



MIDTOWN BUSINESS PARK

— COLLEGE STATION, TX —



INTRODUCTION

Over the past twenty years the City of College Station and its greater metropolitan area has seen enormous population growth, aided in large part to the continued growth and maturation of Texas A&M University's flagship campus and post-recession boom of Texas' vigorous housing and industry sectors. Home to a population of 254,000 in the Brazos County metropolitan area, including a student population of more than 65,000, College Station is one of the fastest growing cities in the United States. Linked with this residential growth are the service and hospitality sectors, which have grown exponentially, altering the face of the city with new neighborhoods and schools, added parks and trail systems, as well as a renewed sense of local and national identity.

Specific industry sectors needed in this thriving region include office, flex office, light manufacturing and research and development. This can be met in the form of both traditional office campuses and progressive "innovation districts" that feed off the University's on-going research and development pursuits. In 2000, the City of College Station purchased 373 acres of property situated along State Highway 6 to market for these uses and establish the City's second business park. In 2005, the City purchased the neighboring 100 acres to the north for a new electrical substation, adding to the business park's total acreage.

The Business Park, consisting of 252 developable acres, sits outside of the adjacent Spring Creek and Lick Creek 100-year floodplain. The Business Park's proximity to State Highway 6, as well as the growing community around a flagship university, primed this property for serving the next generation of office and light manufacturing for College Station.



PROJECT SCHEDULE

The Project Schedule is comprised of a consistent sequence of meetings throughout the work program. The project started with an initial kickoff meeting in Dallas between the City and the consultant team and was followed by a “listen and learn” discussion with both the City Council’s Economic Development Committee (EDC) and the Local Government Corporation (LGC). Having clear direction, the consulting team met on a regular basis culminating with a presentation in College Station.

- KICK-OFF MEETING IN DALLAS: 11/01/2017
- WORK SESSION IN COLLEGE STATION - EDC & LGC: 12/04/2017
- TEAM PROGRESS MEETING #1: 01/09/2018
- TEAM PROGRESS MEETING #2: 02/06/2018
- TEAM PROGRESS MEETING #3: 02/22/2018
- WORK SESSION IN COLLEGE STATION- EDC & LGC: 03/02/2018
- PRESENT THE PLAN - EDC & LGC: 05/01/2018
- CITY COUNCIL APPROVAL: 05/24/2018



VISION AND STRATEGY

The development plan capitalizes on the vigorous growth experienced in College Station over the past twenty years, diversifying the local economy with job growth and bolstering its tax base. It instills a sense of community and placemaking, to both attract and retain a strong community of innovators, creators, manufacturers and scientific researchers to the region capitalizing upon, but without compromising, the business park's inherent natural beauty.

A variety of planned building uses: commercial retail, light-manufacturing, professional office and innovation “maker” spaces, are organized to complement one another and provide a variety of site development options. This commercial mix of uses with prime access to the existing trail system, lays the groundwork for a distinctive district. The abundant advantages of The Business Park development, both natural and planned, instill a sense of place in a future high-growth area of the City.

THE MIDTOWN BUSINESS PARK STRATEGY IS TO:

- CREATE DEVELOPMENT-READY INDUSTRIAL AND COMMERCIAL SITES;
 - CREATE A STRONG CAMPUS IDENTITY THROUGH CONSISTENT BRANDING, SIGNAGE, PUBLIC INFRASTRUCTURE TREATMENT, TRAILS AND LANDSCAPE;
 - PROMOTE A VARIETY OF LAND USES THROUGH SUB-DISTRICTS INCLUDING LIGHT MANUFACTURING, RESEARCH AND DEVELOPMENT, TECHNOLOGY, START-UP “MAKER” SPACE, OFFICE AND COMMERCIAL USES; AND
 - PRESERVE THE NATURAL ENVIRONMENT THAT ACCOMPANIES STRATEGIC DEVELOPMENT
-



CHARACTER

LANDSCAPE

The inherent character of the property is typical of naturalized land in Brazos County that has been relatively untouched for many years. Low rolling hills meet with key drainage ways to form a uniquely native landscape of majestic post oaks and understory growth in the heart of College Station.

The property is well positioned on State Highway 6 and bounded roughly by two other key vehicular arteries: William D. Fitch Parkway and Rock Prairie Road. Within this boundary, the property is further nestled between two key watersheds—Lick Creek and Spring Creek. The property serves as an island of refuge for plants and animals alike. The intent for this plan is to:

- Preserve areas of natural vegetation along creeks and trails in key areas;
- Augment preserved vegetation with a compatible, low-maintenance landscape palette; and
- Establish a quality environment and cohesive character from the street through a common landscape palette, preserving existing vegetation and adding plantings to buffer new development.

ARCHITECTURAL

While the natural landscape and topography lend themselves to low-level structures that nestle in with their surroundings, development must also respond to the market's local conditions and needs. In order for the property to attract an increasingly growing demand of market-oriented prospects on both a local and national level, the architectural look and feel of the overall property must be of a high quality. The character should not adhere to any single architectural style and remain flexible for a variety of user types that will range from commercial-oriented uses along State Highway 6 to low-rise one or two story offices in the northeast. The landscaping along Pebble Creek Parkway and Lakeway Drive should soften the new development from the street allowing flexibility in architectural style.

AMENITIES

In order to fully realize the potential of the property as a distinctive place to work, it must cater to those that choose an urban-oriented work lifestyle that is unlike what is typically seen or experienced in College Station. The current Lick Creek Trail system, which borders the property's north and east boundaries, provides a ten-foot wide concrete trail along roughly 1.6 miles of Lick Creek's extent. This trail not only serves the overall community and nearby neighborhood to the south, but also serves future employees that work at the Business Park. A trail system is also planned for adjacent Spring Creek, doubling the length of accessible concrete trail surfaces.

Other property amenities that will be provided:

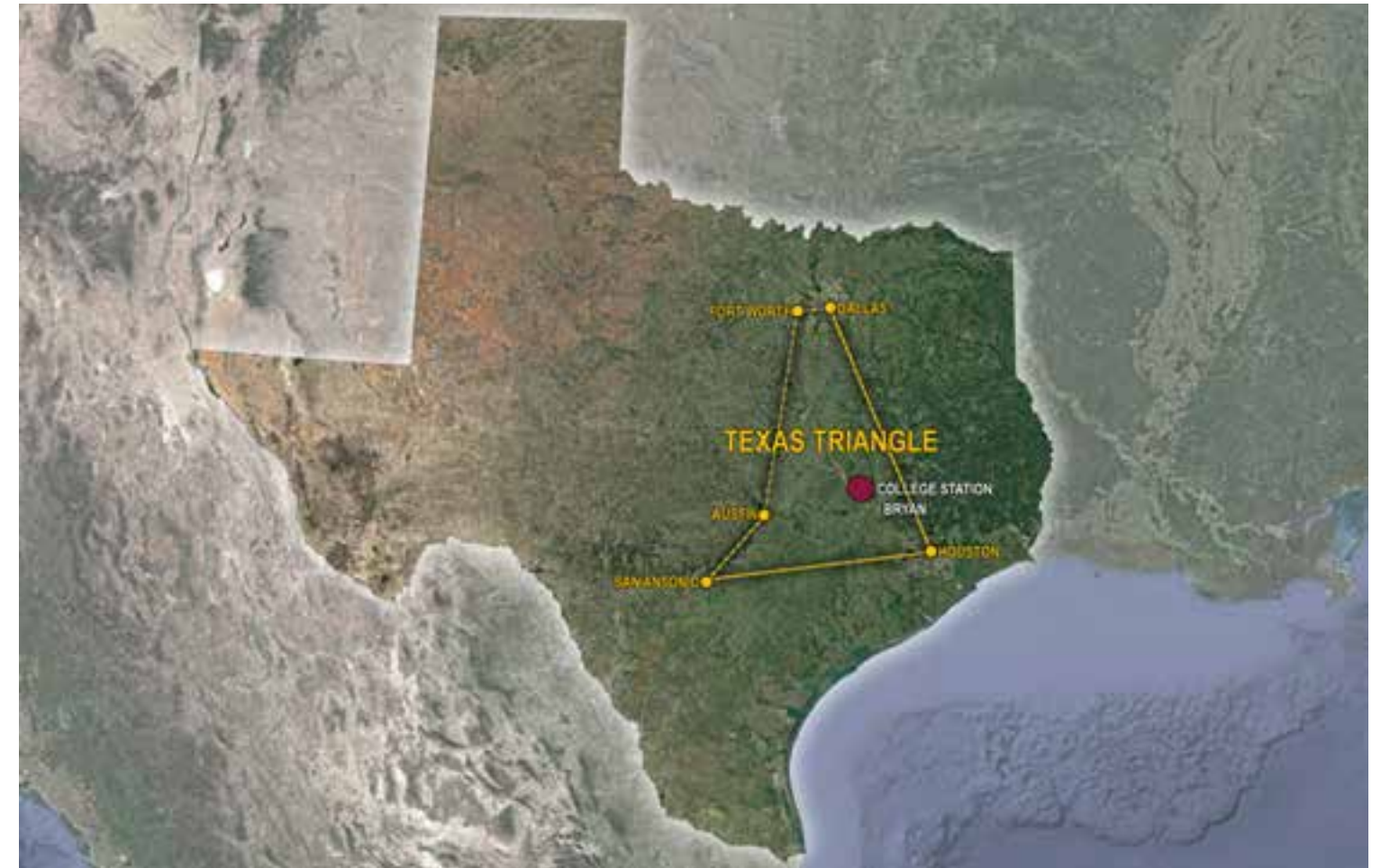
Common area and roadway landscaping | Campus signage, branding and marketing





NATIONAL MAP

The College Station/Bryan metropolitan area is geographically well positioned in the lower center of the contiguous forty-eight states, with access to both freight and passenger rail and within a two hour drive to the Gulf ports in Texas and Louisiana.



TEXAS MAP

The College Station/Bryan metropolitan area resides within one of America's eleven megaregions called the Texas Triangle. Comprising 7% of the United States population and 70% of Texas, the Texas Triangle encompasses four of the Nation's largest cities: Houston, San Antonio, Dallas and Austin. This fortuitous proximity of vibrant commercial centers benefit from a collaboration of cultural and environmental similarities, as well as its geographic connection to Mexico. This enables the NAFTA superhighway to spread northward from the international border north through San Antonio, Austin and Dallas.

The Texas Central High Speed Rail Line is another superhighway currently under discussion, connecting Houston with Dallas in only ninety minutes. Between these two cities, there is only one stop, which serves the College Station/Bryan metropolitan area via shuttle bus service.



VICINITY MAP

The municipal boundary of College Station spreads far beyond the extents of Texas A&M University's main campus, stretching west to the Brazos River floodplain, north to the southern edge of nearby Bryan, south toward the Texas World Speedway and east toward State Highway 30. Blessed with its own airport, optimal roadway infrastructure, and ample available land within its ETJ, College Station has room to grow.

The Business Park is located near the southern portion of the City limits and with excellent access to State Highway 6 and William D. Fitch Parkway. To the north of The Business Park is a future residential community and lifestyle center called Midtown.



PLAN AREA

The project area consists of 373 acres of land that is bound roughly by State Highway 6 to the west, William D. Fitch Parkway, the College Station and a single-family neighborhood to the south and Lick Creek to the north and east. An existing gas well site sits roughly in the center of the tract, with its vehicular access from the highway frontage road. Adjacent to Lick Creek is the recently constructed Lick Creek Trail system that extends the length of the property's creek frontage.



