SALE

119+/- Commercial Acres

3570 NW 63RD ST OCALA

Ocala, FL 34475

PRESENTED BY:

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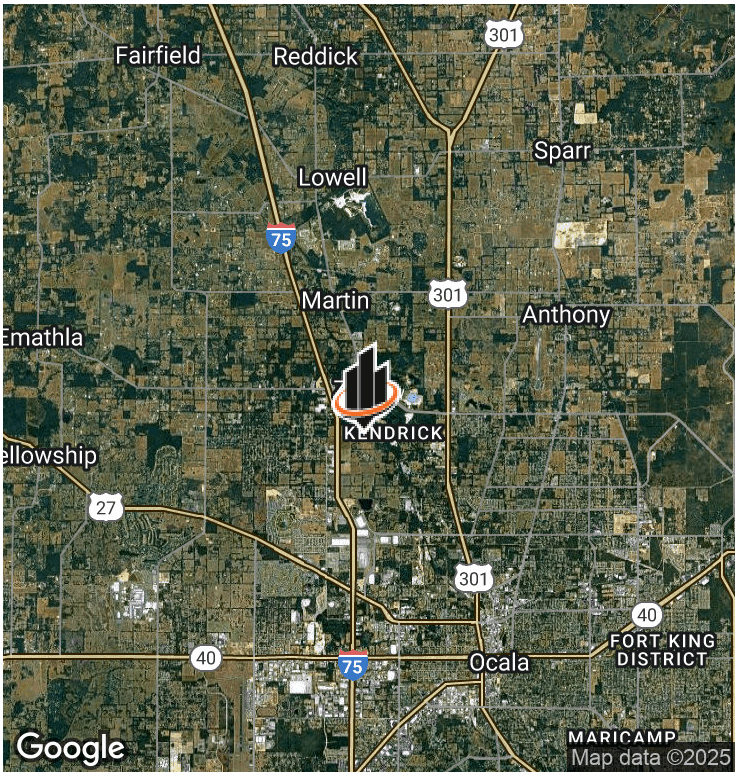
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SVN MCDONALD & COMPANY

PROPERTY SUMMARY





OFFERING SUMMARY

SALE PRICE:	$14,875,000
LOT SIZE:	119 Acres
ZONING:	A-1
MARKET:	North Central Florida
SUBMARKET:	Ocala
APN:	13517-006-00

PROPERTY OVERVIEW

Reach over 34 million customers within a six hour drive of this location in the heart of Central Florida's hottest industrial/distribution corridor. These 119+/- acres near I-75/Hwy 326 interchange offer both heavy power and rail services within an Opportunity Zone. Robust labor market of 287,330 drawing from three county area. Perfect location for e-commerce, distribution or manufacturing. Current access to I-75 via 63rd Street flyover. New $76.2 million I-75 interchange funded and scheduled to begin construction fall 2025. Corporate neighbors include Amazon, FedEx, Autozone, Chewy.com and Green Thumb Industries. New 150,000 SF Shands hospital, and new HCA Emergency Center are within a five minute drive. Survey, Phase I environmental, geo tech testing, threatened and endangered studies complete and clear.

