

BEXLEY
COMMUNITY DEVELOPMENT DISTRICT
Report of District Engineer
March 15, 2016

Prepared for:
Bexley Community Development District
Pasco County, Florida

Prepared by:
Jordan A. Schrader, P.E.
Clearview Land Design, P.L.
Tampa, Florida

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INTRODUCTION

The Bexley Community Development District (the "District") encompasses approximately 938.717 acres, more or less, in south central Pasco County, Florida, and is located in Sections 7, 16, 17, 18, 19 and 20, Township 26 South, and Range 18 East. Primary access will be provided from the south via Bexley Village Drive which will connect to State Road 54 approximately ¾ mile south of the District. Access will also be provided via Mentmore Boulevard, Lixberry Way and Ballantrae Boulevard, all of which provide access from the south. Exhibit A is a Vicinity Map that represents the site location. Exhibit B is an adjacent roadway map that represents the surrounding road network.

Current plans are to complete capital improvements to serve approximately 1,192 single-family residential units and 190 townhome or attached residential units planned within the District. These levels, which total 1,382 residential units, are within the allowable limits approved by Pasco County (sometimes referred to as the "County") for planned residential development within the District as part of the Bexley South Master Planned Unit Development ("MPUD"). The plan of development is subject to change with land planning within the allowable limits approved by the County.

The remaining land areas of the MPUD, and the entitlements allocated to those land areas, are located outside of the District boundaries.

The District has been established in accordance with applicable Florida Statutes as a Community Development District which is a local unit of special-purpose government. Exhibit C provides a Boundary Metes & Bounds Description and Map of the District. The lands within the District are presently intended for development as a portion of the Bexley Community (the "Community"). The District boundary excludes a Less Out Parcel as shown on Exhibit C for a future Pasco County School Site. The majority of all construction and development activities associated with the Community are wholly contained within or in close proximity to the limits established for the District. There are two types of offsite improvements associated with the District: offsite improvements that directly benefit the District, and offsite improvements that are required by the MPUD and/or other permit conditions. Offsite transportation and related drainage, floodplain compensation and wetland mitigation improvements that directly benefit the District include: intersection improvements at SR 54 and Bexley Village Drive, the construction of Bexley Village Drive from SR 54 to the District boundary, the extension of Mentmore Boulevard from its existing terminus to the District boundary, and minor turn lane improvements where Ballantrae Boulevard intersects Tower Road. Offsite transportation and related drainage, floodplain compensation and wetland mitigation improvements that are required by the MPUD and/or other permit conditions and provide incidental public benefit include: intersection improvements at SR 54 and the Suncoast Parkway. The District and/or NNP-Bexley, LLC, a Florida limited liability company ("Developer"), or its successors or assigns will be responsible for offsite improvements that directly benefit the District and offsite improvements that are required by the MPUD and/or permit conditions. The District will have the ability to finance or acquire, construct, maintain and operate all or a portion of the infrastructure necessary for offsite improvements required to serve the District.

As of the date of this Report there are no lands that have been sold or transferred in the District, except for certain conservation areas, and there are no residents.

PROPOSED BOUNDARY AMENDMENT

The Developer has notified the District that it has entered into a contract to purchase an approximately 107-acre parcel of land adjacent to the northeast boundary of the District and expects to close on the Expansion Parcel no later than April 2016. The Expansion Parcel is zoned pursuant to the Bexley North

Master Planned Unit Development and is planned to include 256 single-family residential units. It is anticipated that the Developer will request that the District amend its boundaries to include the Expansion Parcel. In the event of such occurrence, this Report will be modified to include the additional development costs associated with the Expansion Parcel. Accordingly, all information included in this Report pertains to the infrastructure and cost estimates for the development of the lands within the District's current boundaries.

PURPOSE AND SCOPE

The District was established for the purpose of financing or acquiring, constructing, maintaining and operating all or a portion of the infrastructure necessary for community development within the District. The purpose of this report is to provide a description of the infrastructure improvements necessary for development activities as well as to be financed and/or acquired by the District. The District will finance, acquire and/or construct, operate, and maintain a portion of the infrastructure improvements that are needed to serve the Community and allocate the costs for these infrastructure improvements to the property owners within the District. The Developer is currently the owner of all the lands within the District, and is the master developer of the Community. Some infrastructure improvements may be completed by the Developer that may be acquired by the District with proceeds of bonds issued by the District. The District may also accept the assignment of partially completed infrastructure improvement contracts from the Developer with proceeds of funds provided by a construction funding agreement between the District and the Developer and/or from bonds issued by the District. The Developer will finance and construct the balance of the infrastructure improvements needed for the development that is not financed by the District. The proposed infrastructure improvements, as outlined herein, are necessary for the functional development of the lands within the District as required by Pasco County. This Engineer's Report reflects the District's present intentions. The implementation and completion of the Capital Improvement Program ("CIP") outlined in this Report requires final approval by the District's Board of Supervisors, including the award of contracts for the construction of the improvements. Cost estimates contained in this Report have been prepared based on the best available information, including bid documents and pay requests where available. These estimates may not reflect final engineering design or complete environmental permitting. Actual costs will vary based upon final plans, design, planning, approvals from regulatory authorities, inflation, etc. Nevertheless, all costs contained herein, may be reasonably expected to adequately fund the improvements described, and contingency costs as included are reasonable.

DEVELOPMENT DESCRIPTION

That portion of the Community contained within the District is planned as a mixed-use community and consisting of approximately 1,382 residential units. As mentioned, Bexley Village Drive, Mentmore Boulevard, Lixberry Way and Ballantrae Boulevard collectively provide access to the District from the south. The District is primarily bound on the west by the Suncoast Parkway (SR 589), bound on the north by undeveloped land that is currently zoned MPUD and bound on the east by undeveloped tracts of land zoned MPUD and developed tracts of land zoned MPUD.

LAND USE

As stated, the District consists of 938.717 acres, more or less. The proposed land uses within the District consist of the single-family detached and attached residential sites, roads, conservation areas, jurisdictional wetlands, wetland buffers, stormwater management ponds, parks, and recreational and other amenity facilities.

GOVERNMENTAL ACTIONS

On April 21, 2015, Pasco County's Board of County Commissioners adopted the MPUD by Resolution No. 15-25RZ. The District lands are subject to the MPUD Master Plan and Conditions of Approval. Applications for environmental and development permits and approvals are being processed for the appropriate federal, state and county governmental agencies consistent with the MPUD and other local, state and federal regulations. A list of the significant approvals that are required is shown below and a status summary is shown in Exhibit E.

The following permits are required for the Community:

- Pasco County
 - Master Planned Unit Development (MPUD)
 - Master Roadway Plan
 - Master Bicycle/Pedestrian Plan
 - Mixed Use Trip Reduction Measures (MUTRM) Master Plan
 - Mixed Use Trip Reduction Measures (MUTRM) Neighborhood Plan
 - Master Unified Sign Plan (USP)
 - Master Utility Plans
 - Utility Service Agreement
 - Utility Service Commitment
 - Preliminary Development Plan (PDP) Approval
 - Construction Plan (CP) Approval
 - Final Plat Approval

- Florida Department of Environmental Protection (implemented by Pasco County Utilities)
 - Permit to Construct Water Distribution Systems
 - Permit to Construct Wastewater Collection Systems
 - Permit to Construct Reclaimed Water Distribution Systems

- Southwest Florida Water Management District
 - Environmental Resource Permit

- Army Corps of Engineers:
 - Individual Permit

- Florida Fish & Wildlife
 - Gopher Tortoise Permit

Compliance with the MPUD Conditions of Approval and permitting requirements is currently being accomplished. It is Clearview Land Design, P.L.'s opinion that there are no technical reasons existing at this time which would prohibit the implementation of the plans for the Development as presented herein and that permits normally obtained by site development engineers, not heretofore issued and which are necessary to effect the improvements described herein, will be obtained during the ordinary course of development. The permit status for the Community is summarized in Exhibit D included with this Report.

