

General Site Review

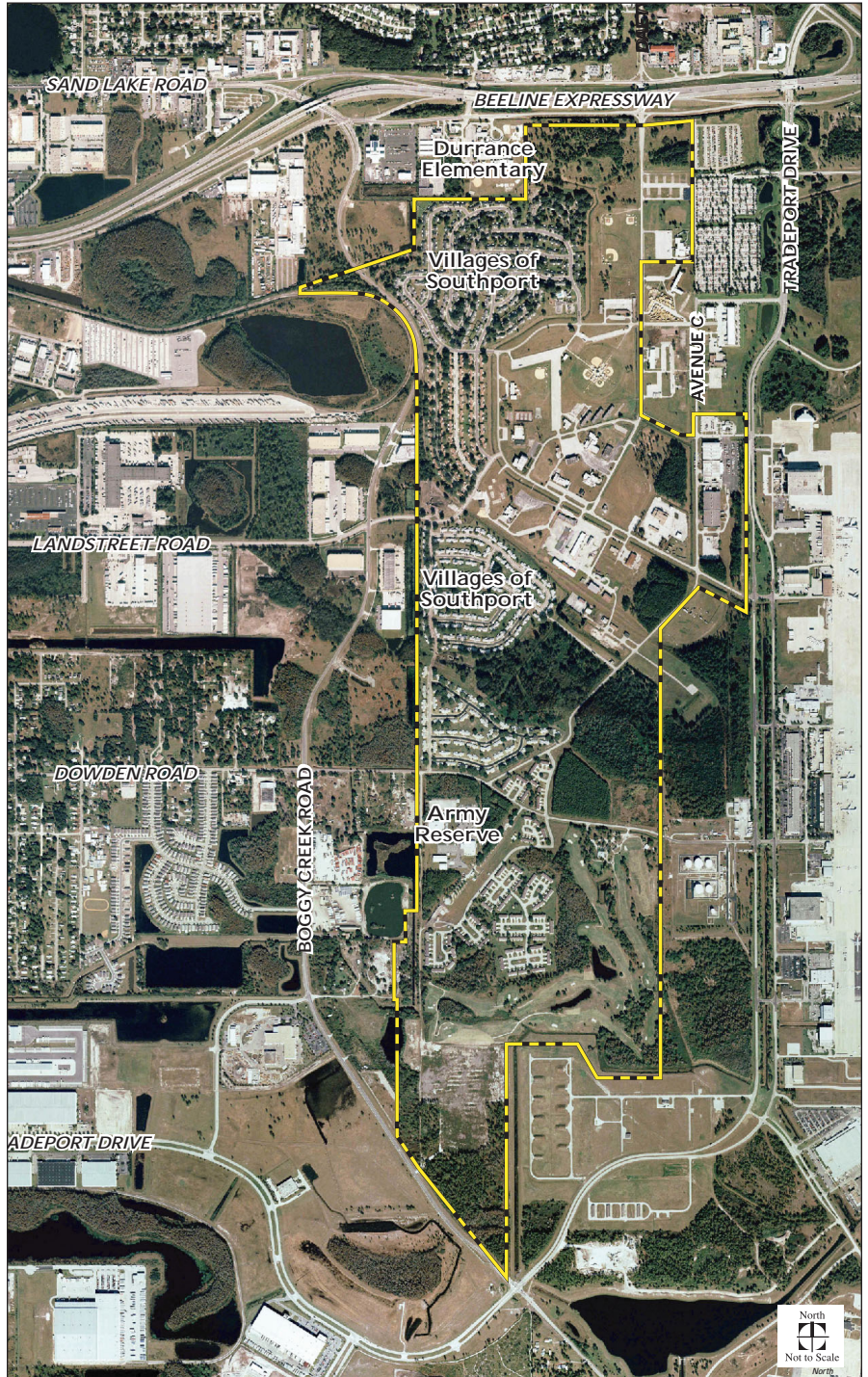


GENERAL SITE REVIEW

The former NTC McCoy Annex is located in the City of Orlando, south of the City of Belle Isle and west of Orlando International Airport (OIA) and the Tradeport properties owned by the Greater Orlando Aviation Authority (GOAA). It is accessed by Daetwyler Drive, Jetport Drive, Landstreet Road and Boggy Creek Road and is close to the Beeline Expressway (SR528), Durrance Elementary School, Taft, and Tradeport Drive. Currently, the site is occupied by the Villages of Southport, a highly successful revitalization of former naval officers housing into a single-family residential neighborhood.



Villages of Southport Residential Housing



Existing NTC McCoy Annex

DEVELOPMENT PARCELS

Former Naval Training Center properties at the former McCoy Annex have been transferred to the City of Orlando under two methods: Department of Interior (DOI) Conveyance (shown in green in the map) and Economic Development Conveyance (EDC) (shown in red).

Properties conveyed by the DOI method must remain in open space or recreation use in perpetuity. However, these uses may also include road rights of way, community centers, recreational uses such as golf, and storm drainage. The City of Orlando has developed a master plan for these properties, which include the 50.5-acre Southport Community Park. An undeveloped +/- 17.4 acre site north of Dowden Road is an additional DOI parcel available as an open space site.

