CSRS
IMAGINE SHAPE DELIVER

WWW.CSRSONLINE.COM

Preliminary Desktop Due Diligence

Salmen Fritchie Sites

Prepared For: **Louisiana Economic Development**

March 2017

LED | LOUISIANA ECONOMIC DEVELOPMENT

CSRS
IMAGINE SHAPE DELIVER

Salmen Fritchie Sites

Executive Summary

I. Executive Summary

The purpose of this report is to determine the development potential and rough-order-of magnitude costs associated with the development of the Salmen Fritchie Site. The Salmen Fritchie Site offers over 7,000 acres of raw land in St. Tammany Parish under single entity control and ownership. Louisiana Economic Development (LED) has previously identified the site as a potential location for an original equipment manufacturer (OEM) or similar manufacturer due to workforce proximity and access to key infrastructure assets. The site's infrastructure assets include frontage along I-12 with a future interchange planned for site access as well as rail service, which can be extended to the site by refurbishment of an abandoned rail bed and right of way. With consideration of the existing conditions of the property, the development potential of the site and the expected development costs are discussed herein.

II. Salmen Fritchie West Site

The western site is approximately 588 acres. The western site was positioned within the overall 7,000 acres to minimize wetland and local streams impacts and to optimize vehicular access to the site from LA Hwy 434. Primary access to the site will be from the planned (future) I-12 interchange. This site option can be positioned and cleared in a way to provide visibility from I-12 if required or desired by a prospective user.

Development Potential Overview

Currently, the site is raw land and will require substantial investments for clearing, bulk earthwork, land leveling, road access, rail access, and utility service to prepare the site for development. The rough order of magnitude development costs will run between $65,000,000 and $88,000,000 to get the site to a "pad ready" condition.

Key Development Factors

The key development factors considered in this study are summarized below:

1. **Jurisdictional wetlands impact and mitigation requirements** – Desktop wetlands analysis revealed roughly 320 acres of the 588-acre site are potential wetlands subject to jurisdiction of the United States Army Corps of Engineers (USACE). Impacting these wetlands will require compensatory mitigation via purchasing credits from an existing wetland bank, or creating the required offsetting credits on site. For the purposes of this study, we represented the worst case scenario of purchasing all of the required credits from an existing bank.
2. **Bulk Earthwork and land leveling** – Flood zone and drainage research revealed the need to perform substantial earthwork and land leveling. The base flood elevation (BFE) for the site is 23 feet, thereby requiring roughly two (2) foot of fill across the site when accounting for stripping of existing topsoil and placing fill under the building pads and parking areas. St. Tammany Parish currently has a new preliminary Flood Insurance Rate Map (FIRM) pending which could raise the BFE for this site, ranging from 23 - 27 feet, thereby requiring up to four (4) foot of fill at some locations. For the purposes of this study, we represented placing fill up to the preliminary BFE across the site.
3. **Utility Service Infrastructure** – This site does not have any existing water, wastewater or gas service. Rough order of magnitude costs to provide these services are as follows:

a. **Potable Water** – Will require drilling of a new well and installation of on-site storage tank with associated appurtenances.
b. **Domestic Wastewater** – Will require installation of an on-site treatment plant and pumping station. Discharge to Cypress Bayou may present permitting challenges, thereby increasing the cost of treatment.
c. **Natural Gas** – Will require tapping an on-site transmission line and regulating station to supply the site with natural gas.
d. **Electrical service** – Will require collaboration with the electrical provider; CLECO revealed substation and line upgrades required to service the site with adequate power.
e. **Telecommunications service** – AT&T indicated new fiber optic lines would be required to service the site.

4. **Rail Service** – This site will require an approximately 45,000-foot rail spur in order to provide rail service. Establishing rail service to the site will include refurbishing an abandoned rail bed, along with the acquisition of new rights of way and new line extensions beyond the end of the abandoned rail bed and right of way.
5. **Vehicular Access** – This site will require a roughly 5,720-foot access road. This road will come off the proposed interchange and provide primary access to the site. Secondary access to the site can be provided via an existing unimproved access road to LA Hwy 434.

III. Salmen Fritchie East Site

The eastern site is approximately 614 acres. The eastern site was positioned within the overall 7,000 acres to minimize wetland and local streams impacts, optimize vehicular access to the site from the planned I-12 interchange, and minimize the rail spur length require to service the site. Primary access to the site will be from the planned (future) I-12 interchange. This site option can be positioned and cleared in a way to provide high visibility from I-12 if required or desired by a prospective user.

Development Potential Overview

Currently, the site is raw land and will require substantial investments for clearing, bulk earthwork, land leveling, road access, rail access, and utility service to prepare the site for development. The rough order of magnitude development costs will run between $70,000,000 and $89,000,000 to get this site to a "pad ready" condition.

Key Development Factors

The key development factors considered in this study are summarized below:

6. **Jurisdictional wetlands impact and mitigation requirements** – Desktop wetlands analysis revealed roughly 411 acres of the 614-acre site are potential wetlands subject to jurisdiction by the United States Army Corps of Engineers (USACE). Impacting these wetlands will require compensatory mitigation via purchasing credits from an existing wetland bank or creating the required offsetting credits on site. For the purposes of this study, we represented the worst case scenario of purchasing all of the required credits from an existing bank.