INFRASTRUCTURE BENEFIT

The project includes the construction of two types of public benefits. These proposed infrastructure improvements include:

1. Project-wide public benefits; and
2. Incidental public benefits.

The project-wide public benefits are provided by infrastructure improvements that serve all residents in the District. These public infrastructure improvements include: local roads, collector roads, intersection improvements, adjacent roadway improvements, wastewater, potable water, reclaimed water and irrigation systems, underground electrical systems, street lighting, stormwater management improvements, and landscaping.

Incidental public benefits include those benefits to the general public who do not necessarily reside within the District. The general public will benefit from the District's share of offsite transportation improvements to SR 54 at the Suncoast Parkway and collector road construction including Bexley Village Drive, Mentmore Boulevard and Tower Road.

The proposed infrastructure improvements identified in this Report are intended to provide specific benefit to the assessable real property within the boundaries of the District. The construction and maintenance of the proposed infrastructure improvements are necessary and will benefit the assessable property intended for development and use as a mixed-use subdivision. As noted, the District may construct, acquire, own, and operate all or any portion of the proposed infrastructure. As also noted earlier, the Developer will construct or cause to be constructed the infrastructure not constructed by the District.

The District will operate and maintain some of the infrastructure improvements as noted in Table 1.

CAPITAL IMPROVEMENT PROGRAM

The District's Capital Improvement Program ("CIP") includes infrastructure improvements that will provide special benefit to all lands within the District. Said improvements include earthwork, stormwater management facilities, potable water, reclaimed and irrigation water transmission systems, wastewater collection and transmission facilities, roads, landscape, hardscape and trail network improvements. The costs for engineering survey, design and inspection of these elements, other professional services associated with design and construction, permitting, as well as costs for legal and engineering services associated with administering some aspects of the CIP, have been included.

As mentioned, the District will finance, acquire and/or construct, operate, and maintain a portion of the infrastructure improvements that are needed to serve the development. The District may acquire some infrastructure improvements that have been completed and may also accept the assignment of partially completed infrastructure improvement contracts from the Developer. The Developer will finance and construct the balance of the infrastructure improvements needed for development of the lands within the District that is not financed by the District.

The current plan of development is to develop both single-family detached units and/or attached units. As mentioned, currently a total of 1,382 residential units are being planned for phased development within the District. Phasing of the CIP will be based on market conditions, development phasing and the requirements of the MPUD for roadway improvements.

The first phase of offsite improvements to Bexley Village Drive began in June of 2014 and is complete as of the date of this Report. The second phase of Bexley Village Drive began in May of 2015 and is expected to be completed by third quarter of 2016. Horizontal development activities for the initial phase of residential construction began second quarter of 2015 and is projected to be completed in third quarter of 2016.

The estimated total cost of the CIP is \$62,309,000.00. Refer to Exhibit C for a summary of the costs by infrastructure category for the CIP.

ROADWAYS

District Funded Internal Roadways:

The design of roadways within the District will comply with Pasco County's Land Development Code. Based on the current plan of development, the District will fund, construct and/or acquire divided 4-lane, divided 2-lane, and undivided 2-lane collector roadways, undivided 2-lane roads with parallel parking, undivided 2-lane roads and alleyways providing access to the residential units, recreational and park facilities. Collector roadways to be constructed within the District boundaries include but are not limited to Bexley Village Drive & Tower Road. When completed, Pasco County will own and maintain the roads within the District. The District will maintain the sidewalks and underdrain systems within Pasco County Right-of-Way. The District will own and maintain the alleyways.

Developer Funded Offsite Roadways:

The MPUD Conditions of Approval require certain off-site improvements to be completed as a condition of development of the Community, including the lands within the District. The Developer will fund these offsite improvements.

The current plan of development requires the following offsite transportation improvements; the costs of which are not included in the CIP estimated project costs in Exhibit D.

- Intersection Improvements at SR 54 & Bexley Village Drive

The Developer will fund and/or construct the intersection improvements at SR 54 and Bexley Village Drive, including the required turn lanes and traffic signal.

- Bexley Village Drive (From SR 54 to District Boundary)

The Developer will fund and/or construct Bexley Village Drive from SR 54 to the District boundary.

- Mentmore Boulevard

The Developer will fund and/or construct the extension of Mentmore Boulevard from its existing terminus to the District boundary.

- Ballantre Boulevard Turn Lane at Tower Road

The Developer will fund and/or construct turn lane improvements on Ballantrae Boulevard outside the District boundary where existing Ballantrae Boulevard connects to future Tower Road.

- Intersection Improvements at SR 54 & Suncoast Parkway

The Developer will fund, construct and/or acquire a portion of the intersection improvements at SR 54 & the Suncoast Parkway, including the required turn lane improvements.

UTILITIES

The District will fund, construct and/or acquire the potable water distribution system, the wastewater collection and transmission system, the reclaimed water distribution systems, and the irrigation water systems. The District will also fund, construct and/or acquire a portion of the street lighting system and underground electrical system. The District and/or Developer may elect to petition the County to establish a future street lighting district.

Potable Water, Reclaimed Water and Wastewater

The District is within Pasco County Utilities Service Area for the provision of potable water, reclaimed water and wastewater transmission and treatment services. Pasco County will provide potable water and reclaimed water to the lands within the District and treat wastewater that originates from the District. When completed, Pasco County will own, operate and maintain the District's potable water distribution system, reclaimed water distribution system and wastewater collection and transmission system.

Irrigation Water

The landscaped collector roadways, and some parks, recreational, and common areas will be irrigated using irrigation systems connected to reclaimed water mains located within the District. The District will own, operate and maintain the irrigation system.

Underground Electrical System and Street Lighting

The District will fund, construct and/or acquire the underground electrical system that will provide service to the lands within the District. Duke Energy will own, operate, and maintain the underground electrical system. The District will fund, construct and/or acquire the street lighting for the District. Duke Energy will own, operate and maintain the street light system with funding from the District. The District and/or Developer may elect to petition the County to establish a future street lighting district.

STORMWATER MANAGEMENT SYSTEM

Pasco County and the Southwest Florida Water Management District ("SWFWMD") regulate the design criteria for the stormwater management system within the District. The stormwater runoff from the District area drains to Sandy Branch and the Anclote River. The pre-development site runoff and water management conditions have been established by Pasco County and SWFWMD.

The stormwater management system for the District focuses on utilizing newly constructed ponds in the uplands for stormwater treatment in conjunction with the naturally occurring wetlands.