PROPERTY HIGHLIGHTS

- Excellent Workforce
- Opportunity Zone
- Visible From I-75
- Heavy Power

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PROXIMITY MAP



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THE LAND









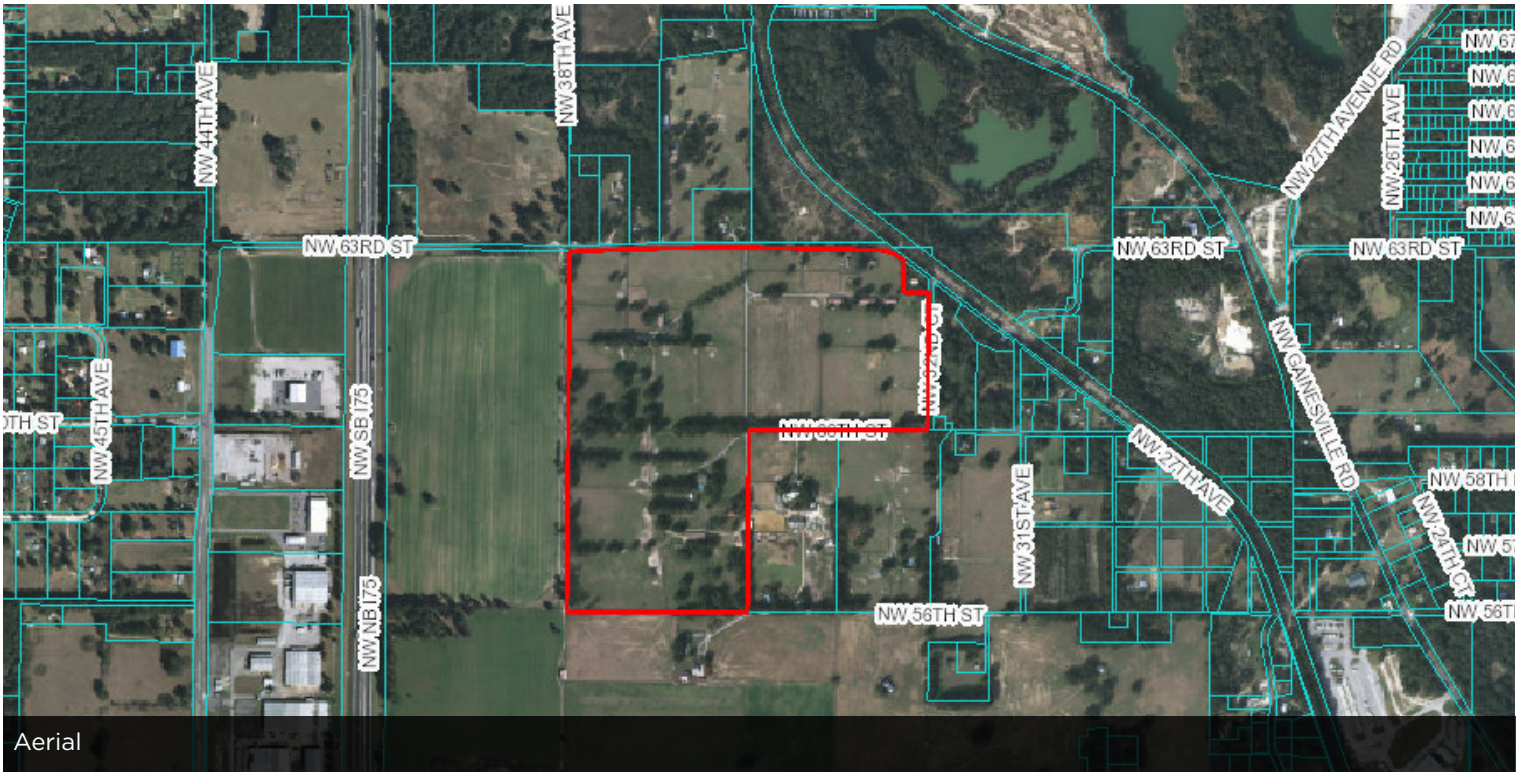
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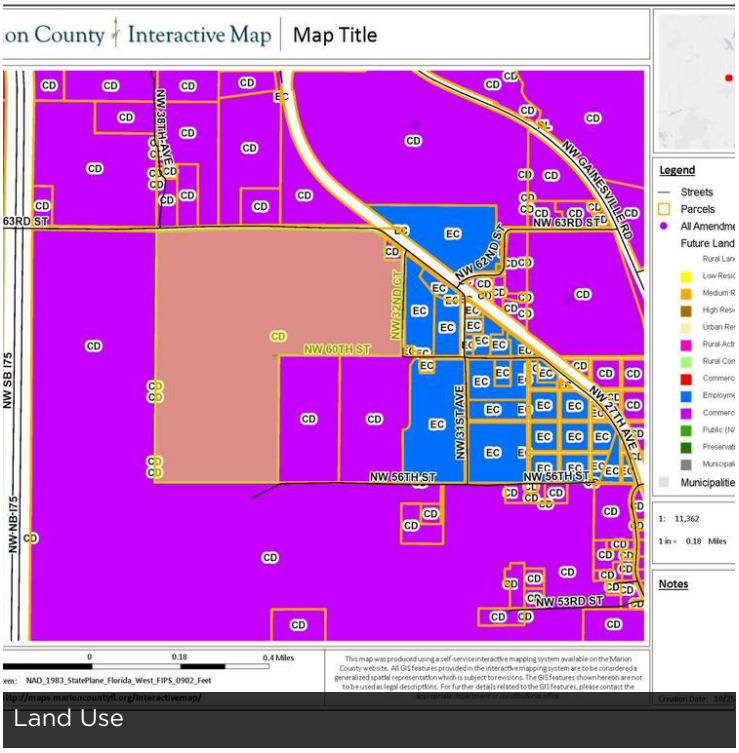
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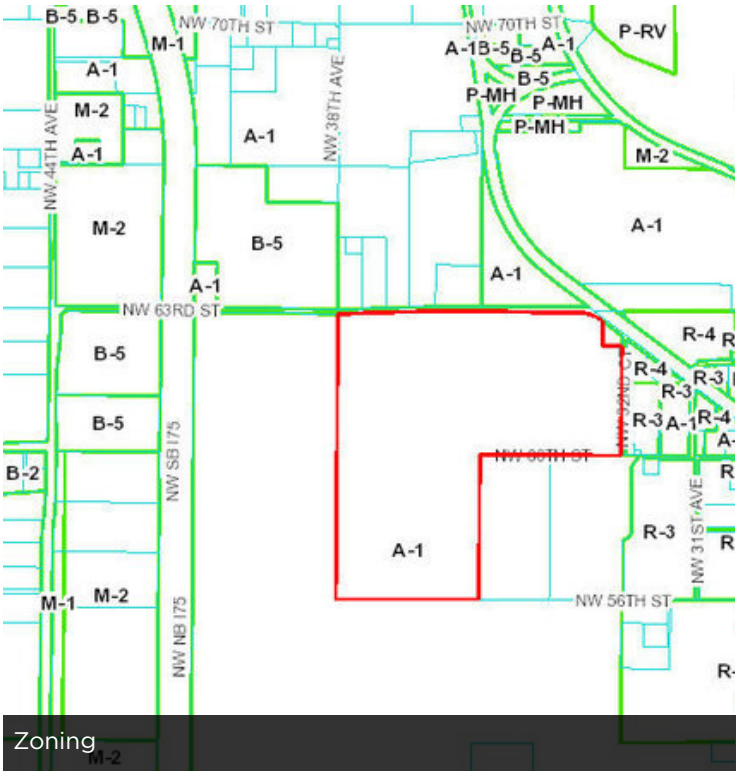
MAPS