7. **Bulk Earthwork and land leveling** – Flood zone and drainage research revealed the need to perform substantial earthwork and land leveling. The base flood elevation (BFE) for the site is 23 feet, thereby requiring roughly two (2) foot of fill on the southern portion of the site when accounting for stripping of existing topsoil and placing fill under the building pads and parking areas. St. Tammany Parish currently has new preliminary FIRM maps pending which could raise the BFE for this site 25 feet, thereby requiring roughly 4 feet of fill at some locations. For the purposes of this study, we represented placing fill up to the preliminary BFE across the site
8. **Utility Service Infrastructure** – This site does not have any existing water, wastewater or gas service. Rough order of magnitude costs to provide these services are as follows:
    a. **Potable Water** – Will require drilling of a new well and installation of on-site storage tank with associated appurtenances.
    b. **Domestic Wastewater** – Will require installation of an on0site treatment plant and pumping station. Discharge to Cypress Bayou may present permitting challenges thereby increasing the cost of treatment
    c. **Natural Gas** – Will require tapping an on-site transmission line and regulating station to supply the site with natural gas
    d. **Electrical service** – Will require collaboration with the electrical provider; CLECO revealed substation and line upgrades required to service the site with adequate power.
    e. **Telecommunications service** – AT&T indicated new fiber optic lines would be required to service the site.
9. **Rail Service** – This site will require an approximately 40,000-foot rail spur in order to provide rail service. Establishing rail service to the site will include refurbishing an abandoned rail bed, along with the acquisition of new rights of way and new line extensions beyond the end of the abandoned rail bed and right of way.
10. **Vehicular Access** – This site will require a roughly 1,200 foot access road. This road will connect to the interchange and provide primary access to the site. Secondary access to the site can be provided via an existing access road to LA HWY 434.

III. Interstate access and planned I-12 interchange

Existing I-12 access to the site is provided via the existing LA Hwy 434 interchange. Currently, site access is only provided by local rural roads winding through residential areas. A new diamond interchange is planned along I-12 to provide access to the site. The interchange will be required for any manufacturing type user to effectively access the site for shipping and receiving products and supplies. The interchange will also be required for employee access. Planning, constructing, and funding a new interchange is a long and arduous process. If this site is aggressively marketed to potential OEM prospects, the interchange permitting design and construction must be a priority. Once an OEM prospect is identified, the interchange can be fast-tracked to align with the prospects schedule.

IV. Comparative Development Cost Analysis

A side by side cost comparison is provided below to easily compare the development costs associated with each site. These costs are rough order-of-magnitude and are conservatively high. Actual costs will vary from these numbers based on final design, permitting requirements, and OEM prospect specifications.

Salmen Fritchie Sites

Executive Summary

	Salmen Fritchie East Site	Salmen Fritche West Site	
Land Preparation			
Wetlands Mitigation	$20,550,000[1]	$16,000,000[1]	
Tree Clearing and Grubbing	$8,700,000[2]	$8,220,000[2]	
Bulk Earthwork (Site Cut and Fill)	$16,632,960[3]	$13,571,520[3]	
Site Utility Infrastructure Improvements			
Potable Water Supply Systems	$1,000,000	$1,000,000	
Domestic Wastewater Systems	$242,000[4]	$242,200[4]	
Natural Gas Service	$500,000	$500,000	
Electrical Service	$2,500,000[5]	$2,500,000[5]	
Telecommunications Service	TBD	TBD	
Site Transportation Infrastructure Improvements			
Rail Service	$12,555,915[6]	$13,781,588[6]	
Access Roadway	$840,000[7]	$4,004,000[7]	
I-12 Interchange	$25,000,000[8]	$25,000,000[8]	
Total Estimated "Pad Ready" Site Development Costs	**$88,520,875**	**$84,999,308**	

Cost Estimate Footnotes:

1. Wetland mitigation costs are estimated at $50,000 per acre. Exact quality of wetlands impacted and options for on-site self-mitigation can reduce mitigation costs.
2. Clearing and grubbing includes clear-cutting all trees on site and stripping of top 2 feet of existing soil.
3. Bulk Earthwork includes digging of on-site detention lakes and placing fill to BFE elevation.
4. Domestic Wastewater costs ONLY estimated. No industrial wastewater treatment was considered in this scope of work.
5. Electrical service costs provided by CLECO.
6. Rail costs derived from previous study completed in 2014.
7. Access roadway includes 2 lane roadway from new I-12 interchange to the site.
8. I-12 interchange assumed to be a standard diamond interchange and will be the same for both sites and should not be a cost factor into selecting one site over the other.

V. Other Consideration

Aside from costs, other factors to consider for this site are summarized below:

1. **Sensitive community and civic issues -** The community is likely to have major concerns about locating a manufacturing operation on this site. Local politics will engage through the public hearing processes, land use and zoning hearing, and other approval mechanisms. Using this site for an OEM type user should be fully vetted with the community, so that community opposition is identified and minimized.
2. **Permitting and environmental issues –** Developing this site will result in impacts to local streams, at least two of which are Louisiana scenic streams, Liberty Bayou and Cypress Bayou. Increased treatment regulations and

discharge requirements may be required during permitting approvals. Additional air and industrial discharge permits may be required once the exact operations of the manufacturer are identified.