The primary objectives of the stormwater management system for the District are:

1. To provide a stormwater conveyance and storage system, which includes stormwater quality treatment.
2. To adequately protect development within the District from regulatory-defined rainfall events.
3. To maintain wetland hydroperiods.
4. To ensure that adverse stormwater impacts do not occur upstream or downstream as a result of the Development.
5. To satisfactorily accommodate stormwater runoff from adjacent off-site areas that naturally drains through the District. Accommodating existing drainage conditions are a requirement of more than one regulatory agency and are an integral part of the infrastructure improvements constructed with development projects.
6. To preserve the function of the floodplain storage during the 100-year storm event.

The stormwater management system provides a system for the District that optimizes the drainage, collection and treatment of stormwater.

The District will fund, construct and/or acquire the stormwater management system.

The stormwater collection and outfall systems will be a combination of site grading, earthwork, and stabilization, curb inlets, pipe culverts, control structures, open waterways and wetland conservation areas. Wetland hydroperiods (normal pool and season high water elevations) will be maintained through proper design and maintenance of the outfall control structures.

Curb inlets and pipe culverts in public right-of-ways will be owned, operated and maintained by Pasco County. Pipe culverts in roads that are not accessible to the public, pipe culverts in easements, control structures, ponds or open waterways, and wetland conservation areas will be owned, operated and maintained by the District. Underdrain systems in the roadway will be owned and maintained by the District.

LANDSCAPE AND HARDSCAPE

Collector roads and some parks or open space will be irrigated and landscaped. Walls, berms or fencing with or without landscaping will provide perimeter buffering in accordance with Pasco County's regulatory requirements. The District will fund, construct and/or acquire, own and maintain the landscaping along the collector roads, the open space or park areas, retaining walls, buffer walls, fencing and landscape buffers within the District and adjacent to the District perimeter.

Master development and village/parcel entry signage and monumentation will also be funded, constructed and/or acquired, owned and maintained by the District.

RECREATIONAL FACILITIES

Although the Developer and/or homeowners association will construct, operate and maintain the amenity centers within the Development, certain recreational facilities will be funded and maintained by the District, including trails, trail connections to adjacent trail systems, and other passive recreational features. The recreational components will generally be within District open space, parks and other public areas. The District will fund, construct and/or acquire, own and maintain these recreational

facilities. The project includes a proposed trail connection to the existing Suncoast Trail located along the CDD’s west boundary. Connecting to the Suncoast Trail will require a new pedestrian underpass to be constructed under the existing Sandy Branch Bridge.

PROFESSIONAL SERVICES

Professional fees include civil engineering costs for master planning, site design, permitting, preparation of construction plans, inspection and survey costs for construction staking, preparation of record drawings and preparation of preliminary and final plats.

Professional fees also may include geotechnical costs for pre-design soil borings, underdrain analysis, soil stabilization, and construction testing, architectural costs for landscaping, fees associated with transportation planning and design, environmental consultation, irrigation system design and fees for permitting, as well as costs for legal and engineering services associated with the administration of the District's CIP.

CONTINGENCY

This category includes the cost for adjustments as a result of unexpected field conditions, additional requirements of governmental agencies, market conditions, and other unknown factors that may occur throughout the course of development and construction of the infrastructure. In general, the contingency amount is based on a percentage of the total infrastructure cost estimate.

OWNERSHIP AND MAINTENANCE

The ownership and maintenance responsibilities of the proposed infrastructure improvements are set forth below in the table.

Table 1: Ownership and Maintenance

<u>Proposed Infrastructure Improvement</u>	<u>Ownership</u>	<u>Maintenance</u>
Residential Roadways	Pasco ⁽¹⁾	Pasco ⁽¹⁾
Residential Alleyways	CDD	CDD
Wastewater Collection and Transmission	Pasco County	Pasco County
Water Distribution Systems	Pasco County	Pasco County
Reclaimed Water Distribution Systems	Pasco County	Pasco County
Irrigation System	CDD	CDD
Underground Electrical Systems	Duke	Duke
Street Lighting Systems	Duke/CDD/Potential Street Lighting District ⁽²⁾	Duke/CDD/Potential Street Lighting District ⁽²⁾
Stormwater Management Systems	CDD	CDD
Landscape/Hardscape Improvements	CDD	CDD
Active Recreational Amenities and Facilities	HOA	HOA
Passive Recreational Amenities and Facilities	CDD	CDD
Offsite Transportation Improvements	Pasco County	Pasco County

(1) The CDD will own and maintain the sidewalks and underdrain system.

(2) Refer to the description in the CIP.

PROJECT COSTS

The estimated District Funded total cost of the CIP is \$62,309,000.00. Refer to Exhibit D for a summary of the costs by infrastructure category for the CIP.

SUMMARY AND CONCLUSION

The infrastructure, as outlined above, is necessary for the functional development of the District as required by the County. The planning and design of the infrastructure is in accordance with current governmental regulatory requirements. The infrastructure will provide its intended function so long as the construction is in substantial compliance with the design and permits. The permits and regulatory approvals identified in Report are sufficient for the completion of the CIP as described in the development plans. The platting, design and permitting for the development are ongoing at this time and there is no reason to believe such permitting will not be obtained.

Items of construction in this Report are based on preliminary plan quantities for the infrastructure construction as shown on the master plans, conceptual plans, and developing construction drawings and specifications. It is my professional opinion that the estimated infrastructure costs provided herein for the District improvements are reasonable to complete the construction of the infrastructure described herein and that these infrastructure improvements will benefit and add value to the District. All such infrastructure costs are public improvements or community facilities as set forth in Section 190.012(1) and (2) of the Florida Statutes.

The total construction cost estimate for the infrastructure that has been developed in this Report is only an estimate and not a guaranteed maximum price. The estimated cost is based on recent cost information concerning construction and professional services for similar developments in this area of the County applied to the current plan of development. The labor market, future costs of equipment and materials, and the actual construction processes frequently vary and cannot be accurately forecasted. Due to this inherent opportunity for fluctuation in cost, the total final cost may be more or less than this estimate.

The Engineer recommends that in addition to the annual non-ad valorem assessments to be levied and collected to pay debt service on any proposed bonds, the District should also levy and collect an annual "Operating and Maintenance" assessment to be determined, assessed and levied by the District's Board of Supervisors upon the assessable real property within the District for the purpose of defraying the cost and expenses of maintaining District owned improvements.

Jordan A. Schrader, P.E.
Bexley Community Development District Engineer
FL Registration No.: 74798