The status of the existing 9-hole golf course at the south end of the McCoy property is currently unknown, since the Navy has recently removed it from the list of DOI conveyances. It is not part of the property being offered for redevelopment; however, it may be available for purchase from the Navy under separate arrangements.

The remaining EDC (red) parcels constitute redevelopment opportunities and are being offered for sale by the City. They include:

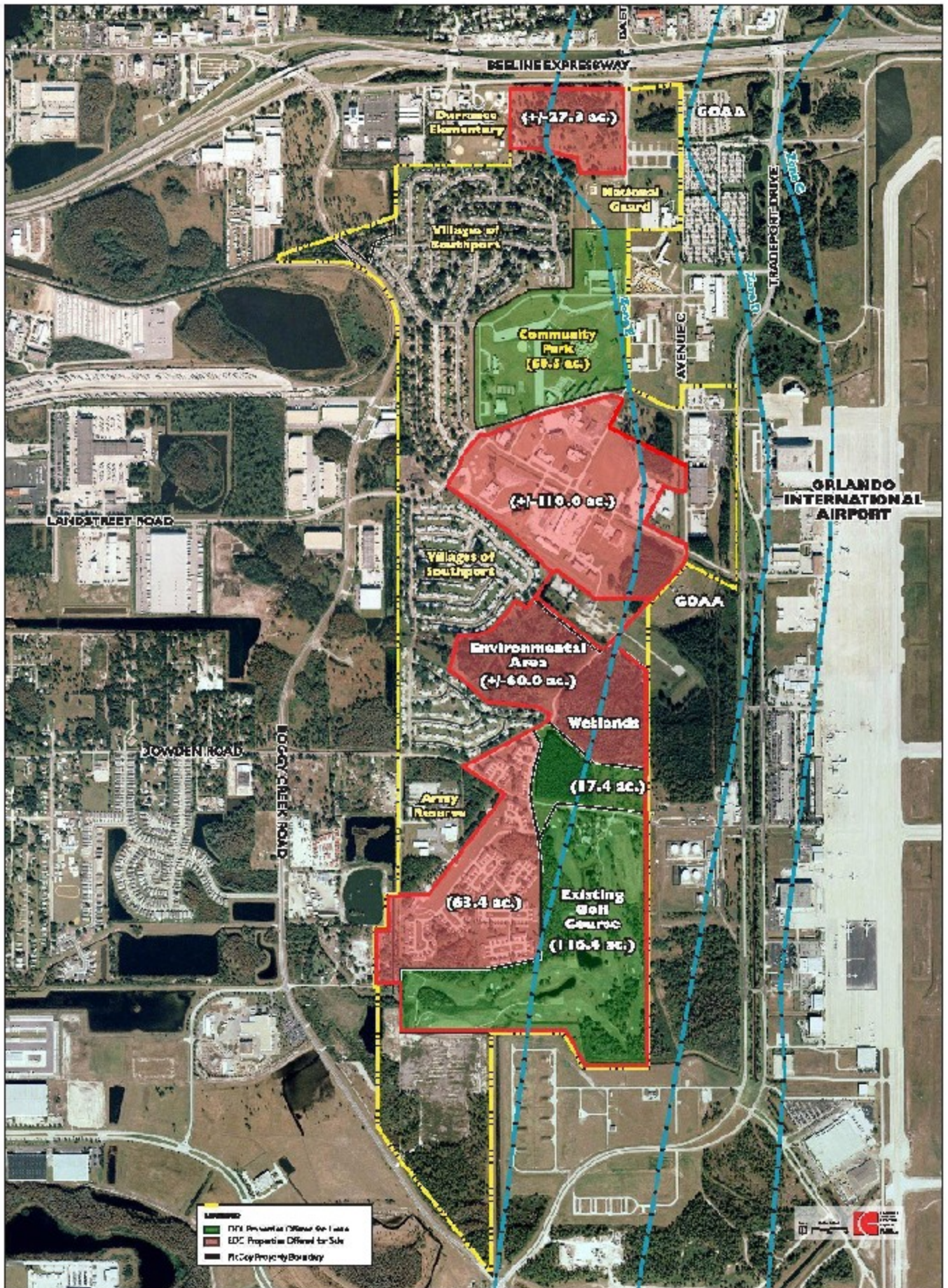
- +/-27.3 acre parcel fronting the Beeline Expressway along Jetport Drive adjacent to the Daetwyler Drive intersection.
- +/-110 acre "Town Center" parcel adjacent to the Landstreet Road entry (includes Study Area 17 - see pages 8-9).
- +/-60 acre "environmental area" with +/-29 acres of existing wetlands.
- +/-63.4 acre parcel adjacent to the existing golf course along the Dowden Road/Fourth Street entry.