INCUMBENT PLAN

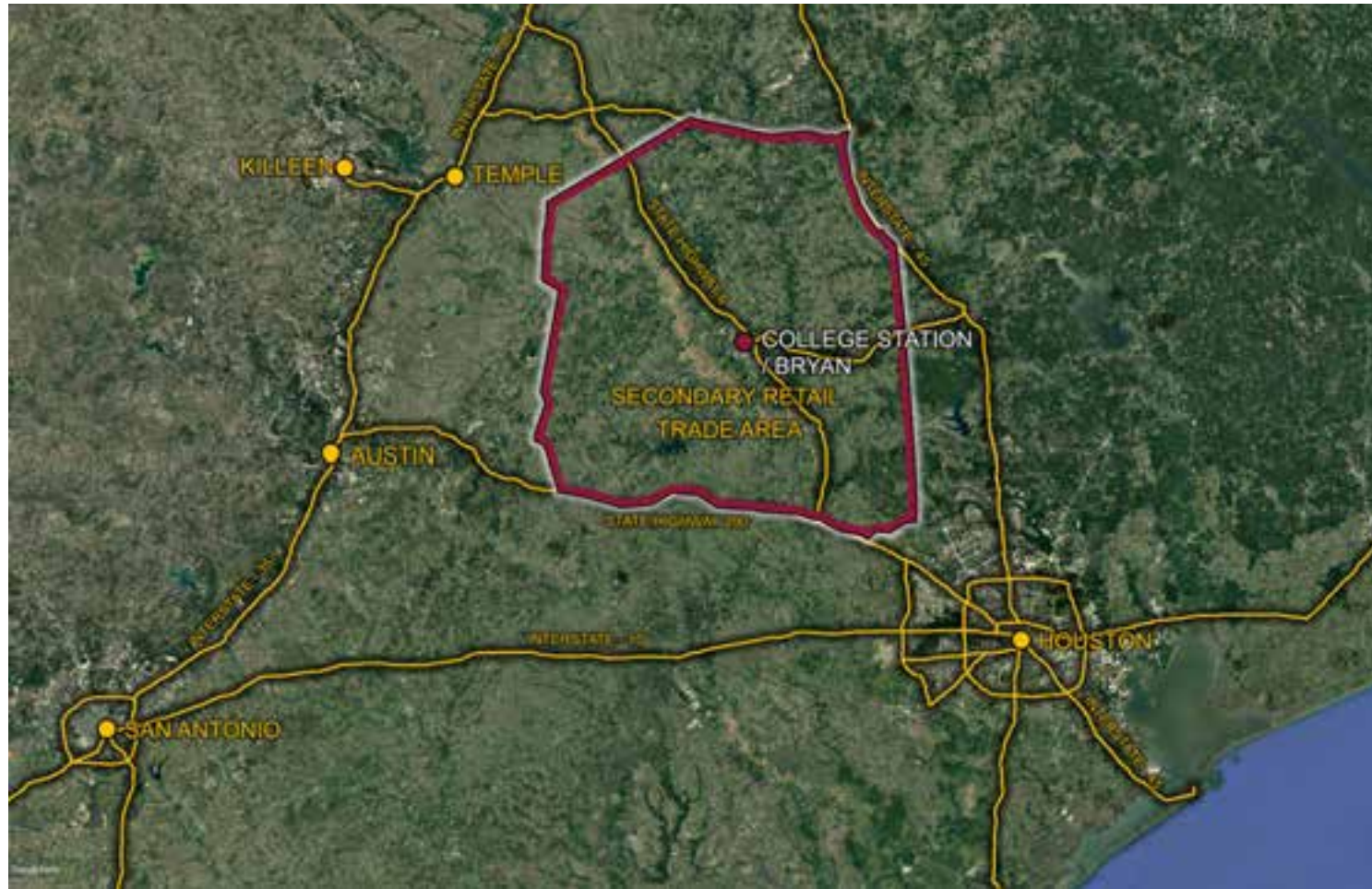
The incumbent plan depicted above references the output from the Master Plan study in 2002. This plan, which had a technology focus specifically around the semi-conductor industry, was strategic in recommending several key initiatives that have now been implemented and are part of the existing conditions on or near the property. The most significant of these initiatives is the acknowledged need for a spine road to traverse through the extents of the property. Pebble Creek Parkway, this once 90-foot right-of-way—now condensed to 80 foot, begins at William D. Fitch Parkway and ties in to Lakeway Drive and the State Highway 6 frontage road.

Trail systems were also depicted for both Lick Creek and Spring Creek, with the former now constructed and open to the public and the latter in the early planning stage.



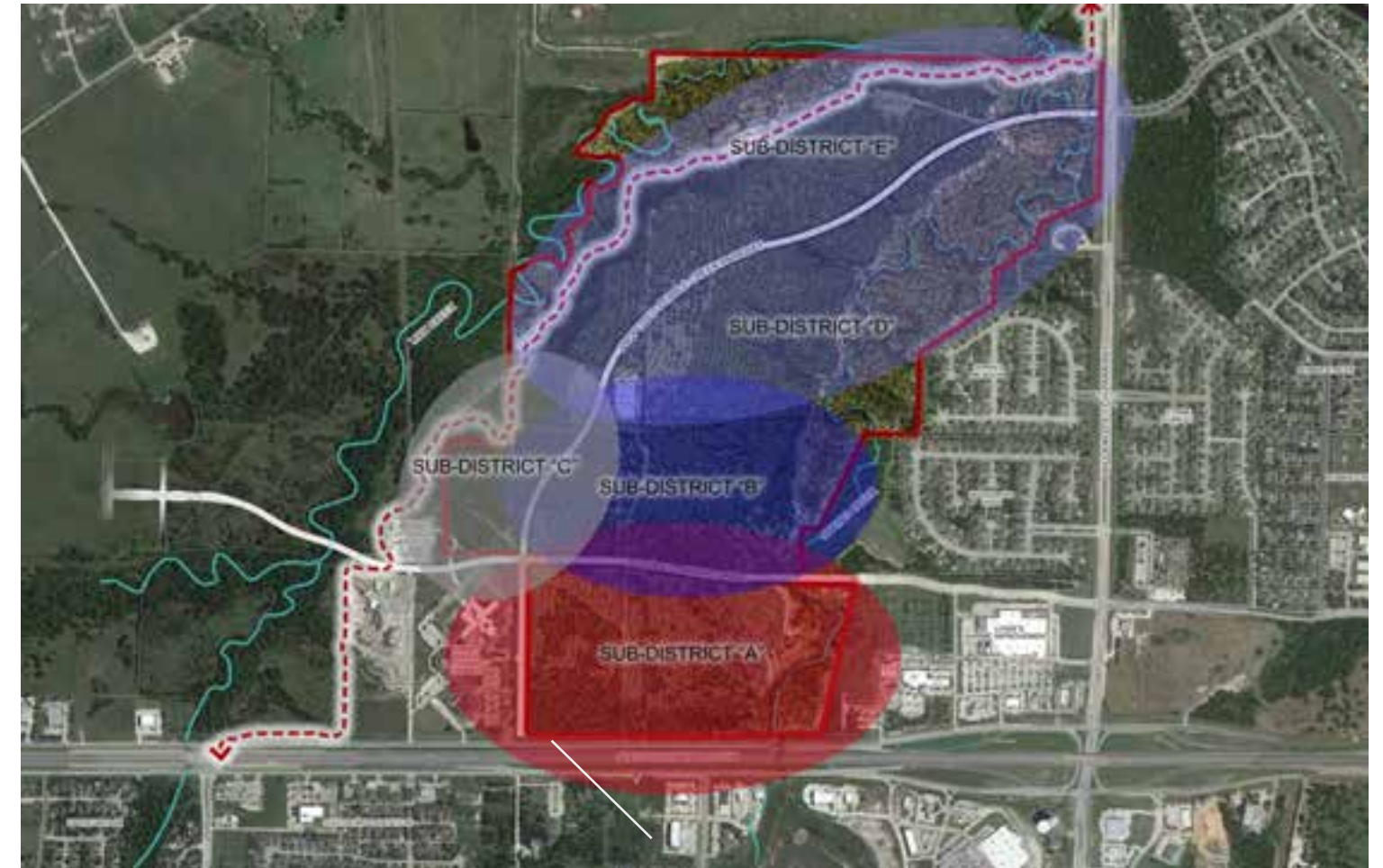
NEIGHBORING DISTRICTS MAP

The development plan is part of a larger vicinity that is strategic to the future development of the central core of College Station's city limits. On either side of The Business Park lay sites of equal importance and significance, with all three linked by Lakeway Drive. Midtown is a proposed 240 acre+/- mixed use development that will serve as both a residential community and lifestyle center, cohesively linked with an extensive park and trail system. To the south of the Midtown Business Park is College Station Business Center, a 189-acre business center dedicated to large value-office, surface parked users. This park is similar to the Midtown Business Park in that it is linked with a meandering trail system and is heavily wooded. It has approximately 30% of its land still available for development.



RETAIL TRADE AREA

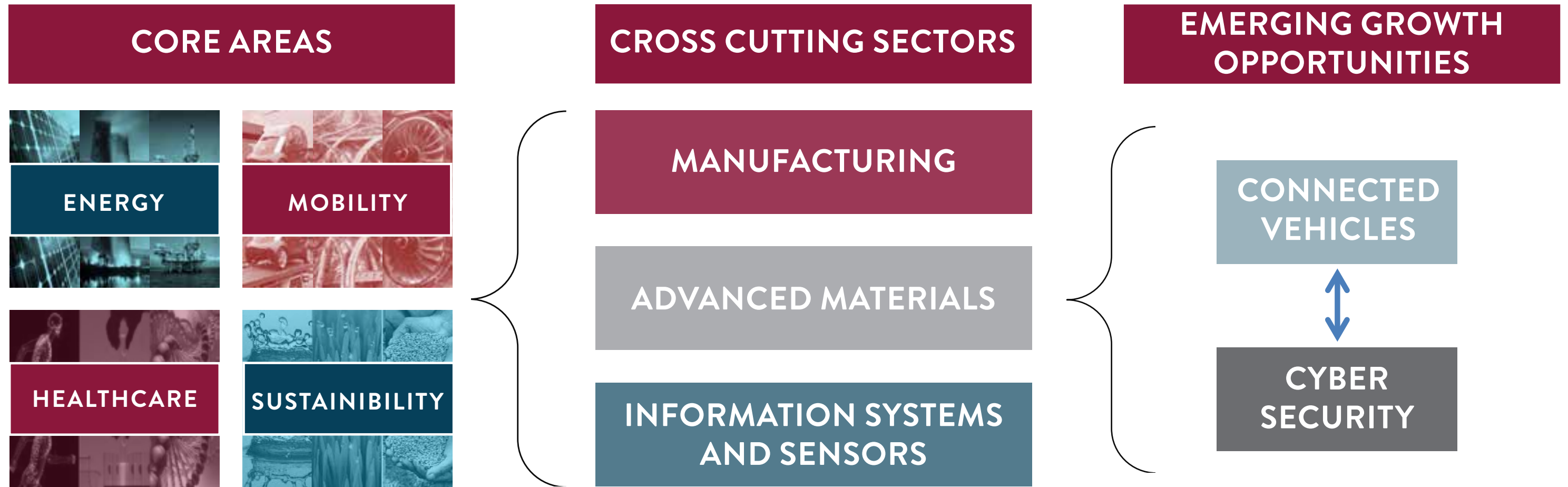
Outside of the widely accepted primary trade area of both Bryan and College Station is what is referred to as the secondary retail trade area. While the Primary Area accounts for 55% - 70% of retail consumers, the secondary area includes a broader physical land area, absorbing smaller adjacent municipalities that partly depend upon the area's primary commercial centers. This area accounts for 15% - 20% of retail consumers and is a useful tool in determining the total sphere of influence that College Station has on both potential retail users and work commuters alike. The secondary trade area depicted above includes the towns of Brenham, Navasota, Caldwell, Madisonville and Hearne. The population of the College Station-centered SRTA is 371,506. For the Midtown Business Park, a strategic portion of acreage—Sub-District A, is being reserved for future retail development that will further serve this retail trade area.