EXHIBIT A

VICINITY MAP

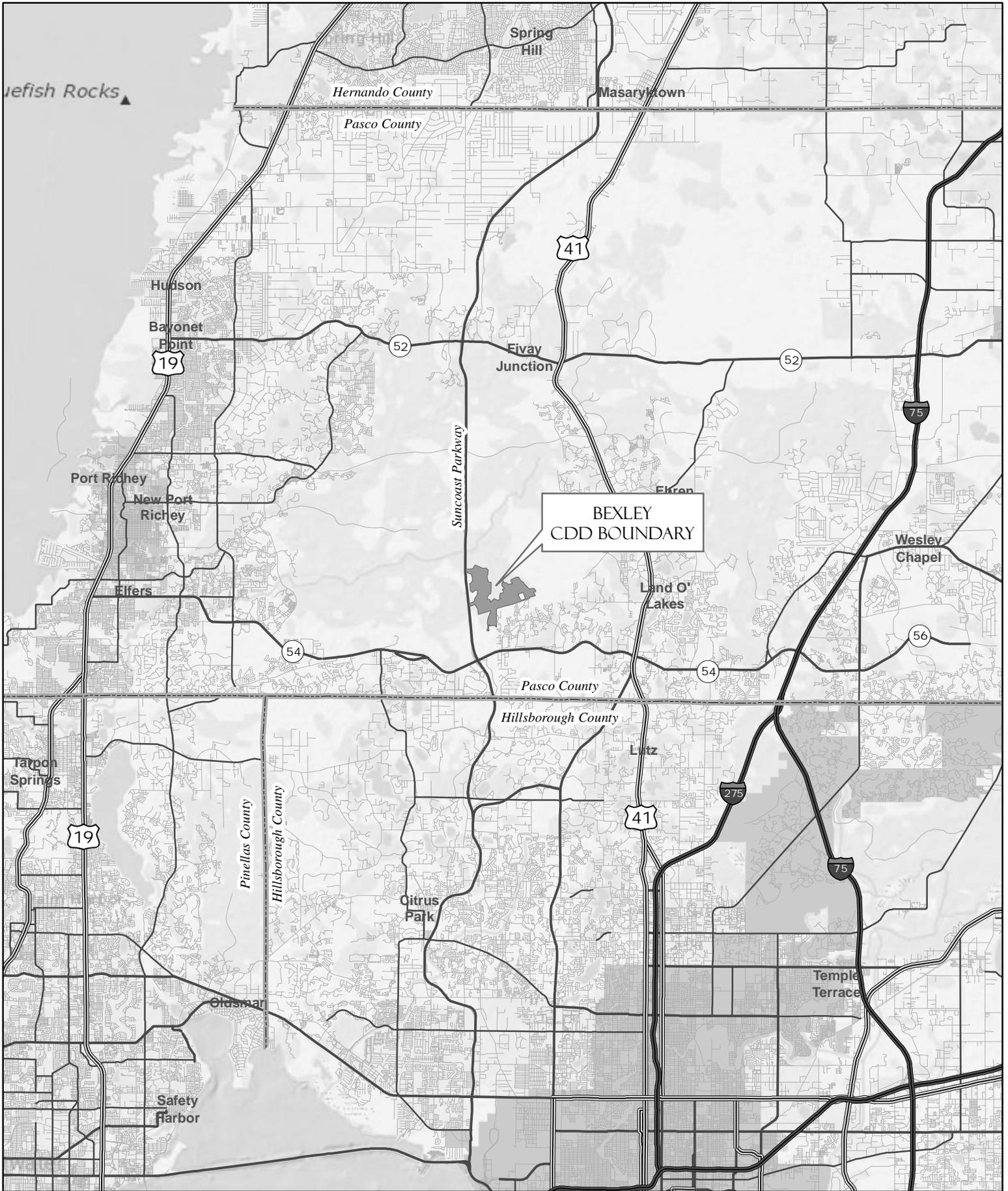


EXHIBIT A
BEXLEY CDD BOUNDARY
VICINITY MAP

EXHIBIT B

ADJACENT ROAD NETWORK MAP

LEGEND

 BEXLEY CDD BOUNDARY

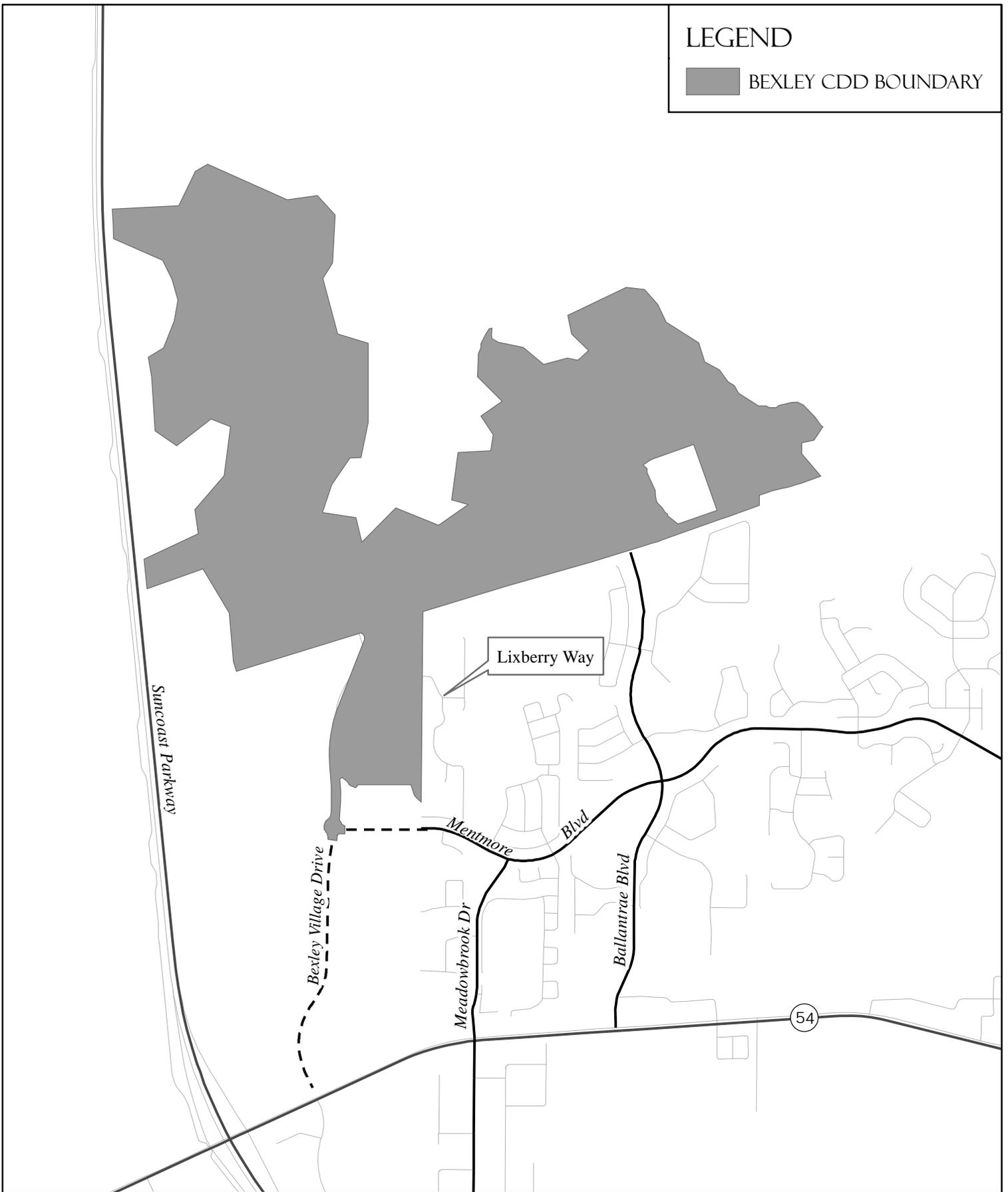
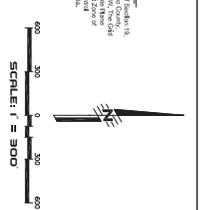
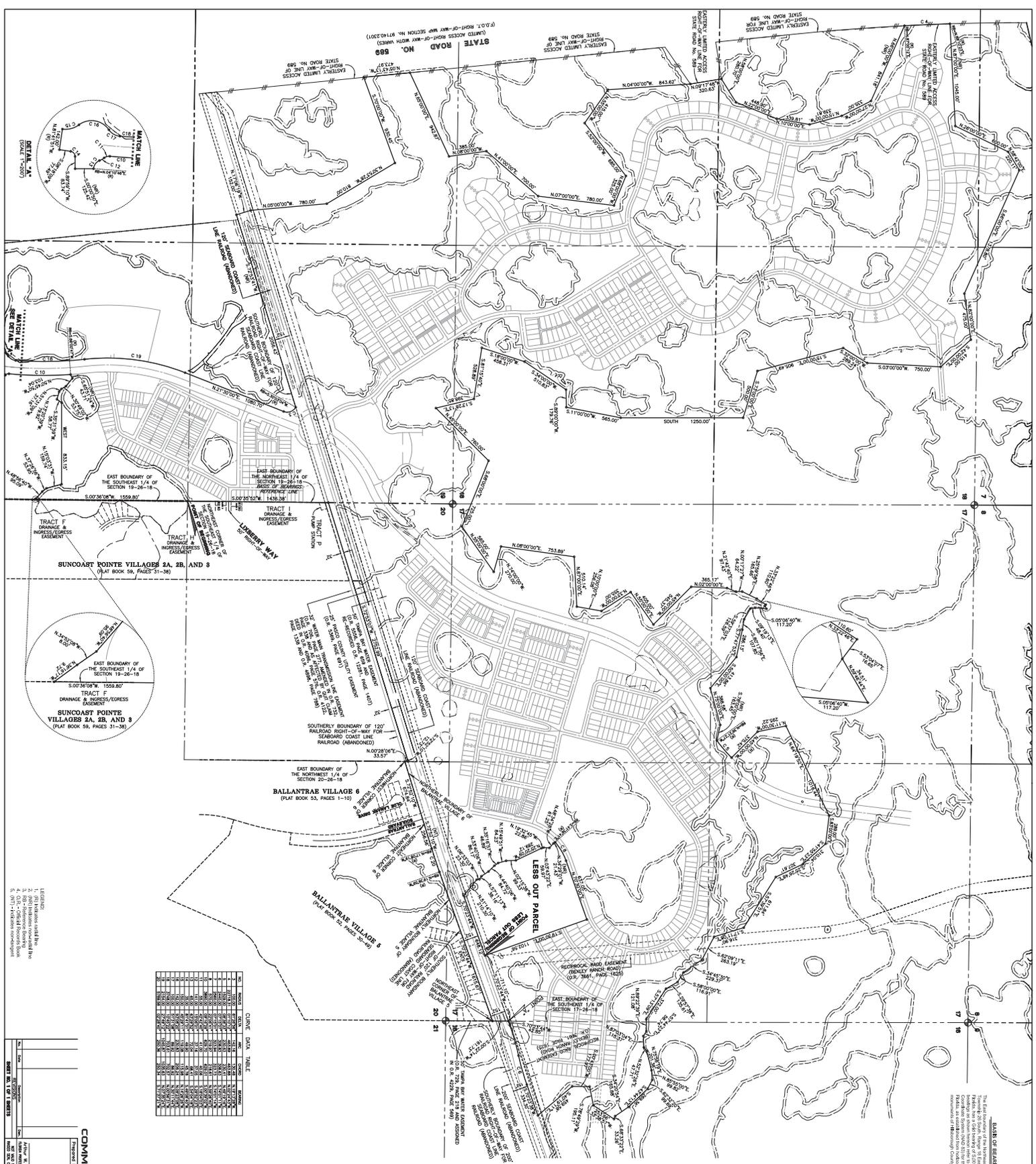