The Villages of Southport stretches along the western half of the McCoy Annex property and forms the western edge of much of the redevelopment property. Finally, the McCoy Annex includes parcels owned by National Guard and Army Reserve, which for the purposes of planning have been assumed to remain in place.

This Southport Urban Design Plan focuses on the redevelopment of the Economic Development Conveyance properties with coordinated inclusion of the existing Villages of Southport neighborhood, DOI properties, adjacent GOAA properties, Taft, Belle Isle and Durrance Elementary School.



Southport Community Park, Daetwyler Drive



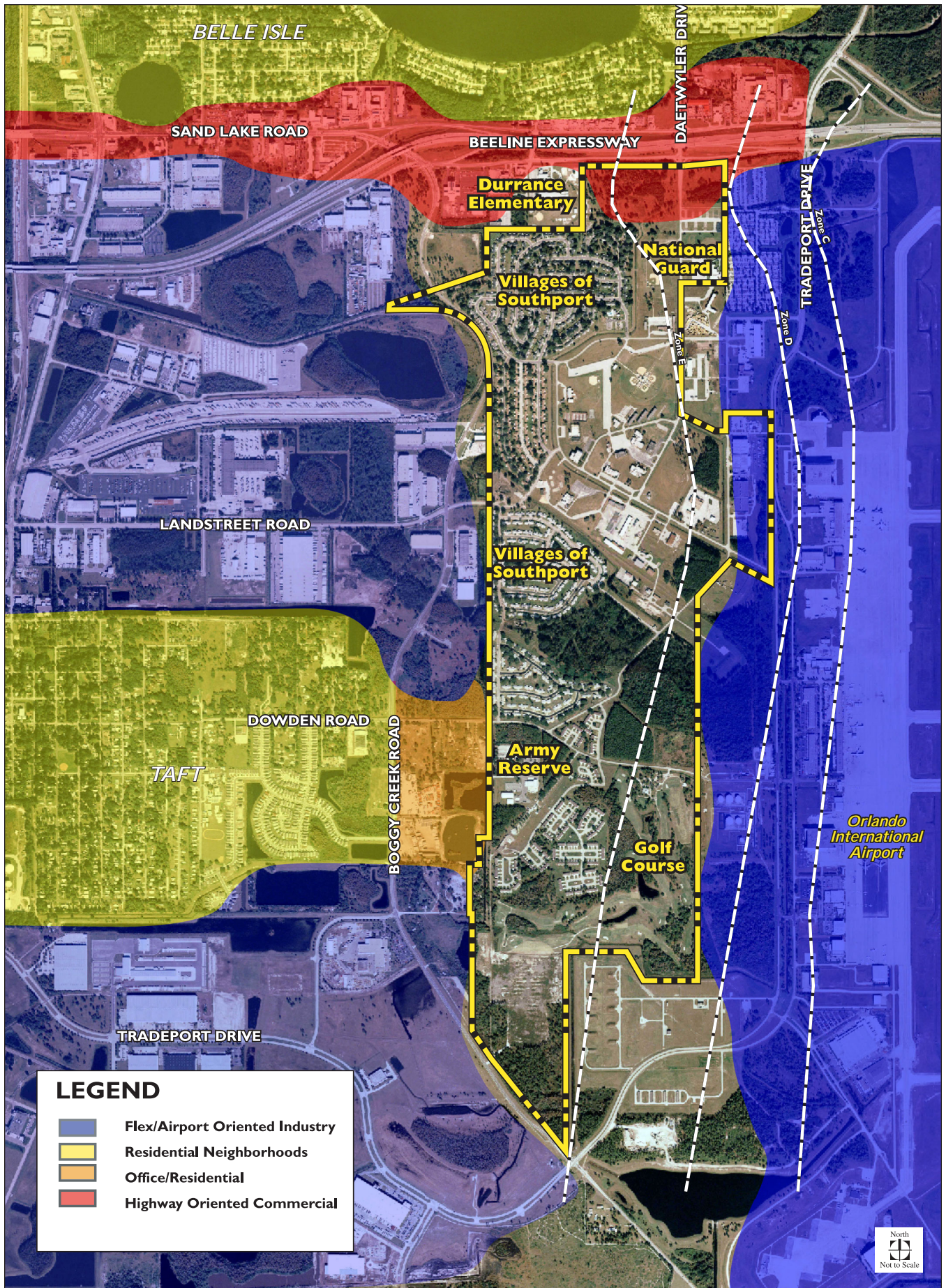
Economic Conveyance Development Parcels.

LAND USE

Area land uses can be generalized into several development patterns that surround the site.

- The City of Belle Isle is north of Southport, with neighborhoods developed around the Lake Conway chain. Taft is to the west.
- Airport related office/flex and light industry uses organized around Tradeport Drive to the east and additional similar uses along Boggy Creek Road, Landstreet Road and Tradeport Drive to the west.
- Highway oriented commercial along the Beeline Expressway.
- Agriculture and emerging residential to the south.
- Villages of Southport within the site boundary.