ADJACENT LAND USES

There are several adjacent land uses that will influence future development considerations at the Midtown Business Park. Large anchor-based retail directly fronts onto State Highway 6 and is an indicator of future commercial uses on the Midtown Business Park's highway frontage. Also lying along the frontage road is Christ United Methodist Church, which has direct vehicular access to the frontage road and will have driveway access to both Pebble Creek Parkway and Lakeway Drive. Lastly, approximately one-half mile to the north across Lick Creek is the proposed Midtown development, which will include a mostly horizontal mix of retail/restaurant, narrow lot single-family, multi-family, entertainment and park land.

INDUSTRY TARGETS



The Core Industry Areas of focus for College Station and Texas A&M University are broad industry clusters that capture a large portion of area-wide research enterprise and provide a clearer thematic message to companies in particular vertical markets. These core industries are Energy, Mobility, Healthcare and Sustainability/Bio-Science.

Cross-Cutting Sectors from the core industry areas are horizontal industries that also have a strong basis of research/asset support system-wide, yet may be classified as “enabling” targets that exist in support of a variety of Core Area vertical markets. These Cross-Cutting sectors include Manufacturing, Advanced Materials and Information Systems and Sensors.

Emerging Growth Opportunities are industries that may have a different pathway toward development compared to established (and currently larger) Core Area targets, yet represent areas of strong potential future growth based on cutting edge research, facilities and/or infrastructure being supported by the University.

COLLEGE STATION FACTS

#2 FASTEST
GROWING CITY
IN THE US
NerdWallet

#1 BEST PLACES
TO LIVE
IN TEXAS
Livability

#1 CITIES
PRIMED FOR
ECONOMIC
GROWTH
Livability

#7 TEXAS
CITIES ON
THE RISE
NerdWallet

TOP
TEN BEST
SMALL
COLLEGE
CITIES

NATIONALLY
RECOGNIZED
PUBLIC SCHOOL
DISTRICT

DEMOGRAPHICS

THE PEOPLE OF COLLEGE STATION



TOTAL POPULATION

228,220

PRIMARY RETAIL TRADE AREA

371,506

SECONDARY RETAIL TRADE AREA

\$73,126

AVERAGE HH INCOME
2018 EST.

\$47,993

MEDIAN HH INCOME
2018 EST.

3.8%

5 YEAR AVERAGE
ANNUAL GROWTH
PER YEAR

GROWTH RATE



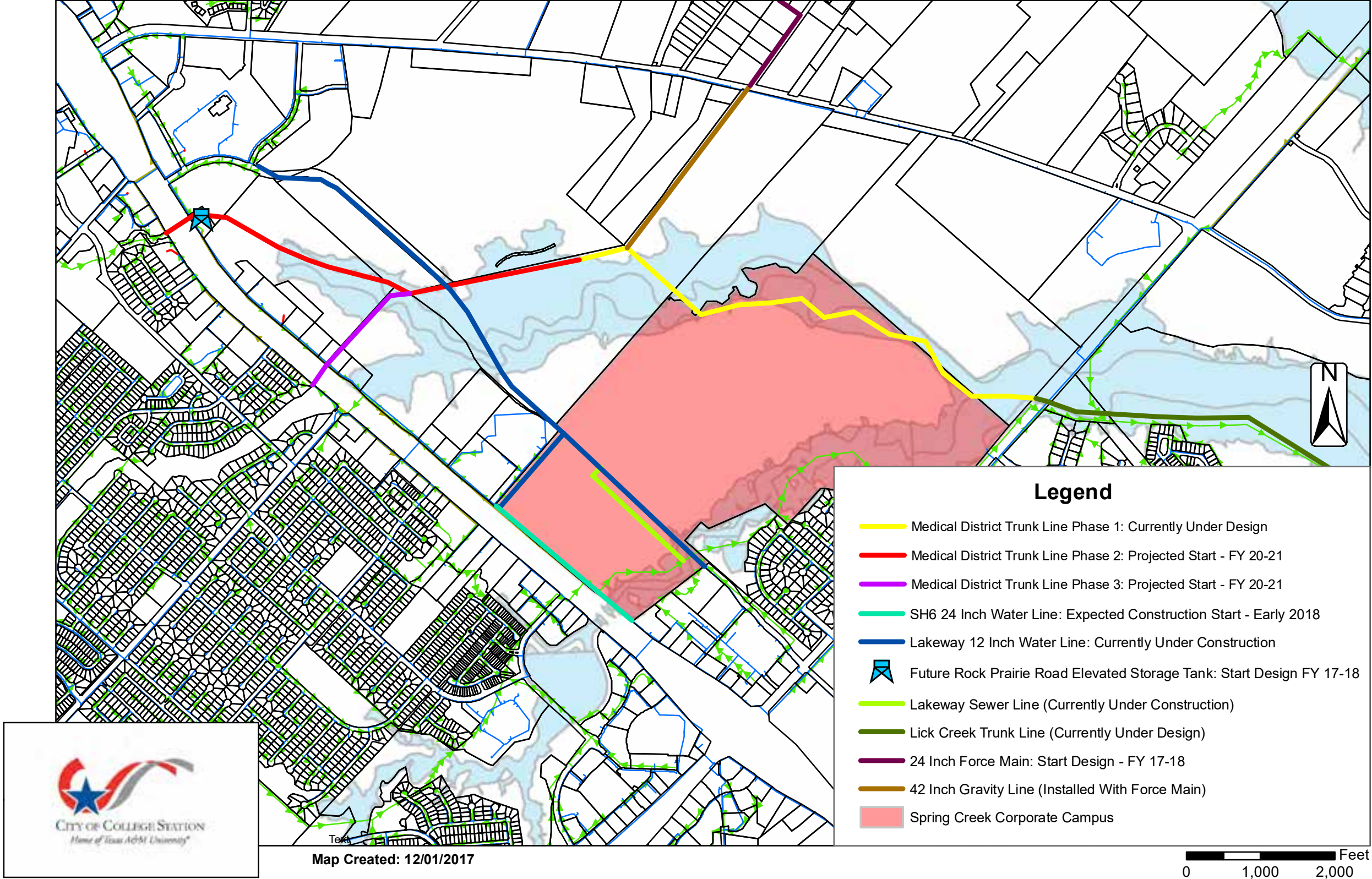
EXISTING CONDITIONS

Since the time of the original Master Plan adoption in August of 2002, several improvements have been made to the area that affect not only the overall plan for this property, but also the infrastructure cost to develop the property. Of particular note are the following changes that have occurred since 2002, most of which are shown on *Exhibit 1*:

- The alignment of Lakeway Drive has changed;
- Lakeway Drive is currently under construction through the extent of the property;
- Pebble Creek Parkway is currently under construction from State Highway 6 (SH6) to Lakeway Drive on the property;
- A 12-inch sanitary sewer line is currently under construction along Lakeway Drive;
- A 12-inch water line is currently under construction along Lakeway Drive;
- A 12-inch water line is currently under construction along Pebble Creek Parkway;
- A 24-inch water line is currently under construction along SH6 from Pebble Creek Parkway to Lick Creek, where it will tie to an existing 24-inch water line;
- A 10-foot hike/bike trail has been constructed through the property along Lick Creek from SH6 to W.D. Fitch Parkway (SH40); and
- A 48-inch sanitary sewer line is currently under design/construction along Lick Creek through the property.

All of these improvements have made an impact on the future development of this property. The change in the Lakeway Drive roadway alignment, as well as the location of the hike/bike trail, affect the configuration and useable acreage of the future lots. In addition, the construction of the infrastructure discussed above helps reduce the overall development cost of the property.

EXHIBIT 1



PHASE PLAN

It is likely that the property will develop in phases as shown on **Exhibit 2**. The portion of the property facing State Highway 6 (SH6) may be developed as one phase and is labeled as Sub-District A. This area is for general commercial development. The next phase is labeled as Sub-Districts B and C and is comprised of those lots that have access to Lakeway Drive. The last phase is labeled as Sub-Districts D and E and includes lots that are furthest east and face the future section of Pebble Creek Parkway from Lakeway Drive to W.D. Fitch Parkway.

PEBBLE CREEK PARKWAY

Pebble Creek Parkway and the associated utilities will be required to be constructed with the development of Sub-Districts B, C, D and E. Pebble Creek Parkway, according to the City of College Station Thoroughfare Plan, is planned as a 2-lane major collector with an 80-foot right-of-way and a 50-foot paved section. A conceptual cross-section for Pebble Creek Parkway is shown on **Exhibit 6**.

A full design currently exists of Pebble Creek Parkway from State Highway 6 (SH6) to W.D. Fitch Parkway that was completed and shelved in 2006. Unfortunately, these construction plans are not applicable any longer. With the location of the hike/bike trail, the roadway alignment needs to shift slightly south to allow for optimal development potential for lots on either side of Pebble Creek Parkway.

The redesign and construction of this roadway will be required with the development of Sub-Districts B, C, D and E. As the roadway construction is phased, the end of Pebble Creek Parkway in Sub-Districts B and C may end in a temporary hammerhead turn around with the oil well driveway acting as a portion of that turnaround.

UTILITIES - WATER & SANITARY SEWER

Water and sanitary sewer utilities will be required to serve each of the lots. These utilities are existing to Sub-District A and to the majority of Sub-Districts B and C. The only lots in Sub-District C that will need water or sanitary sewer extended to it are those labeled as Lots 1 and 2, Block 3 on **Exhibit 3**. A 12-inch sanitary sewer line will be required to be extended from the new 48-inch sanitary sewer line to serve these lots.