3. **Timelines and scheduling –** Timeline and schedule for the prospective OEM must be coordinated and aligned with entitlement and regulatory approval timelines. Items with long lead times such as wetland mitigation, I-12 interchange design, and zoning should be initiated long before an OEM user is identified.

V. Conclusion and Recommendations

The Salmen Fritche site presents unique opportunities to attract an OEM or similar manufacturer. Proximity to workforce, access to I-12, and access to rail are attractive assets to a potential OEM user. Overcoming the remaining development challenges and preparing the site to accept a manufacturing user will require investments ranging from $65,000,000 to $90,000,000. If LED desires to continue positioning this site to attract a manufacturing user, they must do so with the understanding that required development investments may have to be made by the State of Louisiana or provided to the OEM user in the form of incentives to offset the investment costs. This is typical for the economic development industry as other states routinely prepare sites for development in order to compete for large manufacturing projects.

VI. Path Forward and Site Marketing

In order to continue marketing the site to gain the interest of a manufacturing user, LED and the landowner can take steps now that will prepare the site for development and position the site for a manufacturing user. Actions taken now will reduce the overall timelines for developing the site and will clear some of the land use and regulatory hurdles before a user is identified. The table below identifies critical next steps and stakeholder responsibilities for leading this initiative.

		Lead Stakeholder	
Action Item		LED	Landowner
	Rezone sites to allow manufacturing use		X
	Establish on-site self-mitigation bank to mitigate wetland impacts		X
	Engage DOTD and LA legislature to push I-12 interchange forward	X	X
	Work with LA legislature to allocate money for required site infrastructure	X	
	Secure option agreements required for rail right of way	X	
	Work with railroad on conceptual design and approvals for rail access to site	X	
	Work with utility providers to extend service to site	X	X
	Actively market site and seek feedback from manufacturers to improve site	X	

CSRS
IMAGINE SHAPE DELIVER

TABLE OF CONTENTS

List of Exhibits:

Salmen Fritchie Sites

Pre-Development Report

I. Land Use and Comprehensive Planning and Zoning

A. Zoning

The entire east site is currently not zoned appropriately to accommodate an original equipment manufacturer (OEM) site. In order to develop this site to service a manufacturer, the site must be rezoned to either Industrial (I-2) or Advanced Manufacturing and Logistics District (AML), depending on the expected building dimensions. The table below outlines the main differences between the size limits of both zones.

Zone:	Max Building Height (ft):	Max Building Area (sq ft):
AML	100	200,000
I-2	45	1,000,000

See Appendix A for more restrictions and allowable uses. In order to get the sites rezoned, a Land Use Review Application will need to be submitted. The application can be found in Appendix F. The rezoning process requires a public hearing and approvals from both the St. Tammany Parish Planning and Zoning department and St. Tammany Parish Council. The overall process will take approximately 4-5 months.

Approximately 58% of the east site is located in the Slidell Airport Overlay District. All projects located within this district which exceed 150 feet in height from grade shall be reviewed and approved by the airport manager for compliance with the provisions of this overlay district.

The majority of the west site is not zoned appropriately. The above rezoning options apply. However, approximately 12% of west site is zoned I-2. This could potentially reduce rezoning cost. The west site is outside of the Slidell Airport Overlay District.

II. Engineering Feasibility

A. Transportation Networks/ Site Access

The sites are currently accessible by Dixie Ranch Road, a local roadway off of LA Hwy 434. Dixie Ranch Road will not be suitable for the expected traffic associated with an OEM site. In order to meet the traffic demands of an OEM Site, a new I-12 interchange will be needed.

For rail access options, see the Rail Feasibility summary by CSRS dated January 26, 2015.

B. Flood Mitigation

Both sites are located in a critical drainage area. A critical drainage area is defined by the St. Tammany Parish Code of Ordinances as an area of critical importance for its role in the conveyance, moderation or storage of storm water. Since both sites are in a critical drainage area, the flood storage capacity of the property must be maintained for the 100-year flood event. Therefore, any development must result in no net loss of 100-year flood storage. If all areas in flood zone are impacted by the development, the flood zone storage must be

mitigated. One option is to excavate and remove the soil material, in volume, equal to the fill material proposed from the property. Another option is to mitigate off-site if the St. Tammany Parish Department of Engineering determines that no loss of floodplain storage or stream flow capacity will occur within the overall watershed.

C. Hydrological & Hydraulic Requirements

According to Sec. 7-050.00 of the St. Tammany Parish Code of Ordinances, all industrial developments that require a building permit shall submit a drainage and paving plan with the permit application. The plan shall be forwarded to the Parish Engineer for review and approval before the issuance of a building permit. For parcels 5 acres and larger, the drainage study shall meet all drainage requirements for Subdivisions established by Subdivision Regulatory Ordinance No. 499, including a reduction of pre-development peak runoff by at least 25% for a one hundred (100) year storm event with on-site detention ponds required. See Appendix B for all required documents. A preliminary drainage plan has been proposed and can be found on Map Nine. The drainage plan was designed in accordance with the above ordinance.