Additionally, there are airport Noise Zones which traverse the site and carry restrictions. Noise Zone E is the outermost band. The City and GOAA have agreed that there will be no residential development on Southport properties inside (east of) this line. Retail and Office Commercial uses are allowed. Residential uses are unrestricted outside (west of) Zone E.



Generalized Area Land Use



ENVIRONMENTAL REMEDIATION

As with many former military sites, the transfer of the NTC McCoy Annex has involved environmental remediation of building materials and ground contamination.

Many of the remaining on-site buildings include lead based paint and asbestos which must be removed according to federal regulations prior to demolition. The City has already undertaken this process to remove many of the buildings on the Town Center site and other areas. None of the remaining buildings is expected to be retained as part of the redevelopment of the properties.

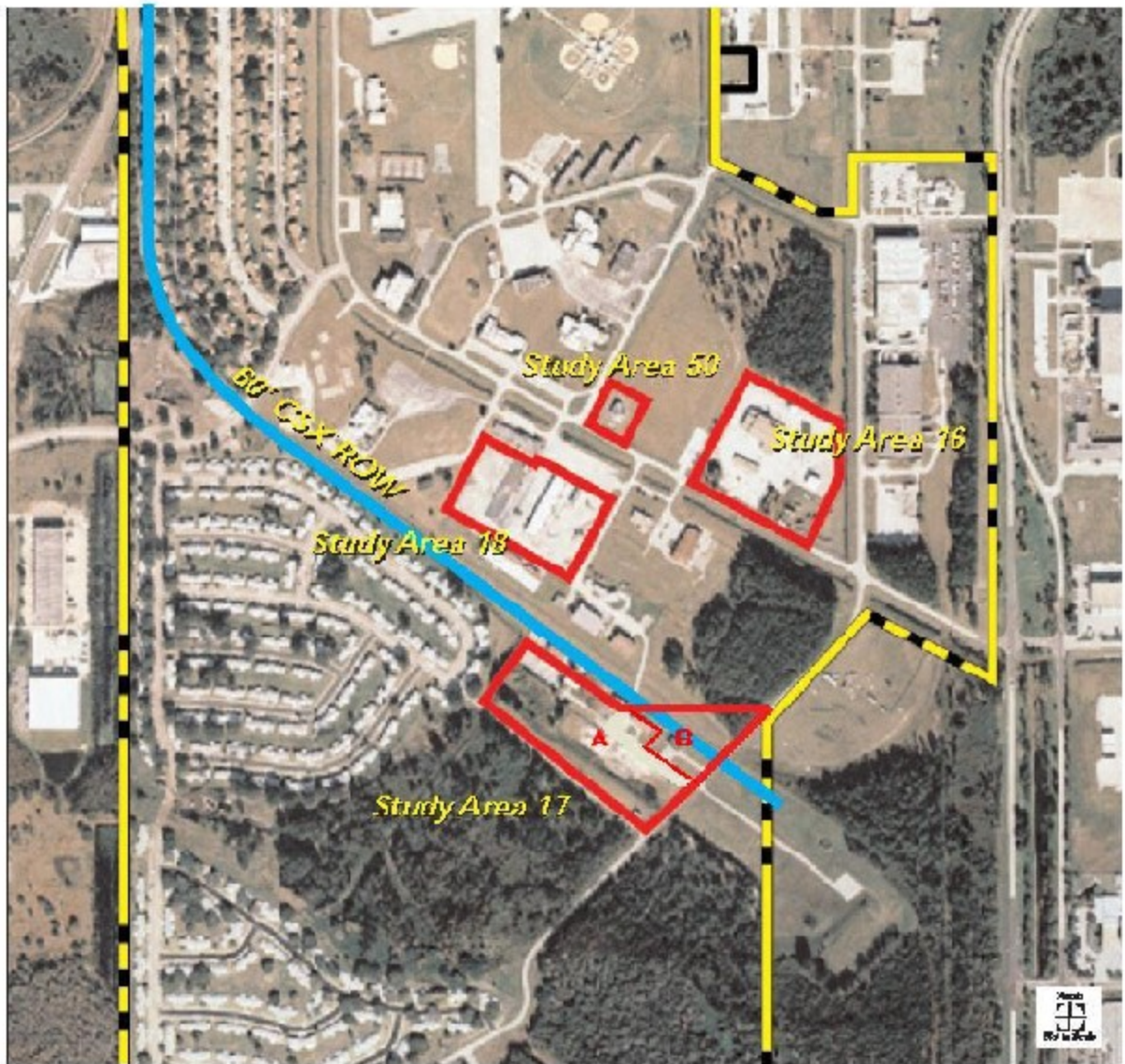
Regarding ground contamination, a number of study areas are noted on site. Most of the contamination involves petroleum/fuel products. Each of the study areas has been remediated by the Navy, although some of the sites are cleaned only to a 'commercial' level, thus prohibiting residential use. These sites can also be used for open space, but cannot contain any sort of drainage or water features. Other sites are cleaned to a residential standard but have been transferred with a groundwater deed restriction. Each of the sites can be further cleaned at additional cost to allow for unrestricted residential use. For the purposes of this plan, the following assumptions were used:

- Study Area 16 - Residential allowed with groundwater restriction.
- Study Area 17 - Not part of the property being offered.
- Study Area 18 - Residential allowed with groundwater restriction.
- Study Area 50 at Building 7174 - Commercial use allowed, no residential.