EXHIBIT C

**BEXLEY CDD BOUNDARY METES & BOUNDS
DESCRIPTION AND MAP**



STATE OF FLORIDA
 COUNTY OF BAY COUNTY
 PLAT NO. 11, 1983
 COMMUNITY DEVELOPMENT DISTRICT

COMMUNITY DEVELOPMENT DISTRICT

CLUMP DATA TABLE

CLUMP NO.	CLUMP NAME	CLUMP AREA (AC)	CLUMP PERCENT (%)
1	CLUMP 1	1.23	0.01
2	CLUMP 2	1.23	0.01
3	CLUMP 3	1.23	0.01
4	CLUMP 4	1.23	0.01
5	CLUMP 5	1.23	0.01
6	CLUMP 6	1.23	0.01
7	CLUMP 7	1.23	0.01
8	CLUMP 8	1.23	0.01
9	CLUMP 9	1.23	0.01
10	CLUMP 10	1.23	0.01
11	CLUMP 11	1.23	0.01
12	CLUMP 12	1.23	0.01
13	CLUMP 13	1.23	0.01
14	CLUMP 14	1.23	0.01
15	CLUMP 15	1.23	0.01
16	CLUMP 16	1.23	0.01
17	CLUMP 17	1.23	0.01
18	CLUMP 18	1.23	0.01
19	CLUMP 19	1.23	0.01
20	CLUMP 20	1.23	0.01
21	CLUMP 21	1.23	0.01
22	CLUMP 22	1.23	0.01
23	CLUMP 23	1.23	0.01
24	CLUMP 24	1.23	0.01
25	CLUMP 25	1.23	0.01
26	CLUMP 26	1.23	0.01
27	CLUMP 27	1.23	0.01
28	CLUMP 28	1.23	0.01
29	CLUMP 29	1.23	0.01
30	CLUMP 30	1.23	0.01
31	CLUMP 31	1.23	0.01
32	CLUMP 32	1.23	0.01
33	CLUMP 33	1.23	0.01
34	CLUMP 34	1.23	0.01
35	CLUMP 35	1.23	0.01
36	CLUMP 36	1.23	0.01
37	CLUMP 37	1.23	0.01
38	CLUMP 38	1.23	0.01
39	CLUMP 39	1.23	0.01
40	CLUMP 40	1.23	0.01
41	CLUMP 41	1.23	0.01
42	CLUMP 42	1.23	0.01
43	CLUMP 43	1.23	0.01
44	CLUMP 44	1.23	0.01
45	CLUMP 45	1.23	0.01
46	CLUMP 46	1.23	0.01
47	CLUMP 47	1.23	0.01
48	CLUMP 48	1.23	0.01
49	CLUMP 49	1.23	0.01
50	CLUMP 50	1.23	0.01
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76	CLUMP 76	1.23	0.01
77	CLUMP 77	1.23	0.01
78	CLUMP 78	1.23	0.01
79	CLUMP 79	1.23	0.01
80	CLUMP 80	1.23	0.01
81	CLUMP 81	1.23	0.01
82	CLUMP 82	1.23	0.01
83	CLUMP 83	1.23	0.01
84	CLUMP 84	1.23	0.01
85	CLUMP 85	1.23	0.01
86	CLUMP 86	1.23	0.01
87	CLUMP 87	1.23	0.01
88	CLUMP 88	1.23	0.01
89	CLUMP 89	1.23	0.01
90	CLUMP 90	1.23	0.01
91	CLUMP 91	1.23	0.01
92	CLUMP 92	1.23	0.01
93	CLUMP 93	1.23	0.01
94	CLUMP 94	1.23	0.01
95	CLUMP 95	1.23	0.01
96	CLUMP 96	1.23	0.01
97	CLUMP 97	1.23	0.01
98	CLUMP 98	1.23	0.01
99	CLUMP 99	1.23	0.01
100	CLUMP 100	1.23	0.01