The west site will have two outfalls. The western half will outfall into Big Branch Bayou while the eastern half outfalls into Cypress Bayou. The east site will consist of two ponds that both outfall into Liberty Bayou.

The results of the post developed model versus the existing condition hydrographs are shown in the table below:

Existing Conditions				Developed Conditions			
Drainage Area	**Area (acres)**	**Q_{10} (cfs)**	**Q_{100} (cfs)**	**Drainage Area**	**Area**	**Q_{10} (cfs)**	**Q_{100} (cfs)**
A	303.0	262.93	464.21	A-1	294.0	553.69	825.22
B	285.0	255.06	423.31	B-1	294.0	553.69	825.22
C	77.0	82.21	136.20	C-1	35.0	52.37	80.62
D	537.0	891.17	1,457.73	D-1	584.0	1,526.07	2,243.73

Below is the summary of the proposed ponds:

Pond	Surface Area (acres)	Storage (af)	Q_{10} (cfs)	Q_{100} (cfs)
A	33.79	73.71	224.48	378.06
B	28.57	72.75	221.32	321.25
C & D	20.0 (1) 36.0 (1)	17.09	607.64	946.76

D. Land Clearing

Both sites are heavily wooded, with primarily pine trees. Site clearing will be required prior to development. When clearing land near any scenic stream, a 50' no cut buffer zone is required by St. Tammany Parish. This should be noted when developing the west site, which is adjacent to Cypress Bayou.

E. Infrastructure – Utilities

- **Electric**

  A 13.2 kV Cleco Power, LLC electric distribution line exists on site. This distribution line contains 1-2 MW of capacity. If more capacity is needed, a 34.5 kV line will need to be installed from the North Slidell Substation, east of the site. If more capacity is necessary, a substation will need to be installed on site to access the 230 kV Cleco Power, LLC transmission line which exists approximately 850 feet north of the site which holds sufficient capacity.

- **Telecommunications**

  According to correspondence with local AT&T officials, the nearest AT&T fiber optics line is located at the intersection of LA Hwy 434 and Interstate I-12, approximately 2 miles west of the Salmen Fritchie West site. AT&T also has buried and aerial copper lines along Dixie Ranch Rd, ending approximately 1,600 feet west of the west site. AT&T is willing to work with developers in order to bring telecommunication lines to the site.

- **Natural Gas**

  A 6" Gulf South Pipeline Company, LP transmission pipeline exists on the southwest corner of the west site. The average operating pressure of this line is 600-700 psi and has a maximum allowable operating pressure above 1000 psi. When a volume and time-frame for the potential project has been identified, Boardwalk Pipeline Partners, LP will be able to determine which pipeline in the area can support deliveries to this site.

- **Water**

  There is no potable water infrastructure at or near site that contains sufficient capacity in order to service an OEM site. An on-site ground storage tank and water well will need to be installed.

- **Wastewater**

  There is no existing wastewater infrastructure at or near the site that contains sufficient capacity in order to service an OEM site. An on-site wastewater treatment plant will need to be installed. The estimated capacity to service a factory with 3,000 employees is 60,000 gallons per day. Before the individual industry discharges to the proposed treatment facility, pretreatment requirements must be determined by Louisiana Department of Environmental Quality (LDEQ). After treatment at the wastewater treatment facility, treated wastewater then may be discharged to a stream on site via a wastewater line constructed from the proposed treatment facility. Expected discharge limits of BOD_5, TSS, NH_3, and Phosphorous are seasonal and will be determined by LDEQ.

III. Existing Land Conditions

A. Soils

Existing soils on site consist of Guyton silt loam, Myatt fine sandy loam, Prentiss fine sandy loam, and Stough fine sandy loam. Approximately 42% of the west site are classified as highly hydric soils by the USDA. The east site contains approximately 44% of highly hydric soils. Further geotechnical analysis will be needed to determine detailed soil profiles and soil bearing capacities.

B. Flood Zone and Topography

According to Effective FEMA FIRM panel no. 2252050385C dated October 17, 1989, approximately 99.18 acres of the west site are located in Flood Zone A. The remaining 488.72 acres are located in Flood Zone X. According to Preliminary FEMA FIRM panel no. S22103C0460F dated April 30, 2008, approximately 123.09 acres of the west site are located in Flood Zone AE. The base flood elevation ranges from 23-27 feet. The existing ground elevation ranges from 21-24 feet. The average slope is less than 1%.

According to Effective FEMA FIRM panel no. 2252050405C dated October 17, 1989, the entire east site is located in Flood Zone X. According to Preliminary FEMA FIRM panel no. S22103C0480F dated April 30, 2008, approximately 1.31 acres of the east site are located in Flood Zone AE. The base flood elevation is 25 feet. The existing ground elevation range from 21-28 feet. The average slope is less than 1%.

IV. Public Agencies Involvement

A. USACE

A Preliminary Jurisdictional Determination (JD) Request will need to be submitted to the United States Army Corps of Engineers (USACE). This can take anywhere from 3 – 5 months. An Approved Jurisdictional Determination Request can be submitted instead. However, this process takes longer. The benefit of the Approved JD Request is the option to appeal if necessary. Once the JD Wetlands have been determined, a 404/10 permit application must be submitted to the USACE. Options to mitigate wetlands include buying credits from mitigation banks, and/or mitigating on site.