Study Area 17 consists of two parcels. Parcel A (9.1 acres) is still in Navy ownership. Parcel B (4.3 acres) is owned by the City of Orlando.

In addition to the environmental study areas, there is a 60' CSX easement running across a portion of the site. Although the rail has not been used for over 10 years, the easement is expected to remain in place. There is no known environmental contamination related to the rail line.

For additional details regarding environmental remediation, refer to the reports prepared by Nodarse & Associates, Inc. and United Engineering, Inc. and the 1996 Final Environmental Impact Statement prepared by the Navy.



Environmentally Constrained Sites

REGIONAL ROADWAYS

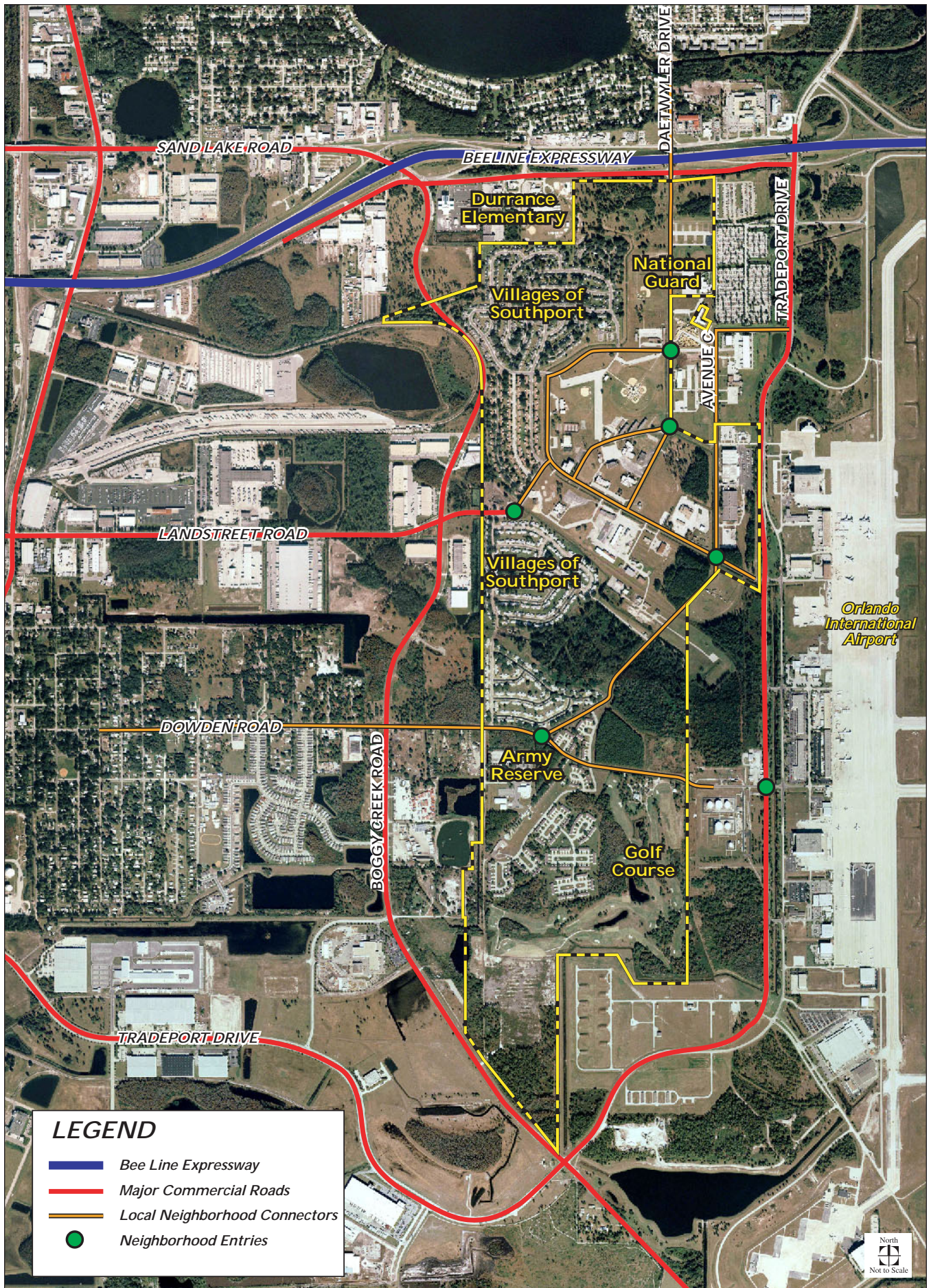
Area transportation is currently focused on three major types of roads: Expressways, major commercial roads, and local neighborhood connectors.