COMMUNITY DEVELOPMENT DISTRICT
BEKLEY DISTRICT
 Prepared for NRP IV BEKLEY LTD
AMERITIT, INC.
 LAND DEVELOPMENT AND SURVEYING
 11115 N. W. 11th Street
 Miami, Florida 33150
 Phone: (305) 551-2200
 Fax: (305) 551-2201

LEGEND
 1. Survey boundaries
 2. Proposed easements
 3. Proposed road easements
 4. Proposed utility easements
 5. Utility easements

NOTES
 1. This plat is subject to the provisions of the Florida Statutes, Chapter 218, and the provisions of the Florida Constitution, Article X, Section 10.
 2. The boundaries shown on this plat are based on the survey data provided to the Surveyor.
 3. The Surveyor has no responsibility for the accuracy of the data provided to him.
 4. The Surveyor has no responsibility for the accuracy of the data provided to him.
 5. The Surveyor has no responsibility for the accuracy of the data provided to him.
 6. The Surveyor has no responsibility for the accuracy of the data provided to him.
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 9. The Surveyor has no responsibility for the accuracy of the data provided to him.
 10. The Surveyor has no responsibility for the accuracy of the data provided to him.

**BEXLEY
COMMUNITY DEVELOPMENT DISTRICT**

DESCRIPTION: A parcel of land lying in Sections 7, 16, 17, 18, 19 and 20, Township 26 South, Range 18 East, Pasco County, Florida and being more particularly described as follows:

COMMENCE at the Northeast corner of the Southeast 1/4 of said Section 19, said point also being the **POINT OF BEGINNING**, run thence along the East boundary of said Southeast 1/4 of Section 19, S.00°36'08"W., 1559.80 feet; thence N.36°16'17"W., 9.72 feet; thence N.34°52'08"W., 8.00 feet; thence N.48°56'40"W., 95.09 feet; thence N.37°26'56"W., 53.95 feet; thence N.15°03'31"W., 159.74 feet; thence WEST, 833.15 feet; thence S.35°31'59"W., 58.77 feet; thence N.73°20'39"W., 79.92 feet; thence N.51°31'09"W., 37.16 feet; thence N.30°49'02"W., 53.75 feet; thence N.50°45'50"W., 103.04 feet; thence S.65°51'24"W., 43.71 feet to a point on a curve; thence Southerly, 629.70 feet along the arc of a curve to the right having a radius of 3890.00 feet and a central angle of 09°16'29" (chord bearing S.00°39'02"W., 629.01 feet) to a point of reverse curvature; thence Southerly, 41.00 feet along the arc of a curve to the left having a radius of 55.00 feet and a central angle of 42°42'40" (chord bearing S.16°04'03"E., 40.06 feet) to a point of reverse curvature; thence Southeasterly, 37.16 feet along the arc of a curve to the right having a radius of 141.00 feet and a central angle of 15°06'01" (chord bearing S.29°52'23"E., 37.05 feet) to a point of reverse curvature; thence Southeasterly, 72.04 feet along the arc of a curve to the left having a radius of 65.00 feet and a central angle of 63°29'52" (chord bearing S.54°04'18"E., 68.41 feet); thence S.00°00'50"E., 125.42 feet; thence S.89°59'10"W., 83.74 feet to a point of curvature; thence Southwesterly, 49.90 feet along the arc of a curve to the left having a radius of 35.00 feet and a central angle of 81°41'01" (chord bearing S.49°08'40"W., 45.78 feet) to a point of tangency; thence S.08°18'09"W., 77.49 feet; thence N.81°41'51"W., 142.00 feet to a point on a curve; thence Northerly, 119.08 feet along the arc of a curve to the left having a radius of 150.00 feet and a central angle of 45°29'11" (chord bearing N.14°26'26"W., 115.98 feet) to a point of reverse curvature; thence Northerly, 230.83 feet along the arc of a curve to the right having a radius of 142.00 feet and a central angle of 93°08'20" (chord bearing N.09°23'08"E., 206.24 feet) to a point of reverse curvature; thence Northeasterly, 89.92 feet along the arc of a curve to the left having a radius of 100.00 feet and a central angle of 51°31'08" (chord bearing N.30°11'44"E., 86.92 feet) to a point of compound curvature; thence Northerly, 703.61 feet along the arc of a curve to the left having a radius of 3748.00 feet and a central angle of 10°45'22" (chord bearing N.00°56'31"W., 702.57 feet) to a point of reverse curvature; thence Northerly, 1045.87 feet along the arc of a curve to the right having a radius of 2154.00 feet and a central angle of 27°49'12" (chord bearing N.07°35'24"E., 1035.63 feet) to a

point of tangency; thence N.21°30'00"E., 1080.70 feet to a point of curvature; thence Northerly, 142.16 feet along the arc of a curve to the left having a radius of 100.00 feet and a central angle of 81°26'56" (chord bearing N.19°13'28"W., 130.48 feet) to a point on the Southerly boundary of the 120.00 foot wide railroad right-of-way for Seaboard Coast Line Railroad, (said railroad right-of-way "Now Abandoned"); thence along said Southerly boundary, S.72°53'41"W., 2056.43 feet; thence N.17°06'19"W., 152.00 feet; thence N.05°00'00"W., 780.00 feet; thence N.30°53'28"W., 810.00 feet; thence S.70°00'00"W., 930.45 feet to a point on the Easterly Limited Access right-of-way line of State Road No. 589, per Florida Department of Transportation Right-of-way Section Map No. 97140.2301; thence along said Easterly Limited Access right-of-way line of State Road No. 589, N.05°43'13"W., 473.97 feet; thence N.65°00'00"E., 942.87 feet; thence N.08°00'00"W., 385.00 feet; thence N.41°00'00"E., 700.00 feet; thence N.07°00'00"E., 780.00 feet; thence N.68°00'00"W., 325.00 feet; thence S.52°00'00"W., 685.00 feet; thence N.55°00'00"W., 415.00 feet; thence N.04°00'00"W., 843.62 feet to a point on the aforesaid Easterly Limited Access right-of-way line of State Road No. 589; thence along said Easterly Limited Access right-of-way line of State Road No. 589, N.09°17'48"W., 320.63 feet; thence N.58°00'00"E., 280.70 feet; thence N.22°00'00"E., 448.90 feet; thence N.10°00'00"E., 339.81 feet; thence N.15°00'00"W., 339.81 feet; thence N.27°00'00"W., 335.00 feet; thence N.66°00'00"W., 841.18 feet to a point on a curve on the aforesaid Easterly Limited Access right-of-way line of State Road No. 589; thence along said Easterly Limited Access right-of-way line of State Road No. 589, Northerly, 463.89 feet along the arc of a curve to the right having a radius of 22,718.31 feet and a central angle of 01°10'12" (chord bearing N.02°24'43"W., 463.88 feet); thence N.87°00'00"E., 1045.00 feet; thence N.26°00'00"E., 600.00 feet; thence N.58°42'00"E., 220.11 feet; thence S.66°00'00"E., 1378.80 feet; thence N.82°00'00"E., 475.00 feet; thence S.42°00'00"E., 415.00 feet; thence S.03°00'00"W., 750.00 feet; thence S.32°00'00"W., 289.24 feet; thence S.15°00'00"E., 905.49 feet; thence S.73°00'00"E., 500.00 feet; thence SOUTH, 1250.00 feet; thence S.11°00'00"W., 565.00 feet; thence S.89°00'00"W., 179.76 feet; thence S.34°00'00"W., 510.83 feet; thence S.18°00'00"W., 458.31 feet; thence S.81°15'40"E., 528.89 feet; thence S.13°28'13"E., 398.85 feet; thence N.45°00'00"E., 760.00 feet; thence S.68°00'00"E., 725.00 feet; thence N.55°00'00"E., 565.00 feet; thence N.74°00'00"W., 270.00 feet; thence N.08°00'00"E., 753.89 feet; thence N.87°00'00"E., 510.14 feet; thence N.10°00'00"E., 256.08 feet; thence N.33°00'00"W., 355.00 feet; thence N.55°00'00"E., 405.00 feet; thence N.45°00'00"W., 545.37 feet; thence N.02°00'00"E., 365.17 feet; thence N.21°42'40"E., 97.43 feet; thence N.00°17'27"W., 64.22 feet; thence N.25°59'58"E., 165.66 feet; thence N.33°22'46"E., 110.60 feet; thence S.53°04'07"E., 16.65 feet; thence N.59°46'44"E., 34.51 feet; thence S.05°06'40"W., 117.20 feet; thence S.09°19'13"E., 48.40 feet; thence S.59°37'03"E., 126.59 feet; thence