Aerial



Land Use



Zoning

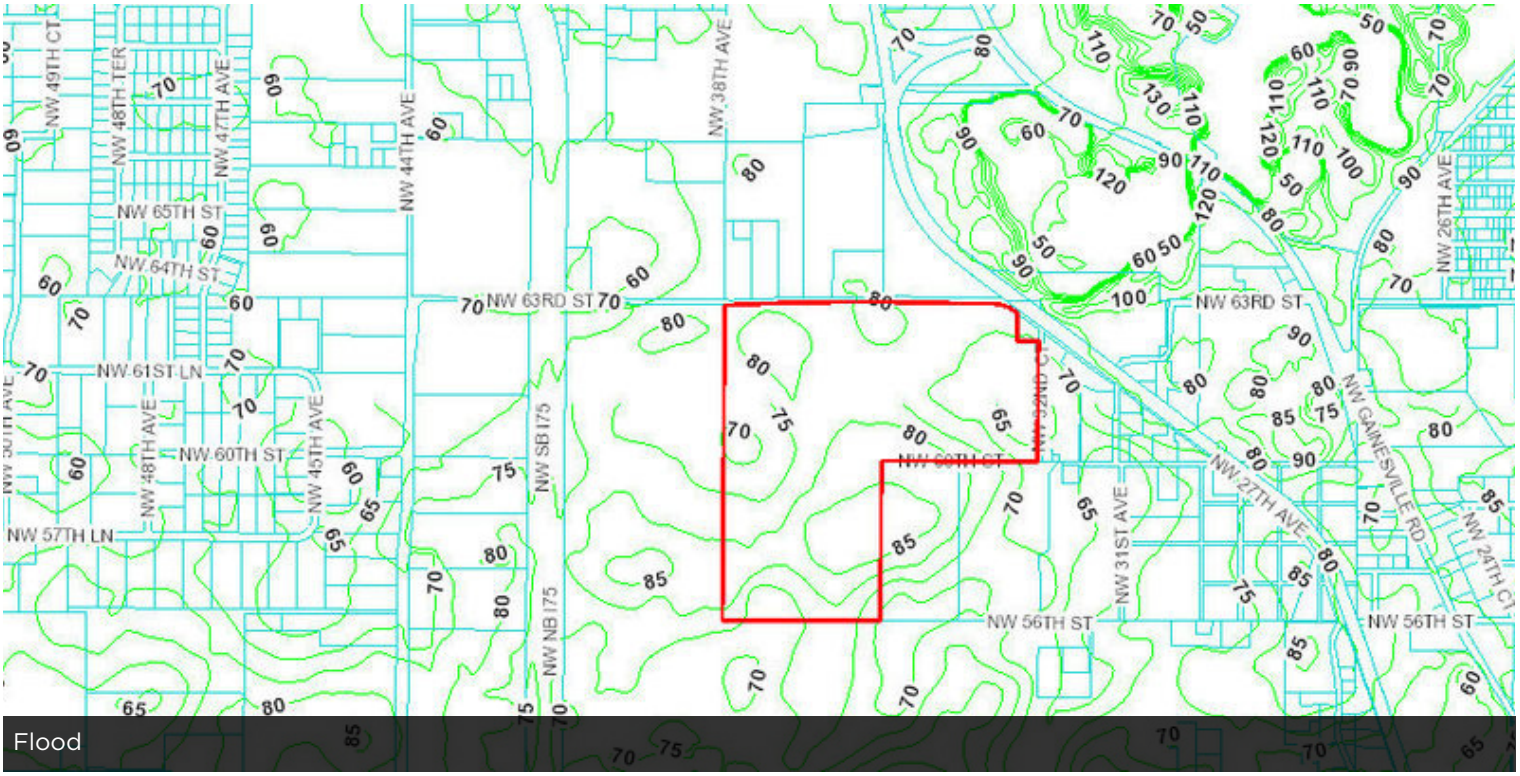
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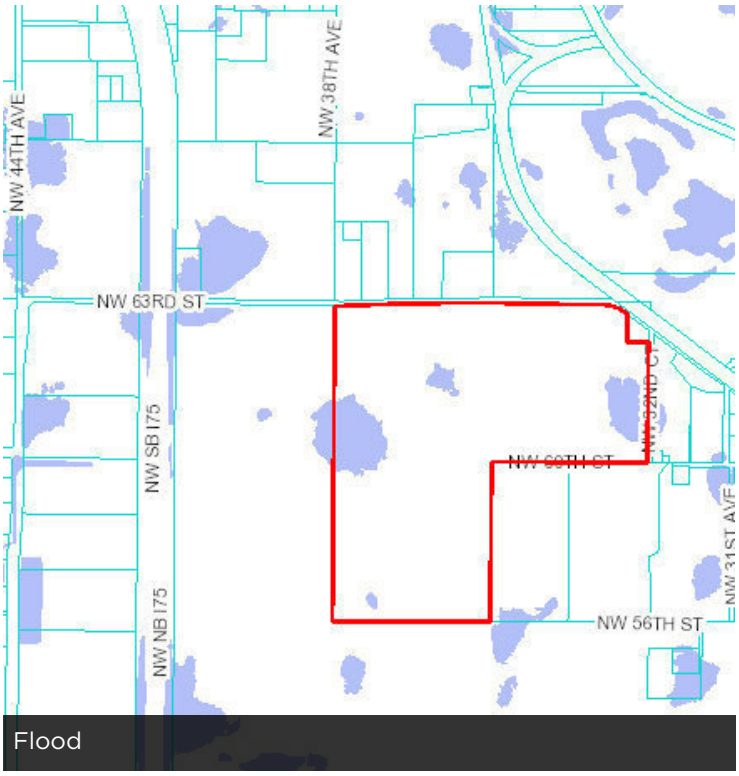
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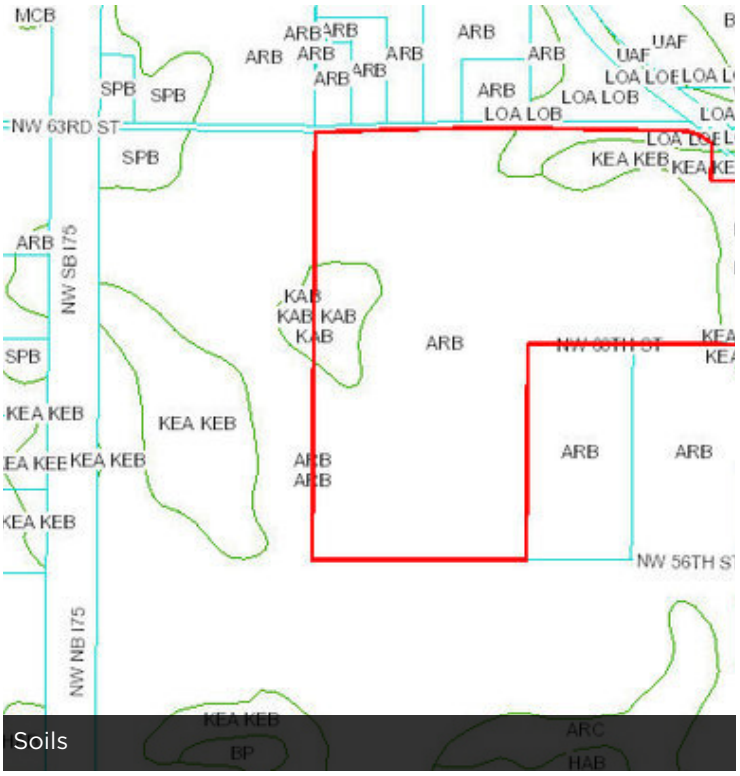
MAPS



Flood



Flood



Soils

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NEW DOUBLE DIAMOND INTERCHANGE DESIGN



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LOCAL

When will that new I-75 interchange at NW 49th Street be built in Ocala/Marion County?