B. Louisiana Department of Wildlife and Fisheries

In order to develop the sites, the storm water will need to discharge into Bayou Liberty, Cypress Bayou and/or Big Branch Bayou. Both Bayou Liberty and Cypress Bayou are designated as scenic waterways by Louisiana Department of Wildlife and Fisheries (LDWF). Big Branch Bayou is not listed as one, but a request will need to be sent to LDWF for determination. An application will also need to be submitted to the LDWF Scenic Rivers Program in order to drain into a scenic waterway. See Appendix F for specific application requirements and fees. After a complete and sufficient application has been assigned a permit number by the Scenic Rivers Coordinator, the copies are distributed to the review agencies for a full and thorough evaluation of thirty (30) days duration. During this time the coordinator may schedule and make a site inspection. The applicant publishes a description of the proposed use in selected newspapers and sends evidence of this to the Coordinator. The public comment

period is forty-five (45) days and begins with the date of publication in the official state journal, The Advocate. If there is sufficient interest from the public, a public hearing may be held. The decision by the Administrator (Secretary of the Department of Wildlife and Fisheries) to grant or deny the permit will be made within fifteen (15) days after the close of the public comment period or the public hearing (if one is held). Most permits are valid for the useful life of the project, but are invalidated if the permitted activity has not begun within eighteen (18) months of permit issuance.

V. Limitations

This report was prepared using publically available data sets and information gathered through phone interviews. The contents of this document alone are not sufficient to guide investment decisions for the project. The following studies are recommended before developing the site:

- Phase I Environmental Site Assessment
- Phase I Cultural Resources Survey
- Geotechnical Investigation
- Wetland Delineation

PROPOSED SITE PLAN - EAST SITE

Legend

- Proposed Site
- Proposed 2-Lane Concrete Roadway
- Proposed Railway
- Existing Bayou
- Proposed Interstate Interchange
- Proposed Site Entrance
- Existing Tree / Buffer
- Gulf South Pipeline Company, LP 6" Natural Gas (NG)
- Proposed Buried Fiber Optic Line (FO)
- Proposed Manufacturing Bldg.
- Proposed Parking Area
- Proposed Outdoor Manufacturing Area
- Proposed Wastewater Treatment Plant (WT)
- Proposed Tapping Station for Natural Gas (YS)
- Proposed Water Well (W)
- Proposed Storage Tank (ST)

Notes:

1. The information presented herein is for planning purposes only. Further detailed due diligence MUST be completed prior to making decisions regarding the site.
2. No attempt has been made by CSRS, Inc. to verify site boundary, title, actual legal ownership, deed restrictions, servitudes, easements, or other burdens on the property, other than that furnished by the client or his representative.
3. Transportation data from 2013 TIGER datasets via U.S. Census Bureau at ftp://ftp2.census.gov/geo/tiger/TIGER2013.
4. 2015 aerial imagery from USDA-APFO National Agricultural Inventory Project (NAIP) and may not reflect current ground conditions.
5. Pipeline information from the National Pipeline Mapping System website (http://www.npms.phmsa.dot.gov), Louisiana One Call, IHS, Inc., LADNR SONRIS, and the individual pipeline operators. Pipeline servitude information provided by the individual owners/operators. Exact field location has not been determined by survey. CSRS does not guarantee that all servitudes affecting the property are shown hereon.

CSRS
IMAGINE SHAPE DELIVER
6767 Perkins Road Suite 200 Baton Rouge, LA 70808
Telephone: 225 769-0046 Fax: 225 767-0060
www.csrsonline.com

Project:

Salmen Fritchie Sites
St. Tammany Parish

Client:

LED
LOUISIANA ECONOMIC DEVELOPMENT

SCALE: 1"=500'

0 800 1600

Revisions:

#	Date	Description

Key Plan:

Sheet Title:

PROPOSED SITE PLAN

Date:	December 2016
Project Number:	213151
Drawn By:	TMK
Checked By:	TMG
Sheet:	

P:\213151\GNO Region\Salmen Fritchie Site\Pre-Development Report\Report\CAD_GIS\ 161221_Conceptual Site Layout2.dwg Jan 10, 2017 - 8:45am

PROPOSED SITE PLAN - WEST SITE

Legend

- Proposed Site
- Proposed 2-Lane Concrete Roadway
- Proposed Railway
- Existing Bayou
- Proposed Interstate Interchange
- Proposed Site Entrance
- Existing Tree / Buffer
- NG — Gulf South Pipeline Company, LP 6" Natural Gas
- FO — Proposed Buried Fiber Optic Line
- Proposed Manufacturing Bldg.
- Proposed Parking Area
- Proposed Outdoor Manufacturing Area
- WT — Proposed Wastewater Treatment Plant
- TS — Proposed Tapping Station for Natural Gas
- W — Proposed Water Well
- ST — Proposed Storage Tank

Notes:

1. The information presented herein is for planning purposes only. Further detailed due diligence MUST be completed prior to making decisions regarding the site.
2. No attempt has been made by CSRS, Inc. to verify site boundary, title, actual legal ownership, deed restrictions, servitudes, easements, or other burdens on the property, other than that furnished by the client or his representative.
3. Transportation data from 2013 TIGER datasets via U.S. Census Bureau at ftp://ftp2.census.gov/geo/tiger/TIGER2013.
4. 2015 aerial imagery from USDA-APFO National Agricultural Inventory Project (NAIP) and may not reflect current ground conditions.
5. Pipeline information from the National Pipeline Mapping System website (http://www.npms.phmsa.dot.gov), Louisiana One Call, IHS, Inc., LADNR SONRIS, and the individual pipeline operators. Pipeline servitude information provided by the individual owners/operators. Exact field location has not been determined by survey. CSRS does not guarantee that all servitudes affecting the property are shown hereon.