S.80°17'56"E., 107.85 feet; thence S.77°47'53"E., 286.13 feet; thence S.50°00'00"E., 413.86 feet; thence N.75°00'00"E., 388.58 feet; thence S.78°00'00"E., 163.45 feet to a point on a curve; thence Northeasterly, 230.63 feet along the arc of a curve to the left having a radius of 1529.00 feet and a central angle of 08°38'33" (chord bearing N.49°19'16"E., 230.41 feet); thence N.45°00'00"W., 375.42 feet; thence N.11°30'00"W., 295.22 feet; thence N.64°19'52"E., 1016.44 feet; thence S.83°00'00"E., 289.00 feet; thence S.41°55'23"E., 310.04 feet; thence S.25°26'48"E., 307.61 feet; thence S.57°39'51"E., 611.84 feet; thence S.17°11'08"E., 316.90 feet; thence S.62°09'11"E., 263.19 feet; thence S.34°45'30"E., 229.37 feet; thence S.58°00'00"E., 116.91 feet; thence S.29°57'38"E., 135.61 feet; thence S.57°13'09"E., 372.00 feet; thence N.89°22'39"E., 121.08 feet; thence S.57°44'23"E., 58.74 feet; thence N.87°03'04"E., 115.37 feet; thence N.52°32'26"E., 47.71 feet; thence N.75°58'19"E., 201.38 feet; thence N.85°55'00"E., 99.82 feet; thence S.62°32'20"E., 99.69 feet; thence S.43°44'13"E., 269.36 feet; thence S.34°20'54"E., 165.88 feet; thence S.68°33'22"E., 33.26 feet; thence S.33°38'57"W., 253.66 feet; thence S.78°49'29"W., 195.11 feet; thence S.00°43'00"W., 177.97 feet; thence S.40°19'11"E., 459.58 feet; thence along a line lying 152.00 feet Northerly of and parallel with the Southerly boundary of the 200.00 foot wide railroad right-of-way for Seaboard Coast Line Railroad, (said railroad right-of-way "Now Abandoned"), S.70°23'38"W., 334.30 feet to a point of curvature; thence Westerly, 308.83 feet along the arc of a curve to the right having a radius of 2440.00 feet and a central angle of 07°15'07" (chord bearing S.74°01'11"W., 308.63 feet) to a point of reverse curvature; thence Westerly, 323.94 feet along the arc of a curve to the left having a radius of 2560.00 feet and a central angle of 07°15'01" (chord bearing S.74°01'14"W., 323.73 feet) to a point of tangency; thence S.70°23'44"W., 42.85 feet to a point on the East boundary of the Southeast 1/4 of the aforesaid Section 17, point hereinafter being referred to as **POINT "A"**; thence along said East boundary of the Southeast 1/4 of Section 17, S.00°22'14"W., 161.73 feet to a point on the aforesaid Southerly boundary of the 120.00 foot wide railroad right-of-way for Seaboard Coast Line Railroad, (said railroad right-of-way "Now Abandoned"), also being the Northeast corner of BALLANTRAE VILLAGE 5, as recorded in Plat Book 52, Pages 30 through 49, inclusive, of the Public Records of Pasco County, Florida; thence along said Southerly boundary of the 120.00 foot wide railroad right-of-way for Seaboard Coast Line Railroad and the Northerly boundary of said BALLANTRAE VILLAGE 5, the following three (3) courses: 1) S.70°23'44"W., 1615.67 feet to a point on a curve; 2) Westerly, 250.36 feet along the arc of a curve to the right having a radius of 5789.58 feet and a central angle of 02°28'40" (chord bearing S.71°37'21"W., 250.34 feet); 3) S.72°52'10"W., 256.56 feet to the Northeast corner of BALLANTRAE VILLAGE 6, as recorded in Plat Book 53, Pages 1 through 10, inclusive, of the Public Records of Pasco County, Florida; thence along said Southerly boundary of the 120.00 foot wide railroad right-of-way for Seaboard

Coast Line Railroad and the Northerly boundary of said BALLANTRAE VILLAGE 6, S.72°52'10"W., 674.84 feet to the Northwest corner of said BALLANTRAE VILLAGE 6, also being a point on the East boundary of the Northwest 1/4 of the aforesaid Section 20; thence along said East boundary of the Northwest 1/4 of Section 20, N.00°28'06"E., 33.57 feet; thence along a line lying 32.00 feet Northerly of and parallel with said Southerly boundary of the 120.00 foot wide railroad right-of-way for Seaboard Coast Line Railroad, (said railroad right-of-way "Now Abandoned"), the following two (2) courses: 1) S.72°52'10"W., 12.73 feet; 2) S.72°53'07"W., 2752.99 feet to a point on the East boundary of the Northeast 1/4 of the aforesaid Section 19; thence along said East boundary of the Northeast 1/4 of Section 19, S.00°35'52"W., 1436.38 feet to the **POINT OF BEGINNING**.

Containing 958.971 acres, more or less.

LESS THE FOLLOWING DESCRIBED PARCEL:

From a point previously referred to as **POINT "A"**, run thence along a line lying 152.00 feet Northerly of and parallel with the aforesaid Southerly boundary of the 120.00 foot wide railroad right-of-way for Seaboard Coast Line Railroad, (said railroad right-of-way "Now Abandoned"), the following two (2) courses: 1) S.70°23'44"W., 711.10 feet to the **POINT OF BEGINNING** of the herein described **LESS OUT PARCEL**; 2) continue S.70°23'44"W., 648.12 feet; thence N.51°14'10"W., 210.30 feet; thence N.06°33'03"W., 29.40 feet; thence N.57°11'13"W., 38.16 feet; thence N.33°40'06"W., 86.17 feet; thence N.44°40'06"W., 84.72 feet; thence N.35°16'57"W., 46.89 feet; thence N.15°49'51"W., 84.23 feet; thence N.02°15'38"W., 99.33 feet; thence N.25°20'09"W., 289.12 feet; thence N.19°32'45"W., 22.86 feet; thence N.03°43'22"E., 59.97 feet; thence N.48°34'28"W., 61.25 feet; thence N.34°29'01"W., 21.43 feet to a point on a curve; thence Northeasterly, 219.97 feet along the arc of a curve to the right having a radius of 570.00 feet and a central angle of 22°06'41" (chord bearing N.59°26'40"E., 218.61 feet) to a point of tangency; thence N.70°30'00"E., 637.05 feet; thence S.19°30'00"E., 1102.56 feet to the **POINT OF BEGINNING**.