EXHIBIT 2

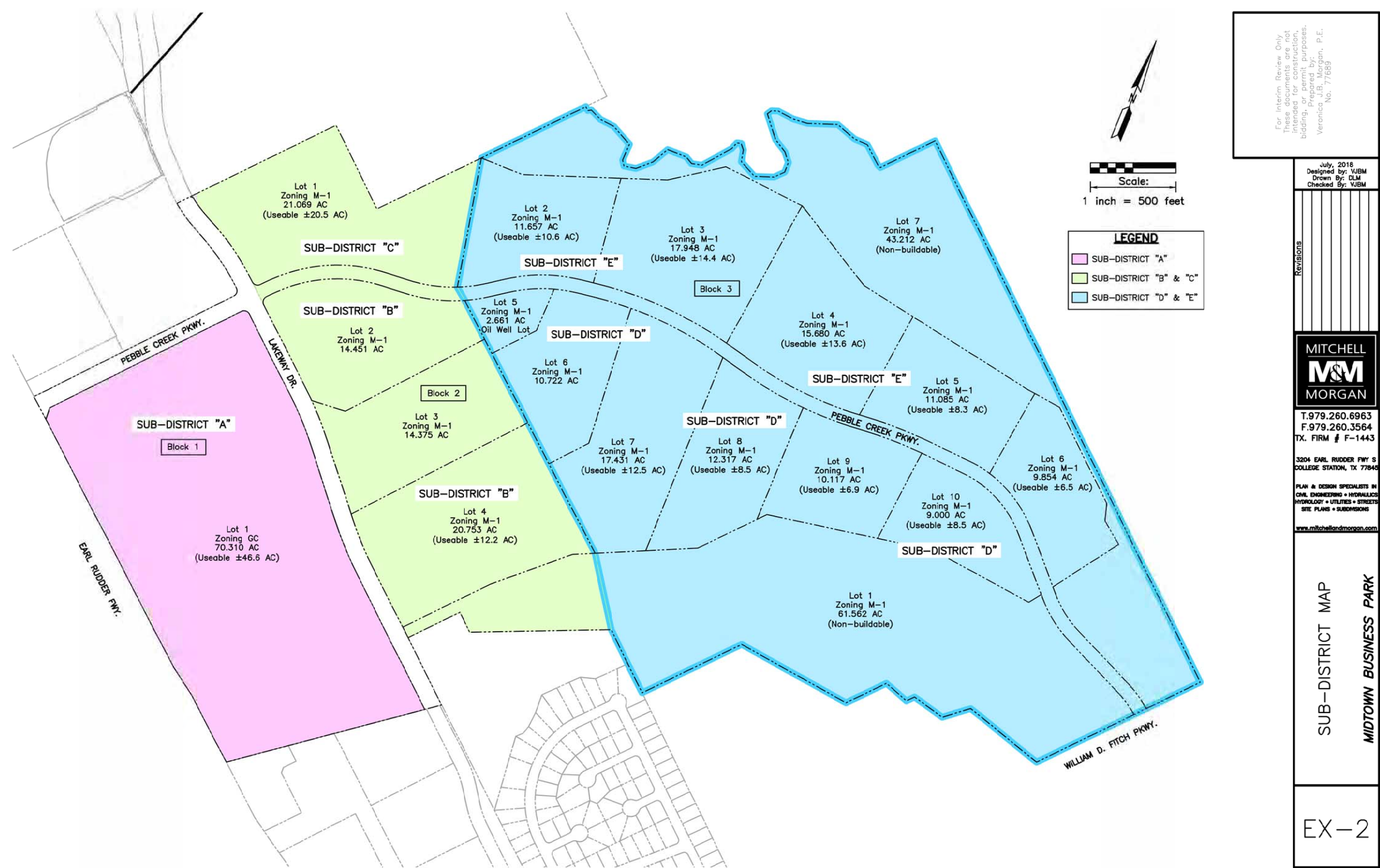
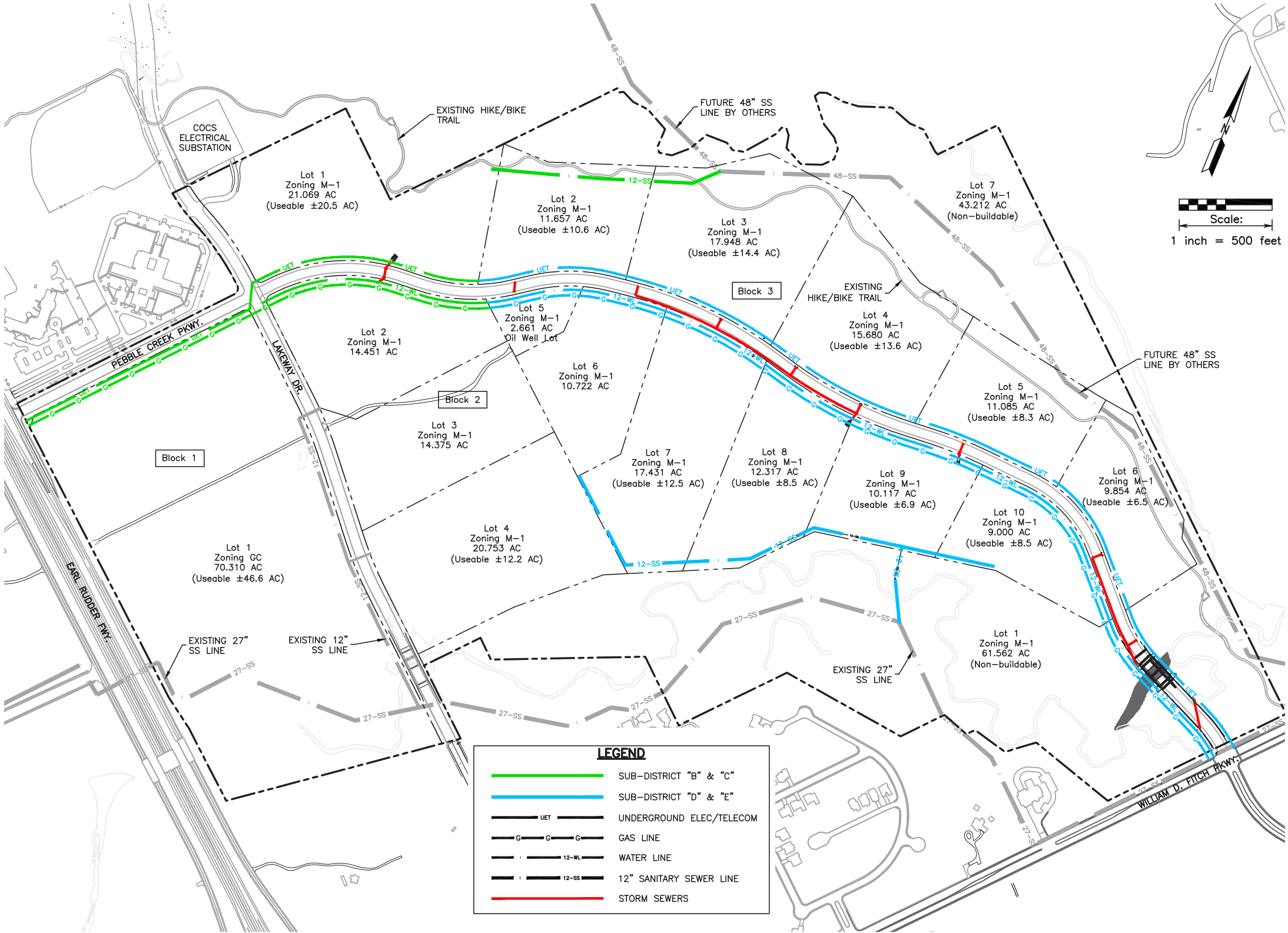


EXHIBIT 3



For Interim Review Only
These documents are not
intended for construction,
bidding, or permit purposes.
Prepared by:
Veronica J.B. Morgan, P.E.
No. 77689

July, 2018
Designed by: VJBM
Drawn By: DLM
Checked By: VJBM

Revisions



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UTILITY MASTER PLAN
MIDTOWN BUSINESS PARK

EX-3



UTILITIES - ELECTRICAL

Electrical service has been constructed along Lakeway Drive to serve Sub-District A and Sub-Districts B and C. Primary and secondary electrical conduit and street lighting is required along Pebble Creek Parkway when it is constructed from Lakeway Drive to W.D. Fitch Parkway. These electrical facilities are required to be constructed with the portions of Pebble Creek Parkway developed within Sub-Districts B, C, D and E.

UTILITIES - GAS

Atmos Energy is the local natural gas provider. A 6-inch gas line exists on the east side of State Highway 6 (SH6) that can service this property. This gas service will be required to be extended along Pebble Creek Parkway from State Highway 6 (SH6) to W.D. Fitch Parkway and along Lakeway Drive to serve all properties in Sub-Districts B, C, D and E.

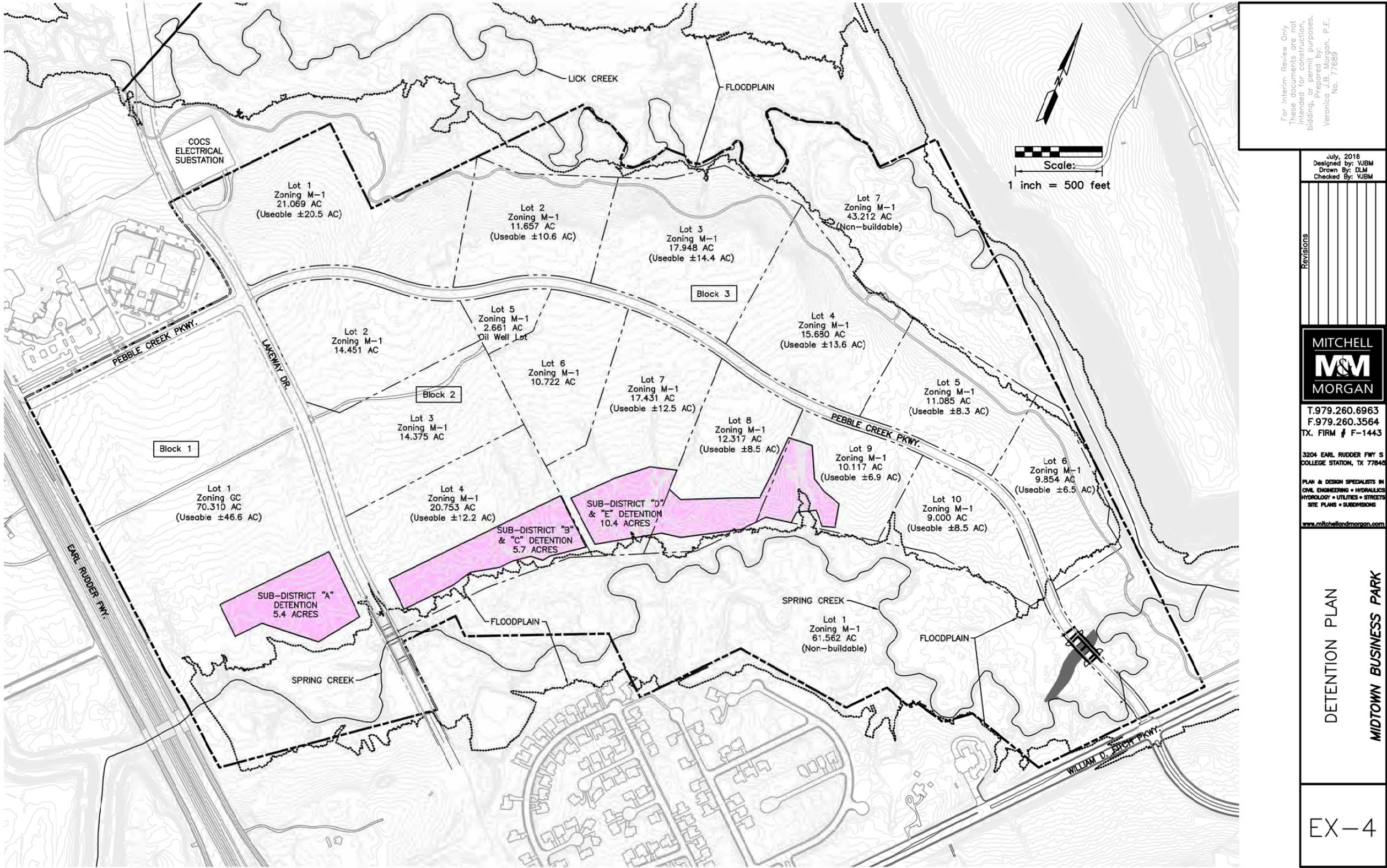
UTILITIES - TELEPHONE/CABLE/FIBER OPTIC

Telephone, cable and fiber optic service is currently available along State Highway 6 (SH6). Telephone/cable/fiber optic service lines are required to be extended along Pebble Creek Parkway from SH6 to W.D. Fitch Parkway and along Lakeway Drive to serve all properties in Sub-Districts B, C, D and E.