P:\213151\GNO Region\Salmen Fritchie Site\Pre-Development Report\Report\CAD_GIS\ 161221_Conceptual Site Layout.dwg Jan 10, 2017 - 8:39am

CSRS
IMAGINE SHAPE DELIVER
6767 Perkins Road Suite 200 Baton Rouge, LA 70808
Telephone: 225 769-0546 Fax: 225 767-0060
www.csrsonline.com

Project:

Salmen Fritchie Sites
St. Tammany Parish

Client:

LED
LOUISIANA ECONOMIC DEVELOPMENT

SCALE: 1"=500'

0 800 1600

Revisions:

#	Date	Description

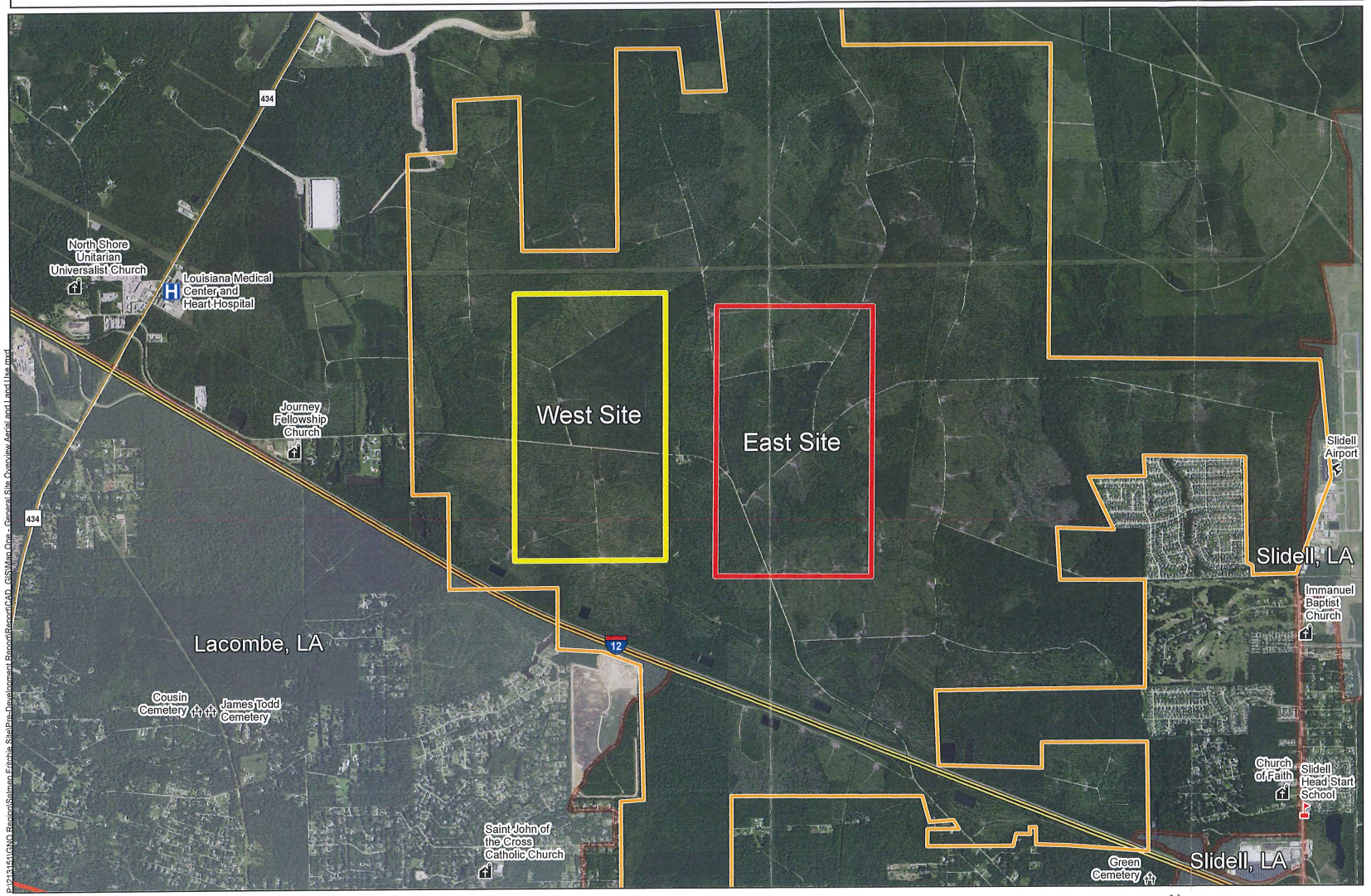
Key Plan:

Sheet Title:

PROPOSED SITE PLAN

Date: December 2016
Project Number: 213151
Drawn By: TMK
Checked By: TMG
Sheet:

Map One - General Site Overview



P:\213151\GNO Region\Salmen Fritchie Site\Pre-Development Report\Report\GIS\Map One - General Site Overview Aerial and Land Use.mxd

General Notes:
1. The information presented herein is for planning purposes only. Further detailed due diligence MUST be completed prior to making decisions regarding the site.
2. No attempt has been made by CSRS, Inc. to verify site boundary, title, actual legal ownership, deed restrictions, servitudes, easements, or other burdens on the property, other than that furnished by the client or his representative.
3. Transportation data from 2013 TIGER datasets via U.S. Census Bureau at ftp://ftp2.census.gov/geo/tiger/TIGER2013.
4. 2015 aerial imagery from USDA-APFO National Agricultural Inventory Project (NAIP) and may not reflect current ground conditions.

N

Scale 1:30,000

0 1,600 3,200 Feet

Site Exhibit for
Salmen Fritchie Sites
St. Tammany Parish, LA

LED

St. Tammany Parish

LEGEND

Salmen Fritchie Site Boundary
- East Site (614.12 Ac. ±)
- West Site (587.90 Ac. ±)
- Overall Site Boundary (7,394 Ac. ±)
- City Limits

Civic Feature
- School
- Cemetery
- Church
- Hospital
- Airport

Existing Roadway
- Interstate
- US Highway
- Rural State Highway

LED LOUISIANA ECONOMIC DEVELOPMENT

Date:	12/21/2016
Project Number:	213151
Drawn By:	TMK
Checked By:	JAY

CSRS
IMAGINE SHAPE DELIVER
6767 Perkins Road Suite 200 Baton Rouge, LA 70808
Telephone 225.769.0546 Fax 225.767.4029
www.csrsinc.com

Map Two - St. Tammany Parish Zoning

General Notes:
1. The information presented herein is for planning purposes only. Further detailed due diligence MUST be completed prior to making decisions regarding the site.
2. No attempt has been made by CSRS, Inc. to verify site boundary, title, actual legal ownership, deed restrictions, servitudes, easements, or other burdens on the property, other than that furnished by the client or his representative.
3. Transportation data from 2013 TIGER datasets via U.S. Census Bureau at ftp://ftp2.census.gov/geo/tiger/TIGER2013.
4. 2015 aerial imagery from USDA-APFO National Agricultural Inventory Project (NAIP) and may not reflect current ground conditions.
5. St. Tammany Parish zoning shapefile provided by St. Tammany Parish Government GIS Department.

N

Scale 1:10,684

0 570 1,140 Feet

Site Exhibit for
Salmen Fritchie Sites
St. Tammany Parish, LA

LED

St. Tammany Parish

LEGEND

Salmen Fritchie Sites
- East Site (614.12 Ac. ±)
- West Site (587.90 Ac. ±)
- Slidell Airport Overlay

St. Tammany Parish Zoning
- A-3 Suburban
- A-4 Single Family Residential
- A-4A Single Family Residential
- A-6 Multiple Family Residential
- A-8 Multiple Family Residential
- NC-1 Professional Office
- NC-2 Indoor Retail Service
- NC-5 Retail and Service
- PBC-1 Planned Business Campus
- PBC-2 Planned Business Campus
- HC-1 Highway Commercial
- HC-3 Highway Commercial
- I-2 Industrial
- MD-3 Medical Facility
- CB-1 Community Based Facilities
- ED-1 Primary Education
- ED-2 Secondary Education
- TND-1 Traditional Neighborhood Development