Containing 20.254 acres, more or less.

ALTOGETHER containing 938.717 acres, more or less

AMI-NP4-BR-011

P:\Bexley Ranch\Master Plan\Description\CDD\BEXLEY-MAS-CDD-DS.doc

WFS

January 14, 2015

EXHIBIT D

SUMMARY OF ESTIMATED PROJECT COSTS

BEXLEY COMMUNITY DEVELOPMENT DISTRICT**ESTIMATED CAPITAL IMPROVEMENT COSTS**

COST CATEGORY	PHASE 1 (2014-2016)	Phase 2 (2017-2020)	TOTAL
COLLECTOR ROADWAYS	\$4,442,000.00	\$2,250,000.00	\$6,692,000.00
RESIDENTIAL ROADWAYS/ALLEYS	\$3,498,000.00	\$1,956,000.00	\$5,454,000.00
WATER/WASTEWATER/RECLAIMED WATER	\$5,543,000.00	\$3,100,000.00	\$8,643,000.00
STORMWATER MANAGEMENT, DRAINAGE AND EARTHWORK (EXCLUDING LOTS)	\$18,936,000.00	\$10,589,000.00	\$29,525,000.00
LANDSCAPE AND HARDSCAPE	\$2,087,000.00	\$984,000.00	\$3,071,000.00
PASSIVE RECREATIONAL FACILITIES	\$712,000.00	\$85,000.00	\$797,000.00
SUBTOTAL	\$35,218,000.00	\$18,964,000.00	\$54,182,000.00
PROFESSIONAL SERVICES (5%)	\$1,761,000.00	\$948,000.00	\$2,709,000.00
CONTINGENCY (10%)	\$3,522,000.00	\$1,896,000.00	\$5,418,000.00
TOTAL	\$40,501,000.00	\$21,808,000.00	\$62,309,000.00

EXHIBIT E

PERMIT AND CONSTRUCTION APPROVAL STATUS

Bexley Permit Activity as of 3/15/16

Project Name	Permit Description	Permit No.	Approval Date	Expiration Date
Suncoast Commercial	Pasco PP/CP Approval (Campo)	DR08-1135	4/29/2008	4/29/2014
Suncoast Commercial	Pasco PP Only Phasing Mod	PDD13-089	11/9/2012	4/29/2014
Suncoast Commercial	SWFWMD ERP	24788.004	3/25/2008	3/25/2013
Suncoast Commercial	SWFWMD ERP Mod	24788.014	1/30/2013	3/25/2018
Bexley Ranch - Overall	ACOE	SAJ-2003-4991 (IP-T E H)	2/2/2009	2/28/2019
Suncoast Commercial	DEP-Wastewater	1117-51CS02-218.05	8/4/2014	8/4/2015
Suncoast Commercial	DEP-Water	1031-51CW02-218.05	8/4/2014	8/4/2015
Suncoast Commercial	FDOT-Drainage Connection Permit	07-D-798-0005	7/1/2014	
Suncoast Commercial	FDOT-Utility Permit	2014-H-798-75	6/4/2014	12/4/2014
Suncoast Commercial	SWFWMD	698867/43024788.017	12/12/2014	12/12/2019
Suncoast Commercial	PDP.CP Simultaneous-Pasco	SDU06.066	12/17/2014	12/17/2020
Suncoast Commercial Reclaimed Water Infrastructure	DEP-Reclaimed Water	1171-51RW02-218.05	10/1/2015	10/1/2016
Suncoast Commercial Reclaimed Water Infrastructure	CP-Utilities	PCU02-218.05.A.5	9/21/2015	9/21/2016
Suncoast Commercial Reclaimed Water Infrastructure	Right-of-Way Use	#35188	9/4/2015	3/4/2016
Bexley South - Overall Master Plans	Master Roadway Plan	N/A	5/28/2015	
Bexley South - Overall Master Plans	Master Bike/Ped Plan	N/A	5/28/2015	
Bexley South - Overall Master Plans	MUTRM Neighborhood Plan	N/A	8/6/2015	
Bexley South - Overall Master Plans	Utility Service Plans	PCU02-218.002A.6	7/2/2015	
Bexley Blvd. 1st Extension	Pasco PDP/CP	MSD14-002	6/5/2015	6/5/2021
Bexley Blvd. 1st Extension	SWFWMD	701929/43024788.018	6/22/2015	6/22/2020
Bexley Blvd. 1st Extension	Pasco Utilty Review	PCU02-218.07.P.O	6/17/2015	6/17/2016
Bexley Blvd. 1st Extension	Right-of-Way Use	#35264	9/29/2015	3/29/2016
Bexley Blvd. 1st Extension	Utility FDEP's	various	11/13/2015	11/13/2016
Bexley Blvd. 1st Extension	Final Plat	BCC Scheduled 4/26/16		N/A
Bexley South Parcel 3 Phase 1	Pasco PDP/CP	RSD15-007	8/7/2015	8/7/2021
Bexley South Parcel 3 Phase 1	SWFWMD	707582/43024788.021	10/2/2015	10/2/2020
Bexley South Parcel 3 Phase 1	Pasco Utilty Review	PCU02-218.09	7/15/2016	7/15/2016
Bexley South Parcel 3 Phase 1	Right-of-Way Use	In Review		
Bexley South Parcel 3 Phase 1	FDEP	Wtr.WW.RC	2/16/2016	2/16/2017
Bexley South Parcel 3 Phase 1	Final Plat	BCC Scheduled 4/26/16		N/A
Bexley South Parcel 4 Phase 1	Pasco PDP/CP	RSD15-008	9/29/2015	9/29/2021
Bexley South Parcel 4 Phase 1	SWFWMD	709030/43013740.006	10/7/2015	10/7/2020
Bexley South Parcel 4 Phase 1	Pasco Utilty Review	PCU02-218.10	9/9/2015	9/9/2016
Bexley South Parcel 4 Phase 1	Right-of-Way Use	In Review		
Bexley South Parcel 4 Phase 1	FDEP	WTR.WW.RC	2/16/2016	2/16/2017
Bexley South Parcel 4 Phase 1	Final Plat	BCC Scheduled 3/29/16		N/A
Bexley Amenity Center	Pasco PDP/CP	SML15-015	8/7/2015	8/7/2021
Bexley Amenity Center	SWFWMD	709139/43013740.007	8/6/2015	8/6/2020
Bexley Amenity Center	Pasco Utilty Review	PCU02-218.11	8/19/2015	
Bexley Amenity Center	FDEP			
Bexley Sunlake Blvd. Haul Route	Right-of-Way Use	#35334	11/24/2015	5/25/2016
Bexley Tower Road	Pasco PDP/CP	LRG15-012	8/7/2015	8/7/2021
Bexley Tower Road	SWFWMD	709075/43013740.008	10/2/2015	10/2/2020
Bexley Tower Road	Pasco Utilty Review	PCU02-218.12.A.5	8/19/2016	7/15/2016
Bexley Tower Road	FDEP	Wtr.WW.RC	1/26/2016	1/26/2017