DRAINAGE

In the 2002 Master Plan, detention was proposed as regional ponds to be constructed at strategic locations throughout the property. These locations were located on tributaries to Spring Creek. The idea is to provide all detention on Spring Creek and allow those lots which drain to Lick Creek to runoff undetained, providing their required detention on Spring Creek. These two creeks join prior to W.D. Fitch Parkway and the total detention provided allows for the total runoff post development to be equal to or less than the predevelopment runoff rates from the property. These detention ponds are “regional” in nature and not located on each individual lot. Sub-District A will provide its own detention pond as will Sub-Districts B and D as shown on **Exhibit 4**. These ponds are created by constructing a berm across these minor tributaries and ponding water within the tributary areas with an outlet control structure within the berm to release stormwater to the main Spring Creek channel.

EXHIBIT 4



GAS WELL/MITCHELL GAS GATHERING SYSTEM

An existing gas well site is contained within the property. The proposed lot configuration has taken this site into account and has partitioned off a lot specifically to contain the gas well site location. It is important to note that there are several existing gas lines that run to the well site and will have to be planned for in the lot development. In addition, there are required separation distances for buildings from the well head and the tankage on the gas site. These distances will have to be adhered to with any development of the adjacent lots.

ENVIRONMENTAL ISSUES

The construction of Pebble Creek Parkway will cross the main channel of Spring Creek. This crossing will require a Nationwide Permit from the US Army Corp of Engineers in order to be constructed. Permits were issued with the original Pebble Creek Parkway construction plans developed in 2006, however those permits were issued under older regulations and are no longer valid. The permits were only valid for 5 years and have therefore expired. To complete the design and construction of Pebble Creek Parkway within Sub-Districts D and E, a new Preliminary Jurisdictional Determination and a Threatened and Endangered Species environmental study are required and a new Nationwide Permit 14 for a linear transportation crossing issued. It is important to note that the permit is only valid until 2022, at which time new Nationwide Permit rules will be promulgated. Mitigation will likely be required for this creek crossing and those costs are highly variable, and therefore not included in this report.

PRELIMINARY CONSTRUCTION COST ESTIMATE

A preliminary engineer's estimate for the cost of the construction for the infrastructure discussed above and split by phases with these Sub-Districts is shown in *Exhibit 5*.

EXHIBIT 5

MIDTOWN BUSINESS PARK
Engineer's Estimate of Probable Cost
July 10, 2018

Sub-District "A"

Item #	Description	Quantity	Units	Unit Price	Price
	Drainage & Detention				
1	Detention Pond & Outfall	1	LS	\$75,000.00	\$75,000.00
	Contingency	0.20			\$15,000.00
	Engineering Fees	0.15			\$11,250.00
	Subtotal Drainage & Detention Items				\$75,000.00
Total SCCC Sub-District "A" Cost					\$101,250.00

The above construction estimate is based on the engineer's preliminary opinion of probable construction costs. This estimate constitutes our best judgment at this time. Please note that the engineer does not have any control over contractor or supplier workloads and the degree to which inflation may affect project costs between now and the bid date. During construction, additional features may become apparent as the work progresses, which will result in an increase in cost.

Veronica JB Morgan, PE



7-10-2018

EXHIBIT 5

MIDTOWN BUSINESS PARK
Engineer's Estimate of Probable Cost
July 10, 2018

Sub-District "B" & "C"

Item #	Description	Quantity	Units	Unit Price	Price
Wastewater					
1	12" PVC Sewer Collection Line	1,250	LF	\$100.00	\$125,000.00
2	Trench Safety	1,250	LF	\$5.00	\$6,250.00
3	4' Standard Sanitary Sewer Manhole	3	EA	\$5,000.00	\$15,000.00
4	Connect to Existing System	1	EA	\$3,000.00	\$3,000.00
Water					
5	12" PVC Water Line w/ Appurtenances	1,250	LF	\$100.00	\$125,000.00
6	Trench Safety	1,250	LF	\$5.00	\$6,250.00
7	Bacteria & Pressure Test	1	EA	\$8,000.00	\$8,000.00
8	Connect to Existing System	1	EA	\$3,000.00	\$3,000.00
Electrical					
9	Street Lights	1,250	LF	\$35.00	\$43,750.00
10	Primary Electric Lines	1,250	LF	\$150.00	\$187,500.00
Street & Sidewalk					
11	48' Street w/ 6" Curb	1,250	LF	\$275.00	\$343,750.00
12	6' Sidewalk	2,500	LF	\$35.00	\$87,500.00
Natural Gas					
13	6" Gas Line	2,700	LF	\$50.00	\$135,000.00
14	Trench Safety	2,700	LF	\$5.00	\$13,500.00

Telephone/Fiber Optics/Cable					
15	Telephone/Fiber Optics	2,750	LF	\$50.00	\$137,500.00
16	2" Cable Conduit	2,570	LF	\$20.00	\$51,400.00
17	Trench Safety	2,750	LF	\$5.00	\$13,750.00
Drainage & Detention					
18	Standard 10' Recessed Curb Inlet	2	EA	\$7,500.00	\$15,000.00
19	24" S.E.T.	1	EA	\$5,000.00	\$5,000.00
20	30" S.E.T.	1	EA	\$5,000.00	\$5,000.00
21	24" RCP Storm Sewer (ASTM C-76, CL III)	34	LF	\$100.00	\$3,400.00
22	30" RCP Storm Sewer (ASTM C-76, CL III)	100	LF	\$130.00	\$13,000.00
23	Trench Safety	134	LF	\$5.00	\$670.00
24	Detention Pond & Outfall	1	LS	\$100,000.00	\$100,000.00
Contingency		0.20			\$289,444.00
Engineering Fees		0.15			\$217,083.00
Subtotal Wastewater Items					\$149,250.00
Subtotal Water Items					\$142,250.00
Subtotal Electrical Items					\$231,250.00
Subtotal Street & Sidewalk Items					\$431,250.00
Subtotal Natural Gas Items					\$148,500.00
Subtotal Telephone/Fiber Optics/Cable Items					\$202,650.00
Subtotal Drainage & Detention Items					\$142,070.00
Total SCCC Sub-District "B" & "C" Cost					\$1,953,747.00

This construction estimate is based on the engineer's preliminary opinion of probable construction costs. This estimate constitutes our best judgment at this time. Please note that the engineer does not have any control over contractor or supplier workloads and the degree to which inflation may affect project costs between now and the bid date. During construction, additional features may become apparent as the work progresses, which will result in an increase in cost.

Veronica J.B. Morgan, PE
Exhibit 5
7/10/18
July 10, 2018



EXHIBIT 5

MIDTOWN BUSINESS PARK
Engineer's Estimate of Probable Cost
July 10, 2018

Sub-District "D" & "E"

Item #	Description	Quantity	Units	Unit Price	Price
Wastewater					
1	12" PVC Sewer Collection Line	3,000	LF	\$100.00	\$300,000.00
2	Trench Safety	3,000	LF	\$5.00	\$15,000.00
3	4' Standard Sanitary Sewer Manhole	7	EA	\$5,000.00	\$35,000.00
4	Connect to Existing System	1	EA	\$3,000.00	\$3,000.00
Water					
5	8" PVC Waterline w/ Appurtenances & 20" Casing	375	LF	\$80.00	\$30,000.00
6	12" PVC Water Line w/ Appurtenances	5,030	LF	\$100.00	\$503,000.00
7	20" Steel Casing	310	LF	\$120.00	\$37,200.00
8	Trench Safety	5,030	LF	\$5.00	\$25,150.00
9	Bacteria & Pressure Test	1	EA	\$8,000.00	\$8,000.00
10	Connect to Existing System	2	EA	\$3,000.00	\$6,000.00
Electrical					
11	Street Lights	5,030	LF	\$35.00	\$176,050.00
12	Primary Electric Lines	5,030	LF	\$150.00	\$754,500.00
Street & Sidewalk					
13	48' Street w/ 6" Curb	4,890	LF	\$275.00	\$1,344,750.00
14	80'x140' Bridge	11,200	SF	\$110.00	\$1,232,000.00
15	6' Sidewalk	9,780	LF	\$35.00	\$342,300.00
Natural Gas					
16	6" Gas Line	5,030	LF	\$50.00	\$251,500.00
17	Trench Safety	5,030	LF	\$5.00	\$25,150.00

Telephone/Fiber Optics/Cable					
18	Telephone/Fiber Optics	5,030	LF	\$50.00	\$251,500.00
19	2" Cable Conduit	5,030	LF	\$20.00	\$100,600.00
20	Trench Safety	5,030	LF	\$5.00	\$25,150.00
Drainage & Detention					
21	Standard 5' Recessed Curb Inlet	11	EA	\$6,000.00	\$66,000.00
22	Standard 10' Recessed Curb Inlet	3	EA	\$7,500.00	\$22,500.00
23	Standard 15' Recessed Curb Inlet	2	EA	\$9,000.00	\$18,000.00
24	Standard Junction Box	1	EA	\$5,000.00	\$5,000.00
25	24" S.E.T.	2	EA	\$5,000.00	\$10,000.00
26	30" S.E.T.	1	EA	\$5,000.00	\$5,000.00
27	18" RCP Storm Sewer (ASTM C-76, CL III)	792	LF	\$80.00	\$63,360.00
28	21" RCP Storm Sewer (ASTM C-76, CL III)	1,080	LF	\$90.00	\$97,200.00
29	24" RCP Storm Sewer (ASTM C-76, CL III)	208	LF	\$100.00	\$20,800.00
30	30" RCP Storm Sewer (ASTM C-76, CL III)	451	LF	\$130.00	\$58,630.00
31	36" RCP Storm Sewer (ASTM C-76, CL III)	140	LF	\$150.00	\$21,000.00
32	Trench Safety	2,531	LF	\$5.00	\$12,655.00
33	Detention Pond & Outfall	1	LS	\$150,000.00	\$150,000.00
Contingency		0.20			\$1,203,199.00
Engineering Fees		0.15			\$902,399.25
Subtotal Wastewater Items					\$353,000.00
Subtotal Water Items					\$609,350.00
Subtotal Electrical Items					\$930,550.00
Subtotal Street & Sidewalk Items					\$2,919,050.00
Subtotal Natural Gas Items					\$276,650.00
Subtotal Telephone/Fiber Optics/Cable Items					\$377,250.00
Subtotal Drainage & Detention Items					\$550,145.00
Total SCCC Sub-District "D" & "E" Cost					\$8,121,593.25

The above construction estimate is based on the engineer's preliminary opinion of probable construction costs. This estimate constitutes our best judgment at this time. Please note that the engineer does not have any control over contractor or supplier workloads and the degree to which inflation may affect project costs between now and the bid date. During construction, additional features may become apparent as the work progresses, which will result in an increase in cost.