The Beeline Expressway is currently a significant route between Orlando International Airport and the Convention Center and attractions, as well as an important connection between Central Florida and the Port Canaveral area beaches and cruise boats. This corridor may be a future route for rail/transit.

Regional roads provide site access to other parts of the City, and they are designed to carry regional and commercial through-traffic. Land development along the regional roads is organized to be suburban in nature, with large commercial, office/flex, and multi-family housing tracts.

Neighborhood connectors such as Daetwyler Drive form a separate system from the regional roads. They are arranged to carry internal local traffic, primarily between Villages of Southport, and Belle Isle, Taft, OIA, and daily needs activities. Currently, these roads are experiencing some limited commercial cut-through activity. However, these activities are not lawful and are primarily due to the current vacant/open nature of much of the site, and the size of some of the historic NTC road corridors. Better signage, traffic calming, and property redevelopment will refocus any residual cut-through traffic to the external regional roads. Additionally, the development of Southport Community Park includes some perimeter traffic calming measures which will dissuade cut through activity.

Currently the regional and neighborhood road systems are operating at very high levels of service, and have significant capacity for additional development.



LEGEND

- Bee Line Expressway
- Major Commercial Roads
- Local Neighborhood Connectors
- Neighborhood Entries



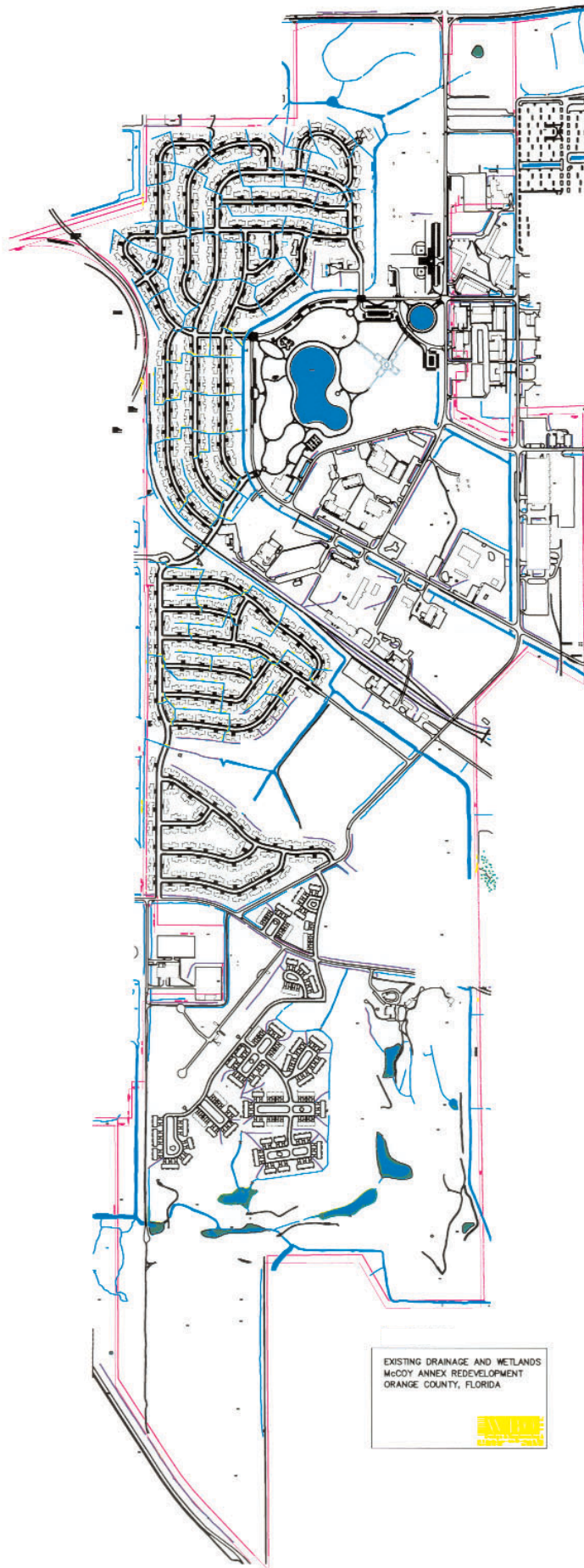
STORMWATER AND INFRASTRUCTURE

Storm Drainage

The study area drains through a series of open swales and canals to a drainage canal on Tradeport Drive and eventually to the Boggy Creek Basin. There are no stormwater collection systems or retention areas on the site. Some of the areas do have cross-drain pipes and inlets but in limited areas. While there may be some limited opportunity for retrofit of these lines, it is believed that new development will require removal or abandonment of any existing lines and development of new systems.

As determined by FEMA Flood Maps, none of the existing site falls within the 100-year flood plain. However, some of the areas are low and may have minor flooding problems during major storm events, high intensity storm events or prolonged rainfall periods.

As determined by the City of Orlando, existing structures will not require retention systems as long as the impervious area is not increased, the drainage pattern is not altered, the square footage of the existing building is not increased which also includes adding an additional floor and as long as they do not contribute to the current flooding issues. However, in areas where the site is demolished and developed with new improvements, the current land development criteria would govern.



