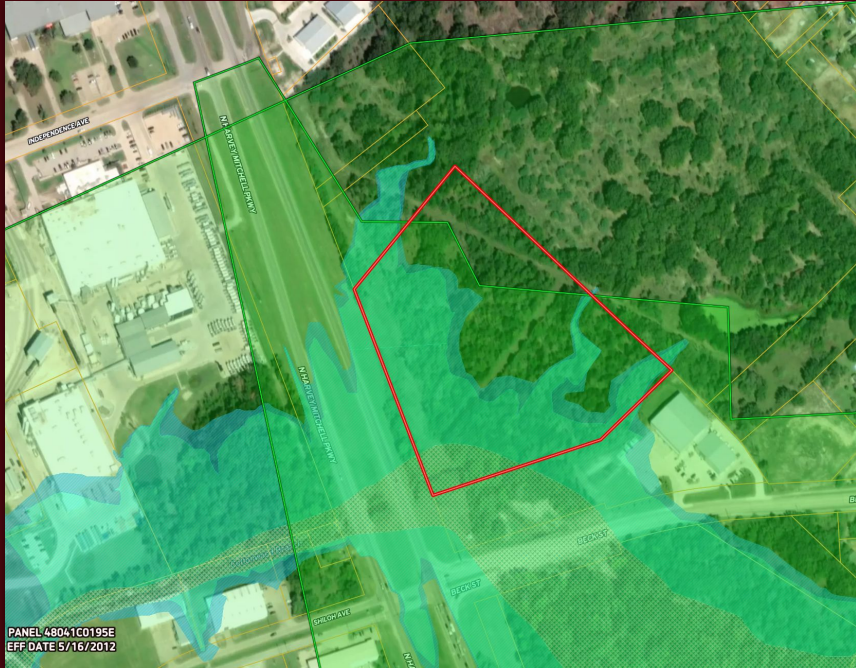


Floodplains/Wetlands

- ❑ The majority of the site lies within Zone X, which is outside of the 100-year flood plain
- ❑ The remaining areas are in Zone A (higher risk) and Floodway AE
- ❑ These areas will flood during major storm events
- ❑ This indicates the best buildable zone for the site is the north/northeast portion, unless other areas are mitigated with a LOMR-F
- ❑ Fill will need to be excavated and moved into this area to raise the build pads as well as the entrance from Beck Rd
- ❑ This also indicates that additional detention will be required



Floodplain/LOMR



- ❑ The LOMR indicates there has been a floodplain modification made 5/18/2012.
- ❑ This also tells us that an engineering study has already been completed, and the flood plain is defined and accepted by FEMA.