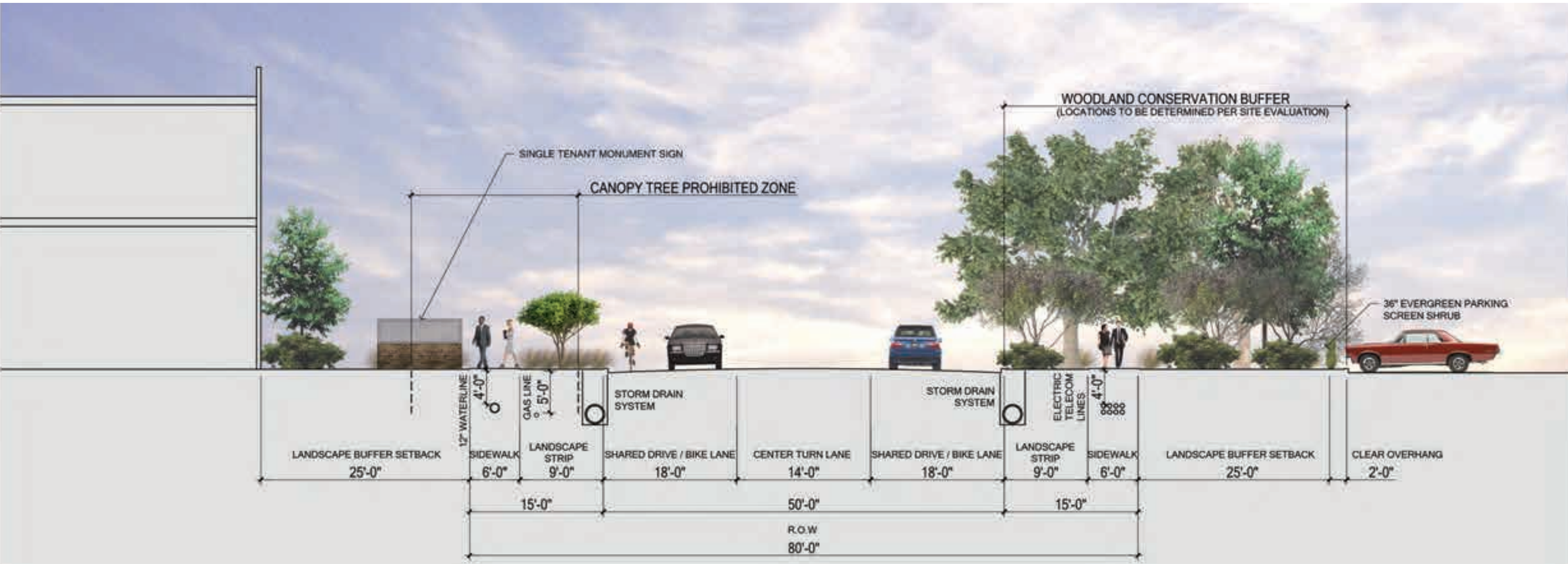
Veronica J.B. Morgan, P.E.
4-12-18
April 12, 2018
VERONICA J.B. MORGAN
77689
REGISTERED
PROFESSIONAL ENGINEER
STATE OF TEXAS

Exhibit 5
pg 3/3



EXHIBIT 6

PEBBLE CREEK PARKWAY CONCEPTUAL CROSS SECTION



SUB DISTRICT MAP



The basic organization of the Business Park relies on the consideration of individual sub-districts. Both Pebble Creek Parkway and Lakeway Drive act as dividing lines for the sub-districts in conjunction with the property’s adjacent uses. The Business Park can be parceled into five user-specific sub-districts, each of which addressing a different market sector’s anticipated need.

SUB-DISTRICT A

Utilizing a mix of small offices, retail shops, restaurants and park, Sub-District A is the commercial gateway to the Midtown Business Park. Development in this area can range from contemporary walkable, urban-oriented mixed-use, to a destination retail, restaurant, and entertainment venue. Traditional big box retail development is also an appropriate use in this sub-district. Acreage that lies proximate to The Midtown Business Park lend to opportunities that capitalize on views of the creek while preserving the inherent positive attributes of the natural landscape. Initially, Sub-District A is reserved for commercial uses, though it is an ideal area for higher density infill development once this portion of the city matures.

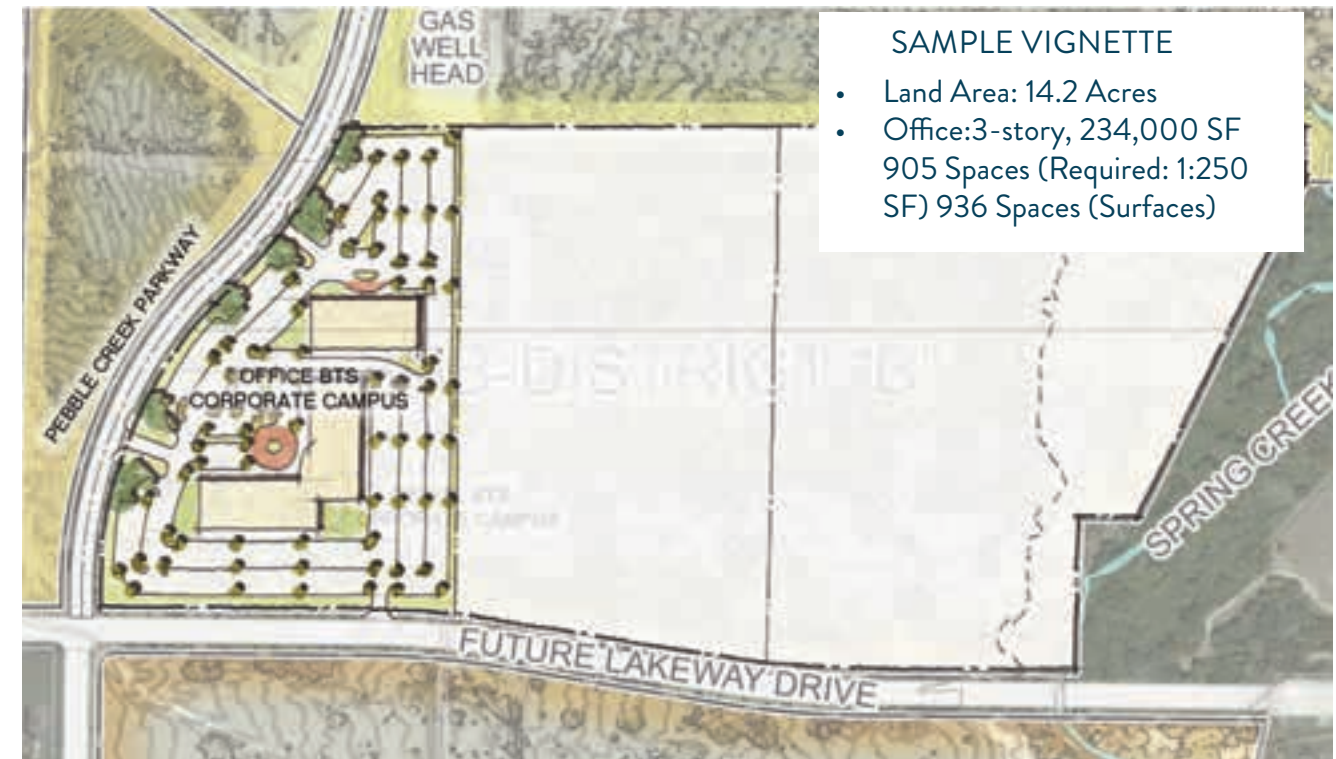


SUB-DISTRICT B

Capitalizing on its adjacency to its commercial-oriented Sub-District A, Sub-District B is the future home of large corporate build-to-suits, ranging in size from 10 – 25 acres. These custom buildings and small campuses with tenant-driven finish outs will benefit from the site's natural beauty, future trail access, and easy walking distance to future retail/restaurant uses enabling tenants to attract and retain top corporate talent. Parking in Sub-District B is structured or surface parked, striving to best preserve the landscape and provide a lower density of suburban-oriented development nearest Sub-District A. The proximity of a sizable employee base will also serve as a stabilizing element for future shops and restaurants within Sub-District A, whether through mid-day patronage or simple exposure to high income earners.

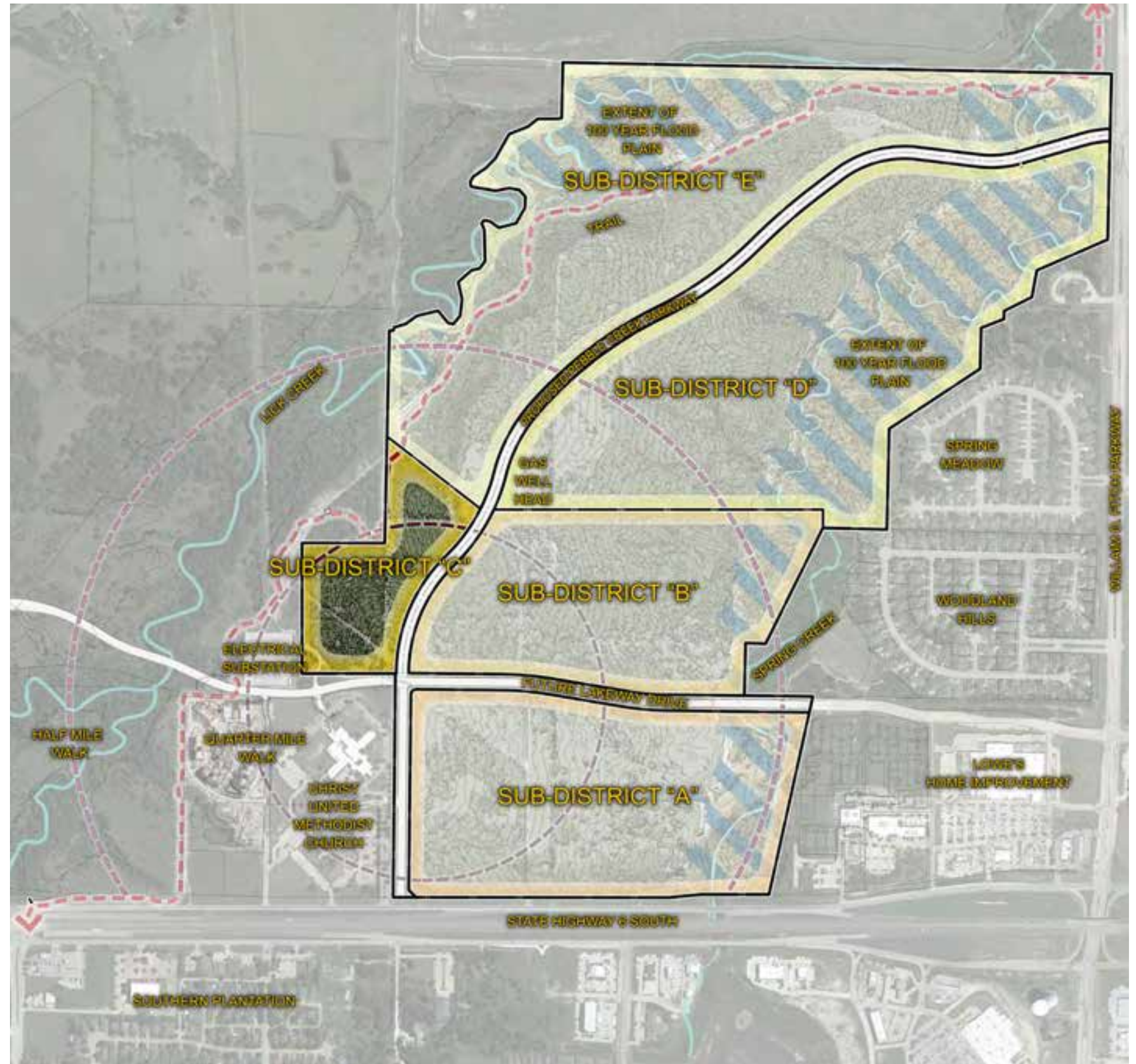


SUB-DISTRICT B



SUB-DISTRICT C

The most ambitious and unique among them, Sub-District C seeks to borrow upon past urban forms to rejuvenate light industry and manufacturing in College Station. Presently, these businesses occupy small metal clad buildings on isolated 1 – 3 acre plots with relatively low land value. Such a building typology, reminiscent of a typical American farmhouse on its individual plot of land, deprives modern tenants of the increasingly-valued live-work-play dynamic as well as the cross-pollination of ideas critical to innovation. Using larger “innovation districts” as a modern American guide, Sub-District C borrows from the German and Japanese farming village forms in which the farmhouses cluster together as “maker” villages, letting their land for essential outdoor storage and assemblage reside in the property’s rear. This urban form allows for a sense of community, critical to retain talent, and sharing of ideas, to spur innovation, and allow for the district to rise above its less than desired norm by exposing a minimal frontage to the public way, allowing for a clean, smart façade on a budget.