North

 Not to Scale

Water Distribution System

The existing water system pipe network comprises pipes with diameters of 2 to 12 inches. Pipe materials used are asbestos concrete, cast iron, ductile iron and PVC. Individual water services are not metered and do not have backflow prevention. It was determined that the existing infrastructure system would be adequate to handle the anticipated flows, however, at the time of development, location, age and condition of existing pipes may require new systems, as well as requirements regarding metering/backflow prevention and fire protection. While there may be some limited opportunity for retrofit of these lines, it is believed that new development will require removal or abandonment of existing lines and development of new systems.

Sewer Collection System

The existing collection system is comprised of a series of gravity sewer mains, lift stations and force mains. All of the buildings that have sanitary sewer service in the study area drain to an existing sanitary sewer lift station that is located south of Binnacle Way and northeast of Building No. 7180. This lift station is operated and maintained by the City of Orlando and is referred to as LS201. There are also three lift stations that collect effluent from the residential areas and pump to this station, LS201. The existing collection system is one of the oldest systems in Orlando. It has a very high infiltration rate into the sewer from stormwater. This causes the lift station to flood during peak rainfalls. While there may be some limited opportunity for retrofit of these lines, it is believed that new development will require removal or abandonment of existing lines and development of new systems.

Electrical Distribution

Electrical distribution is provided to this area through a series of overhead power lines by OUC. The system has been in place since the 1940's, and is in very poor condition. Power poles, light poles, supports for transformers and conductors are also in poor condition. Individual service connections are also in poor condition or they do not exist at all. Services are not to code and do not have separate meters. Preliminary indications are that all overhead power systems will have to be replaced to meet the needs of the new community.

Reuse Water (Reclaimed Water)

The City of Orlando has constructed a reclaimed water main system to be used for irrigation. The current system is in the vicinity of this project and consists of a 36" pipe running along the west side of Tradeport Drive. This development will be required to extend the main into the site and distribute the water to the intended users. The City will provide 70 psi water from the main on Tradeport. The development engineer will be required to calculate water demand based on proposed land uses and size the internal distribution system.

Natural Gas

The study area has a limited natural gas distribution network. There is an existing 4 inch high pressure steel gas main that traverses the parcel. This line begins on the west side of Daetwyler Drive just south of the Bee Line Expressway and serves only the housing area on the south end next to the golf course. There was no available evidence of any gas services to any other facilities. Gas is provided by TECO and the availability of extension of service is good.

For additional details and locations of infrastructure items, refer to the WBQ report dated August 7, 2001 under separate cover.



— Existing Water
 — Existing Sanitary Sewer

EXISTING UTILITIES PLAN
McCOY ANNEX REDEVELOPMENT
ORANGE COUNTY, FLORIDA

THIS PLAN AND LOCATION ARE SUBJECT TO ALL CITY ORDINANCES AND STATE AND FEDERAL LAWS.

DATE: 08/15/11



WETLANDS EVALUATION

Environmental Constraints

Environmental constraints previously identified on the Southport project site include six (6) wetland areas that are within, or adjacent to, the project area (Figure 1). No state- or federally-listed wildlife species have been observed on the subject property.

Site Description

Overall, the site has been almost completely deforested in the upland areas, resulting in the elimination of natural upland vegetative communities. The drainage canals, ditches and swales throughout the area are extensive and function purely for stormwater conveyance. They provide very little value in terms of stormwater retention and water quality treatment, or as open space features.

Wetland systems are extremely degraded as a result of these drainage appurtenances through the reduction in seasonal high water levels and dry season water tables. In response, soil oxidation, canopy toppling, and invasive plant growth is evident throughout the area. In particular, Wetland #2 is highly degraded, impacted by previous fill activities and drained by internal canals/ditches that carry stormwater directly from the adjacent housing to the major conveyance canal. There is very little elevation change between this wetland and the surrounding residential area to the south and west.

Similarly, Wetland #1 is drained by the major conveyance canal to the east, thereby resulting in hydroperiod reduction, soil oxidation, and transitional vegetation along the perimeter. It also contains some limited exotics, but is primarily comprised of pond, cypress, red maple, loblolly bay, sweetbay and black gum.

Jurisdictional Wetland Determination

State and federal jurisdictional wetland areas were delineated on the subject parcel pursuant to Chapter 62-340 Florida Administrative Code and the 1987 U.S. Army Corps of Engineers Wetland Delineation Manual, respectively. These wetland areas were delineated with flagging in June 2002. The flags were located with GPS, and comprise the wetland lines.