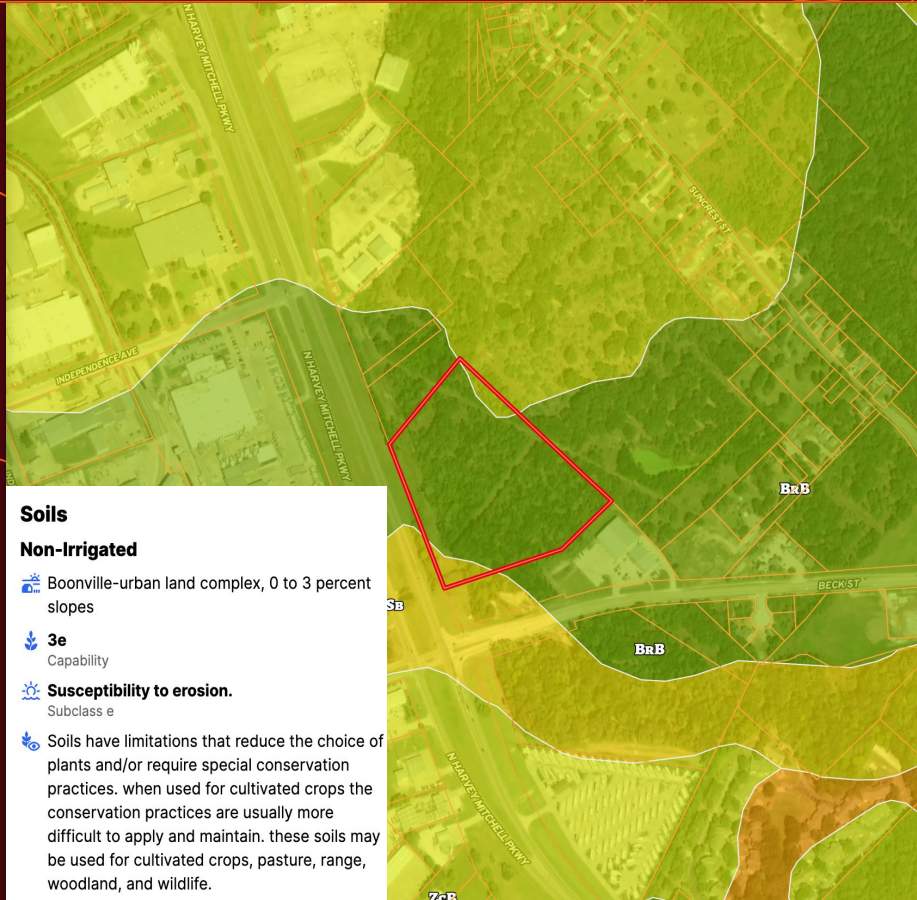
Slope Analysis

The site slopes from Northeast to Southwest with the lowest elevations located along N Harvey Mitchell Pkwy and Cottonwood Branch. Along the West side there is tighter contour spacing indicating steeper drops. This could likely require retainage, erosion prevention, and grading. The topography ranges from ~290 ft to ~300 ft indicating no abrupt slopes. The highest grade is 2% and the lowest is 20%.



Contour Lines

The site is 300 and 310 ft above sea level. Water will most likely flow northeast to southwest, downhill, towards Cottonwood Branch. There is a high point in the center of the site. This shows we have great natural drainage and usable flat areas for building. One challenge remains to be more grading and earthwork making this site's development more costly, however, fill can be redistributed to build up the pad sites and the LOMR-F. The high point of the site is at the northern corner of the parcel.



Soils

- ❑ The majority of our site is classified as BrB solids, which is advantageous due to their favorable load-bearing capacity, drainage characteristics, and low shrink-swell potential. These conditions make the area well-suited for building pads with minimal stabilization and reduced excavation requirements.
- ❑ The southern portion of the site consists of more variable, transitional soils associated with the floodplain. These soils are softer and exhibit lower bearing capacity, and may require additional treatment such as lime stabilization or structural fill to support development.
- ❑ Given these conditions, the floodplain areas are best utilized for drainage and detention purposes, as attempting to over-improve these soils through excessive fill or undercutting could be cost prohibitive.

Infrastructure



- Given all of our infrastructure layers, our site is ideal for the envisioned flex industrial use.
- We have constraints with easements from the pipeline and transmission lines and will need to verify their building restrictions.
- The site has access to water, sewer, and electricity.

Pipelines, Transmission Lines, Substation, Fiber, Railroad

Railroads

There is no direct impact from the Southern Pacific railroad tracks that run west/northwest of our site. Potential traffic and access delays



Transmission Lines

We need to determine the size of the easement for the transmission lines. We will most likely need to incorporate parking/driveways into this area. Confirm development requirements with utility providers



Pipeline

Best use of the adjacent space is either parking or landscaping- no permanent structures, including the retaining wall.

Market Analysis



- ❑ Strong regional growth
- ❑ Increased demand for industrial space
- ❑ Most tenants require 1,500-5,000 square feet



- ❑ Typical lease terms 3-5 years-
\$11-\$15/sq ft
- ❑ Flexible configurations to
accommodate different business types

Tenant Types

- ❑ Construction contractors (HVAC, plumbing, electrical, roofing)
- ❑ Service companies and equipment businesses
- ❑ Light manufacturing and fabrication shops
- ❑ Small logistics, storage, and distribution users
- ❑ Retail



Development Budget

- ❑ Land Acquisition- \$660,000
- ❑ Rezoning & Entitlements- \$130,000
- ❑ Hard Costs- \$10,526,000
- ❑ Soft Costs- \$960,000
- ❑ Financing Costs- 625,000
- ❑ Contingency- \$550,000

Total Development Cost-
\$13,451,000

Estimated OpEx & NOI

- ❑ Stabilized Rental Income
 - ❑ Projected annual rental income- ~\$1,533,531
- ❑ Annual OpEx
 - ❑ Property Management- \$76,000
 - ❑ Maintenance & Repairs- \$104,000
 - ❑ Property Taxes- \$183,000
 - ❑ Insurance- \$60,000
 - ❑ Utilities/Common Main.- \$44,000
 - ❑ Landscaping/Ext. Main.- \$28,000
 - ❑ Admin/Marketing- \$22,000
 - ❑ Capital Reserves- \$64,000

Projected NOI- ~\$952,351

Site Plan



Final Site Plan

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The plan consists of a total 110,325 sq ft amongst 10 buildings that range in size from 3,375 sq ft to 25,000 sq ft. In addition, there is a 2,000 sq ft. office building for onsite leasing and maintenance. Our mitigation plan came to a total of 89,711 sq ft of detention that also provides a buffer against the flood plain. It has 217 parking spaces allowing a 1:5 ratio.

We believe this plan alleviates a lot of hurdles that encumber this property thus minimizing risk and maximizing profits and a sound, long-term development portfolio.