Existing Roadway
- Interstate
- Local Roads

LED LOUISIANA ECONOMIC DEVELOPMENT

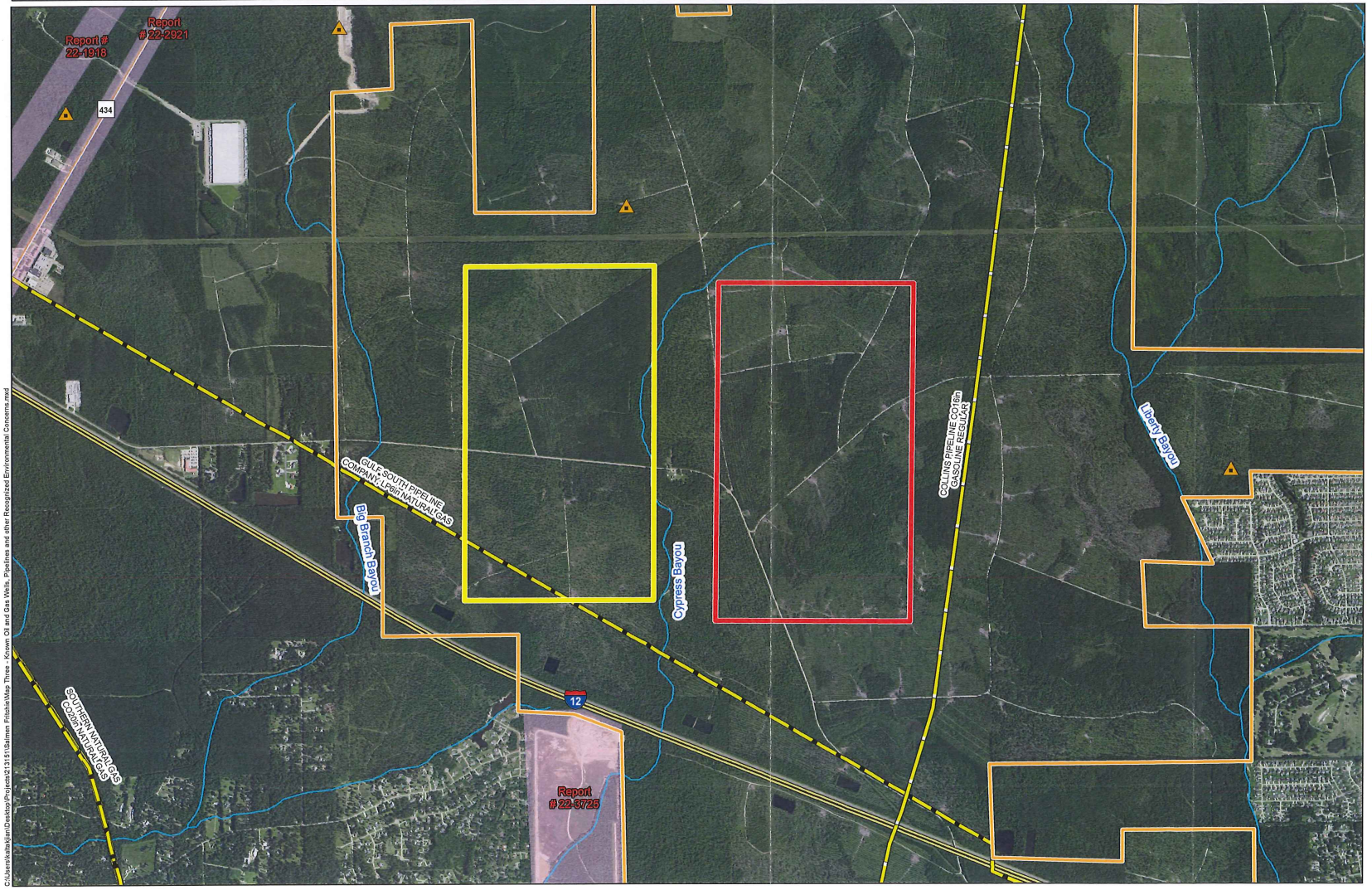
Date:	12/1/2016
Project Number:	213151
Drawn By:	TMK
Checked By:	JAY

CSRS
IMAGINE SHAPE DELIVER

6767 Perkins Road Suite 310 Baton Rouge, LA 70808
Telephone: 225 769-9546 Fax: 225 757-7609
www.csrsinc.com

C:\Users\tkelley\Desktop\Projects\213151\Salmen Fritchie\Map Two - Land Use.mxd

Map Three - Known Pipelines, Oil & Gas Wells, and Recognized Cultural Concerns



C:\Users\katia\Jan\Desktop\Projects\213151\Salmen Fritchie\Map Three - Known Oil and Gas Wells, Pipelines and other Recognized Environmental Concerns.mxd

General Notes:
1. The information presented herein is for planning purposes only. Further detailed due diligence MUST be completed prior to making decisions regarding the site.
2. No attempt has been made by CSRS, Inc. to verify site boundary, title, actual legal ownership, deed restrictions, servitudes, easements, or other burdens on the property, other than that furnished by the client or his representative.
3. Transportation data from 2013 TIGER datasets via U.S. Census Bureau at ftp://ftp2.census.gov/geo/tiger/TIGER2013.
4. 2015 aerial imagery from USDA-APFO National Agricultural Inventory Project (NAIP) and may not reflect current ground conditions.
5. Pipeline information from the National Pipeline Mapping System website (http://www.npms.phmsa.dot.gov), Louisiana One Call, IHS, Inc., LADNR SONRIS, and the individual pipeline operators.
Pipeline servitude information provided by the individual owners/operators. Exact field location has not been determined by survey. CSRS does not guarantee that all servitudes affecting the property are shown hereon.

N

Scale 1:24,000

0 1,250 2,500 Feet

Site Exhibit for Salmen Fritchie Sites St. Tammany Parish, LA

LED

St. Tammany Parish

LEGEND

Salmen Fritchie Site Boundary
- East Site (614.12 Ac. ±)
- West Site (587.90 Ac. ±)
- Overall Site Boundary (7,394 Ac. ±)
- Phase I Cultural Survey

National Pipeline Maping System Pipelines
- GASOLINE REGULAR
- NATURAL GAS

SONRIS Wells
- Plugged and Abandoned Well

Existing Roadway
- Interstate
- Rural State Highway
- Stream

LED LOUISIANA ECONOMIC DEVELOPMENT

Date:	12/21/2016
Project Number:	213151
Drawn By:	TMK
Checked By:	JAY

CSRS
IMAGINE SHAPE DELIVER
6767 Perkins Road Suite 200 Baton Rouge, LA 70808
Telephone: 225.767.0546 Fax: 225.767.0069
www.csrsinc.com