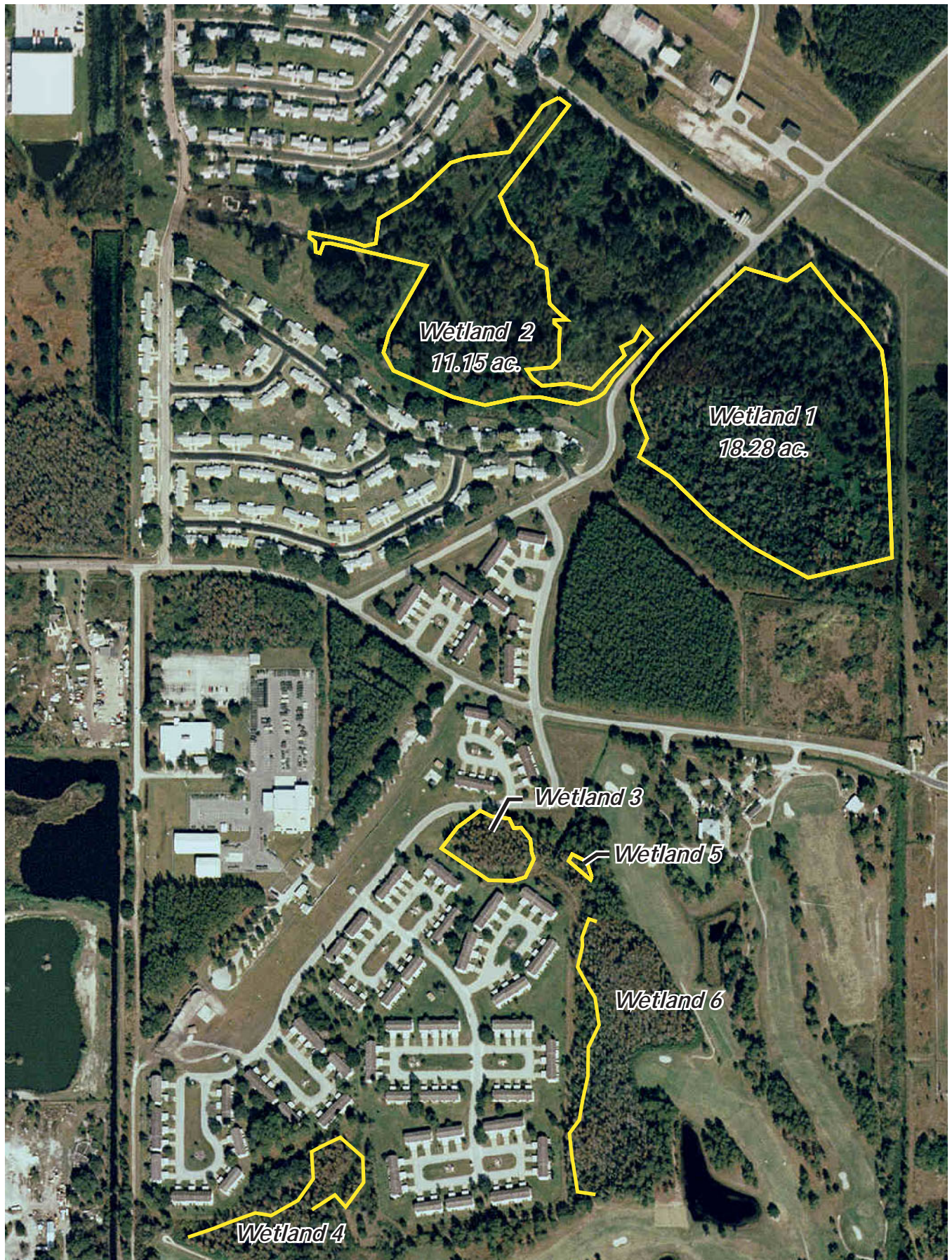


Figure 1

NOTE: Wetland lines GPS located in the field, not reviewed or approved by South Florida Water Management District (SFWMD)

MARKET OPPORTUNITIES

Based on market demand, area development, site adjacencies and roadway patterns, the site appears to lend itself to a cross section of uses in the various development parcels. This includes:

- A Business Park opportunity along the Jetport Drive / Beeline Expressway with various types of office, flex, hotel, and neighborhood commercial. These properties could be coordinated with adjacent GOAA properties for increased market synergy. Residential in this area is not possible due to the Orlando International Airport noise zones.
- A Neighborhood/Town Center opportunity with varied for-sale and rental residential uses; including a limited commercial center providing neighborhood services such as grocery, sundries, laundry, restaurant, professional office, etc. The center would serve Southport, Taft, southern areas of Belle Isle, Tradeport Drive employment, Golf and Southport Community Park users.
- Although a portion of the Economic Development Conveyance (EDC) property between the Town Center Neighborhood and the Golf Village may have limited development potential due to wetland constraints, there could be significant opportunity to utilize this land for stormwater treatment and attenuation, as well as neighborhood development.
- If the existing golf course remains in operation, a Golf Village with varied forms of for-sale and rental residential uses could be located south of Dowden Road, possibly oriented to the adjacent golf course and conservation areas.
- If the existing golf course does not remain in operation, the land south of Dowden Road will be more suitable for industrial / warehouse development.

For additional details regarding market opportunities, refer to the report prepared by RERC, Inc. for the City of Orlando in the Appendix document.