SUB-DISTRICT C: PRECEDENTS

Light manufacturing and assembly on a small scale has a consistent precedence throughout Texas and particularly in rural areas. College Station permits both the use and construction of small metal clad buildings. This use has been de-emphasized as a desirable land use within the City limits in lieu of “cleaner” perceived uses such as professional office. As a result, these small scale light manufacturing businesses are pushed to the outer limits of the City’s ETJ, such as those that line State Highway 30 to the east of the Midtown Business Park.

These uses are not without merit and contribute to the overall tax base. In fact, it is anticipated that many small business owners would prefer to locate their establishments nearer the city center in order to better attract young workers with strong ties to the University. As depicted, many establishments “personalize” their typical metal structures with strategic architectural detailing that lend a special character to their business. This is a technique that should be encouraged at the Midtown Business Park.



SUB-DISTRICT C



SAMPLE VIGNETTE

- 10.0 Acres
- 72,000 SF Building Area



MAKERS VILLAGE CONCEPT

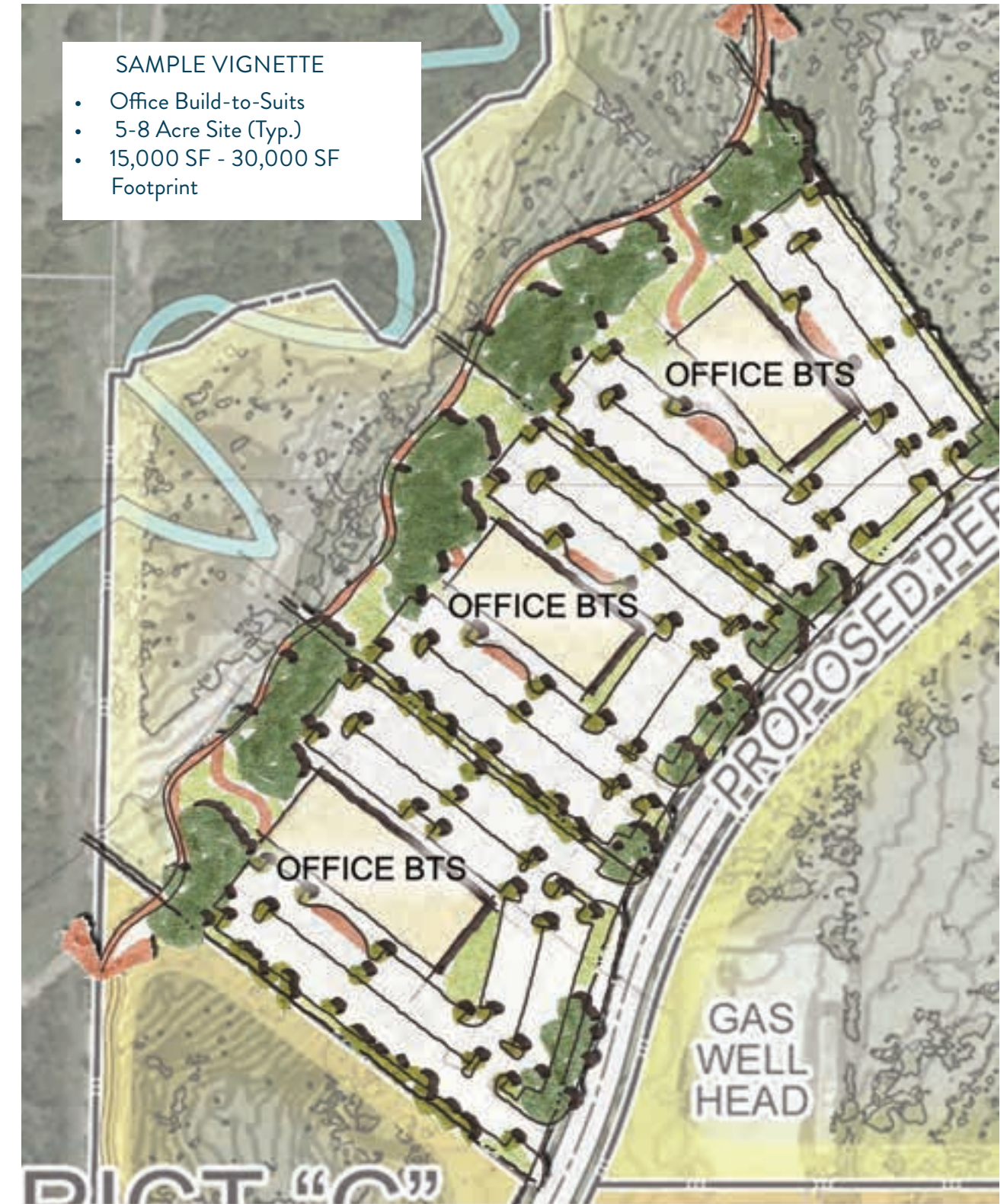


SUB-DISTRICTS D & E

As the furthest sub-districts from the mixed-use gateway, Sub-Districts D & E are reserved for surface parked, lower density speculative or build-to-suit office development. Though they benefit from both creek and trail access adjacencies, D & E have weaker physical connections to local restaurants and commercial amenities that will reside in a fully realized Sub-District A. These tenants are likely aimed at the value, market-oriented sector often seen in suburban office parks; however, their trail adjacencies and sparser development make them valuable sites for future mixed-use infill upon market maturation.



SUB-DISTRICT D & E

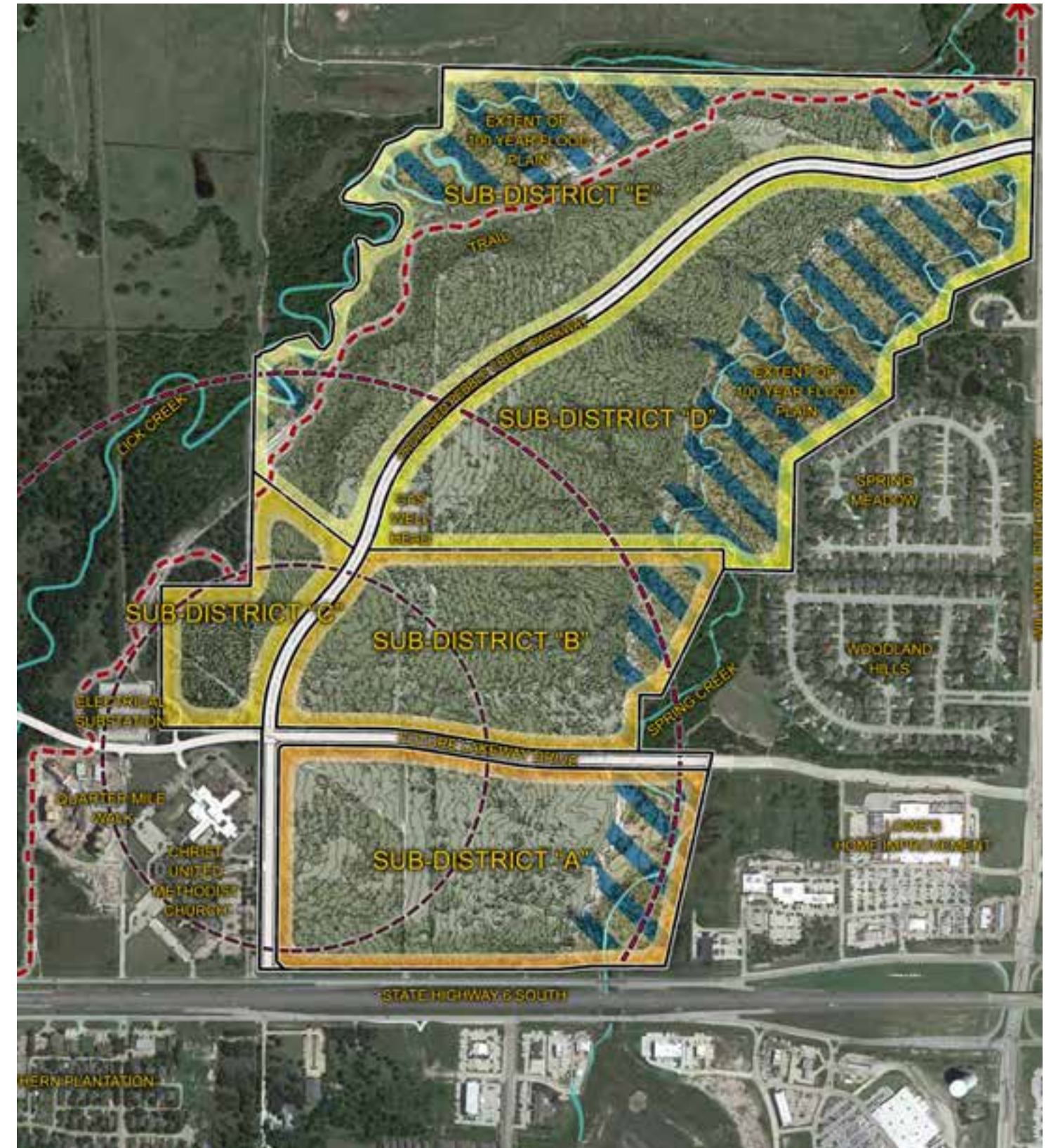


SAMPLE VIGNETTE

- Office Build-to-Suits
- 5-8 Acre Site (Typ.)
- 15,000 SF - 30,000 SF Footprint

LANDSCAPE DESIGN

Situated between Spring Creek and Lick Creek, the Midtown Business Park presents a uniquely native palette of majestic post oaks and low-lying undergrowth. The existing vegetation augmented with new vegetation of future developments within the Business Park works together to create a cohesive development. It aims to guide this cohesive development through buffer landscapes, detention landscapes, and trails and streetscapes.



LANDSCAPE CONTEXT



WOODLAND CONSERVATION BUFFER PLAN



The Woodland Conservation Buffer is made up of smaller noncontiguous pockets of undisturbed existing vegetation located during the site inventory phase of development. Landscape buffers offset 25 feet inside the property from the property line will create a desirable screen between uses and soften the development zones within the property. Landscape buffers are predominately vegetated areas. Within these landscape buffers 50% is dedicated to a Woodland Conservation Buffer created to maintain desirable existing vegetation.

Per the Typical Street Section exhibit depicted on page 24, the Woodland Conservation Buffer will extend from the back of curb in the right-of-way to the edge of the landscape buffer. Care shall be given to locate a 6-foot wide sidewalk at the back edge of the right-of-way. This sidewalk will move in generous arcs to preserve significant trees along its path. Underneath this sidewalk will run a utility corridor such as telecom and electrical lines. The Woodland Conservation Buffer shall be a minimum of 75 feet in length and occur at natural intervals along the backside of the right-of-way line, creating an interlacing streetscape experience of the mature trees and undergrowth depicted to the left.

In between these Woodland Conservation Buffers, developments can accent the native landscape with well adapted plant material included in the landscape plant palette as depicted on pages 38-40. Working within these guidelines will allow individual developments to create a consistent sustainable landscape for the Midtown Business Park that feels complementary and highlights the native Brazos County landscape.

This effort to maintain desirable sections of existing vegetation will balance development with existing ecosystems and enhance the experience of site users. This strategy shall continue to the interior of the site by creating generous landscape medians in surface parking fields. These medians will have a landscape island planted with shade trees where existing trees cannot be preserved. Providing this tree canopy will continue to unite the business park and combat urban heat island effect created by increased development.

PLANT PALETTE: TREES

Live Oak



Lacebark Elm



Red Oak



Arapahoe Crepe Myrtle



Little Gem Magnolia



Taylor Juniper



Texas White Redbud



Natchez Crepe Myrtle



PLANT PALETTE: SHRUBS

Loropetalum



Texas Sage



Abelia



Rosemary



Dwarf Wax Myrtle



Leatherleaf Mahonia



PLANT PALETTE: GRASSES & GROUNDCOVERS

Red Yucca



Yellow Yucca



Gulf Coast Muhly Grass



Mexican Feather Grass



Weeping Love Grass



Switchgrass



Purple Prickly Pear



Salvia Greggii



Liriope



Bulbine



Sedge



Fountain Grass



PLANT PALETTE: RIGHT OF WAY

Live Oak



Lacebark Elm



Natchez Crepe Myrtle



Desert Willow



Red Yucca



Yellow Yucca



Gulf Coast Muhly Grass



Mexican Feather Grass



Bulbine



Damianita



LANDSCAPE CONTEXT: BUFFER



Given the sizable public amenity that the Lick Creek Trail system represents to both College Station and to the local community, it is imperative that the perimeter of Lick Creek and future Spring Creek be protected in the same manner as that of the more high profile public rights-of-way. Screening along the Trail shall include a combination of living and/or fencing or berms to inhibit the visibility of surface parking or outdoor storage. This shall not, however, exclude the Trail from being accessible to the users of developments that lay along it—all individually developed tracts should provide pedestrian access to the Trails.



LANDSCAPE CONTEXT: DETENTION BASINS



Storm water management at the Midtown Business Park will predominately be handled by regional detention basins engineered based on the needs of each sub-district. These basins are landscaped to match surrounding landscaped areas of the overall property and are naturalistic in appearance, blending with the Brazos county meadow landscapes as depicted in the exhibits in this report.

Working with native and ornamental grasses of the landscape plant palette, these detention basins provide enhanced green space amenities and ecosystems while reducing the amount of landscape maintenance to be required for upkeep of the detention basins. The vegetation of these detention basins slows the velocity of storm water runoff, preventing erosion. While inundated with runoff these plants act as bio-filters removing contaminants and sediments from runoff before slowly returning it to the surrounding waterways.



LANDSCAPE CONTEXT: TRAILS & STREETSCAPE



The trails and streets of the Midtown Business Park provide a variety of modes of transportation and experience throughout the property. As the Midtown Business Park develops and matures, working with the existing Lick Creek Trail system will create a walkable network that will eventually connect to future Spring Creek Trail.

All vegetation along trails, including that of Lick Creek, and within streetscapes shall be low maintenance and selectively mown. Allowing vegetation to grow into its natural shape will promote an appearance of reduced required maintenance and provide a landscape that enhances the existing vegetation in woodland conservation buffers.

Paved trails shall be maintained in a naturalistic manner allowing vegetation to encroach on the trail but maintain a clear and easy path of travel for the users. Along these trails the landscape buffer working with vegetation and earthen mounds shall screen the trail system from surrounding uses. These trails shall be clearly marked with wayfinding elements and pedestrian amenities such as benches and trash receptacles at key locations.

The streetscape shall be made up of the street frontage landscape buffer and right-of-way along both Lakeway Drive and Pebble Creek Parkway. The 50-foot wide paved section shall contain a 14-foot wide center turn lane and two 18-foot wide travel lanes with integrated bike lanes. At the back of curb from the paved roadway will extend a 9-foot wide landscape strip to be planted with low maintenance plant material depicted in the right-of-way plant palette. At the end of the landscape strip will be a 6-foot wide sidewalk for pedestrian use. The landscape buffer strip begins at the edge of the sidewalk and continues into the site for 25 feet. Plants along this sidewalk will be allowed to encroach onto the walk in the same manner as those on the paved trail system and as depicted in the following images. All surface parking will be screened from the streetscape though a 36-inch-tall evergreen hedge and a 2-foot wide clear overhang containing decomposed granite or similar material extending outside the edge of the landscape buffer. Woodland Conservation Buffer areas along the streetscape shall allow all users of the transportation networks to experience the native landscapes of the site.

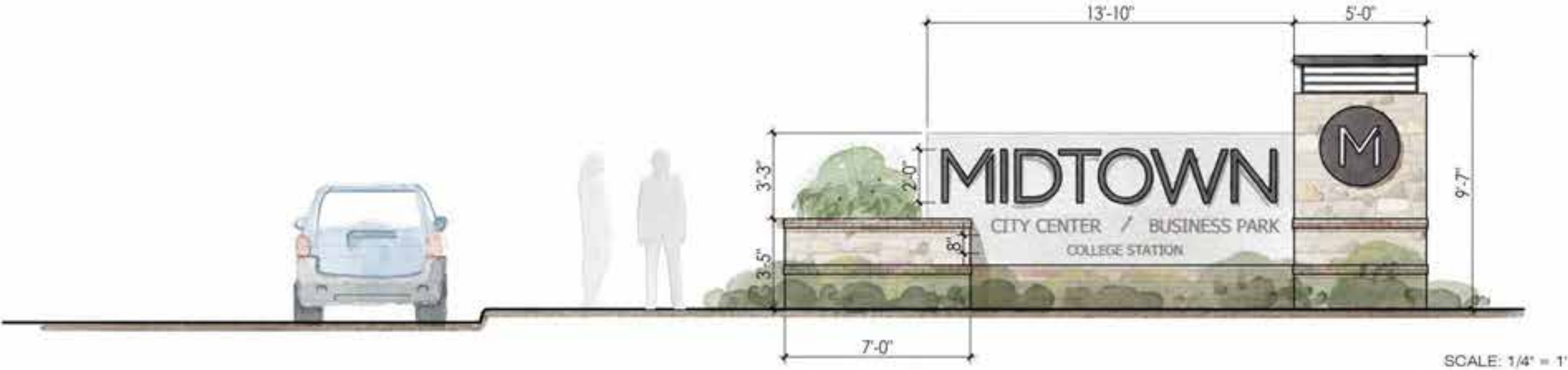
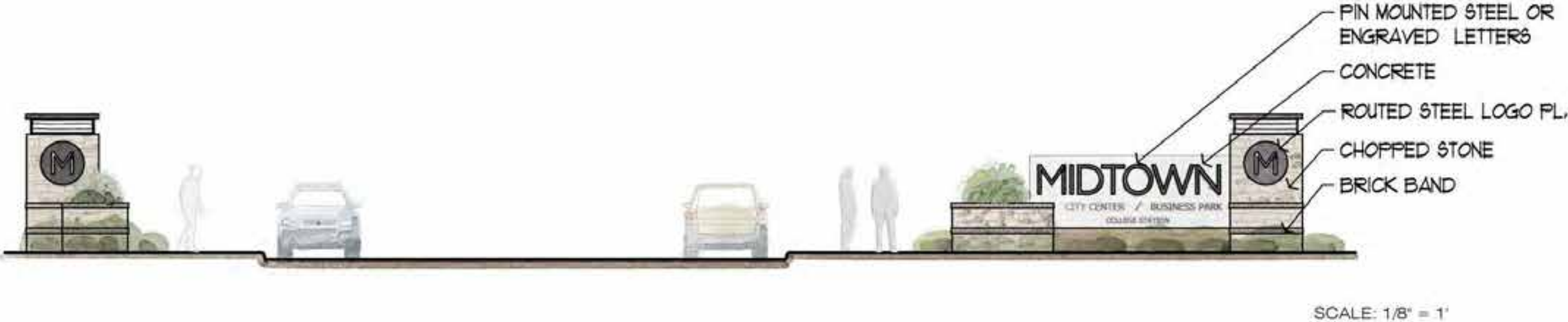
Working within these guidelines and plant palettes allow the network of landscaped trails and streets to create a cohesive element that binds together the varied uses and sub-districts of the Midtown Business Park and provide an enhanced experience moving through the site as a journey weaving between the woodlands and meadows of Brazos County.

SIGNAGE & BRANDING

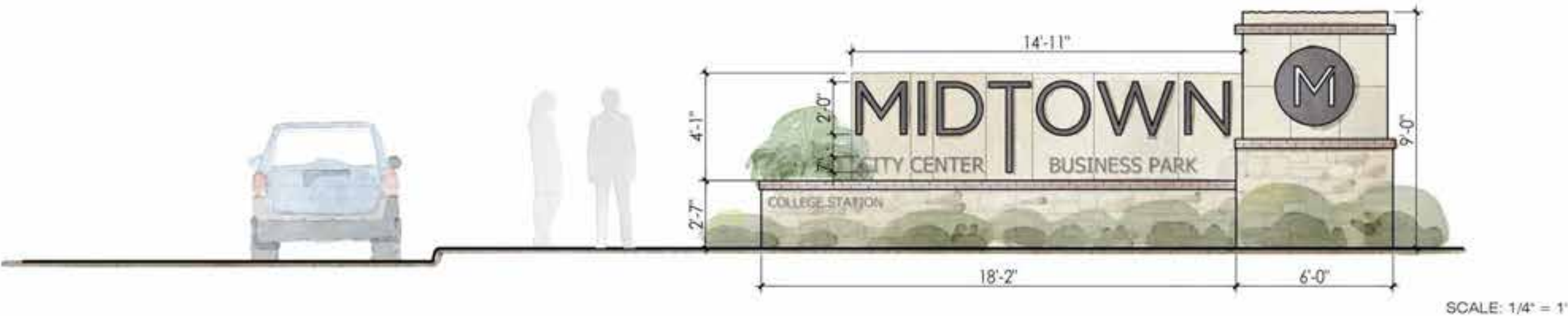
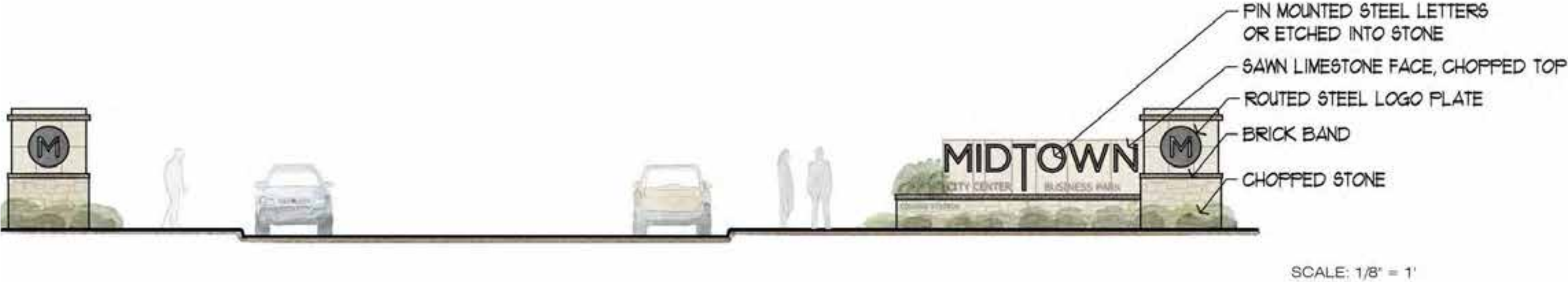
Because the Midtown Business Park project is owned by the City of College Station and hence reflects the values conveyed by such, the signage should be a three-dimensional representation of these values. Taking cues from the University's conservative architecture, signage for the Midtown Business Park shall incorporate traditional architectural elements, such as a "base, middle and cap". The base may be brick, which is typical of that used by the University. The middle, or field material, may have the most flexibility in striking a balance between traditional and contemporary. Either smooth-face concrete, punched metal panel or combination thereof may be used. A cap to the sign, typically incorporating cast stone, is used when depicting a traditional look, while the removal of a cap typically reflects a contemporary look.



SIGNAGE & BRANDING



SIGNAGE & BRANDING





MIDTOWN BUSINESS PARK

— COLLEGE STATION, TX —