By Joe Callahan
Ocala Star-Banner

Published 5:00 a.m. ET Sept. 1, 2022

The Florida Department of Transportation is planning to construct a new Interstate 75 interchange just north of the Ocala/Marion County Commerce Park, the warehousing and distribution center also known as Ocala 489.

The Ocala/Marion County Commerce Park is home to Amazon, FedEx, Chewy, AutoZone and others. Years ago, before the park was built out, government officials knew that a new I-75 interchange would be needed.

Last week, FDOT unveiled its design for the interchange at Northwest 49th Street. They also provided details about when the project should begin, how much it will cost and how the unique design will work.

I-75 congestion: Where will the next I-75 exit or flyover be in south Marion?

Development: 77 acres west of Ocala's planned I-75 interchange at 49th Street sells for $5.4 million

No left turns: Planned I-75 interchange may use diverging diamond design

Construction on the final phase – the actual interchange portion – should begin by early 2025.

The total cost of the project, including funds from both the county and state, is $76.2 million:

$3.4 million for planning and engineering
$3.3 million for design
$10.2 million in right-of-way acquisition

$59.3 million in construction

The project is expected to provide relief to the congestion and operational deficiencies at the existing I-75 interchanges to the immediate north (State Road 326) and south (U.S. 27.)

According to the FDOT preliminary plan report, the need for a new I-75 interchange is categorized in four areas:

Economic viability and job creation: The interchange will support the economic viability of the Ocala 489, which is intended to serve as an economic engine for job creation in the region.
Improve I-75 and regional mobility: It will provide more direct and efficient access to I-75, thus facilitating interstate and regional mobility and efficient movement of goods.
Address locally supported long term regional needs: The interchange will provide important access to I-75 as part of a locally supported long-range vision for an east-west corridor parallel to US 27 and State Road 326.
Accommodate future traffic growth: It is needed to accommodate projected future year traffic volumes. Marion County has experienced a significant and sustained growth in population since 1970.

New interchange designs will help drivers make turns safely

Officials also gave more clarity to a unique interchange design that was first used in Europe about 20 years ago. It has only been used by traffic engineers in a handful of areas across the nation.

The design is called a "Diverging Diamond Interchange," or what traffic engineers call a DDI. Northwest 35th Street on the east side of I-75 will be connected to the west side of the interstate to Northwest 49th Street.

Megan Owens, FDOT's project engineer, wrote that "the DDI design was chosen because it has proven to enhance efficiency and increase safety by eliminating left turns across oncoming traffic."

What is a diverging diamond interchange and how does it work?

Unlike a conventional interchange, the lanes in a DDI plan crisscross as they cross the I-75 overpass. That means, while crossing over the overpass, traffic will be traveling on the

opposite side of the highway, so to speak.

"The DDI is an alternative to the conventional diamond interchange," the report notes. "The primary difference between a DDI and a conventional diamond interchange is the design of directional crossovers on either side of the interchange."

The idea is to eliminate "the need for left-turning vehicles to cross the paths of approaching through vehicles."

By shifting traffic to the left side of the street between the signalized crossover intersections, vehicles getting on or off of I-75 and need to make a left turn do not conflict with vehicles approaching from other directions.

"This allows for a simple two-phase operation at the two signalized intersections within the interchange (no left turns), thus improving efficiency," the report states. The state has a YouTube video (https://www.youtube.com/watch?v=mHRjNxwFzzs) for further explanation.

There will be traffic signals just east and west of the overpass. The westbound traffic will cross over to the eastbound side, and vice-versa for eastbound traffic. The traffic will then cross back at a traffic signal on the opposite side.

"The design limits the number of traffic signal phases and allows drivers to make a left turn without crossing in front of oncoming traffic," a DOT plan states. "The lanes then change back to the right side of the road on each of the interstate."

Marion County is building a connection from the the new interchange southeast to Northwest 35th Street. Marion County will also be purchasing the right-of-way. The interchange will include shared use paths, on-street bicycle lanes, sidewalks and crosswalks.

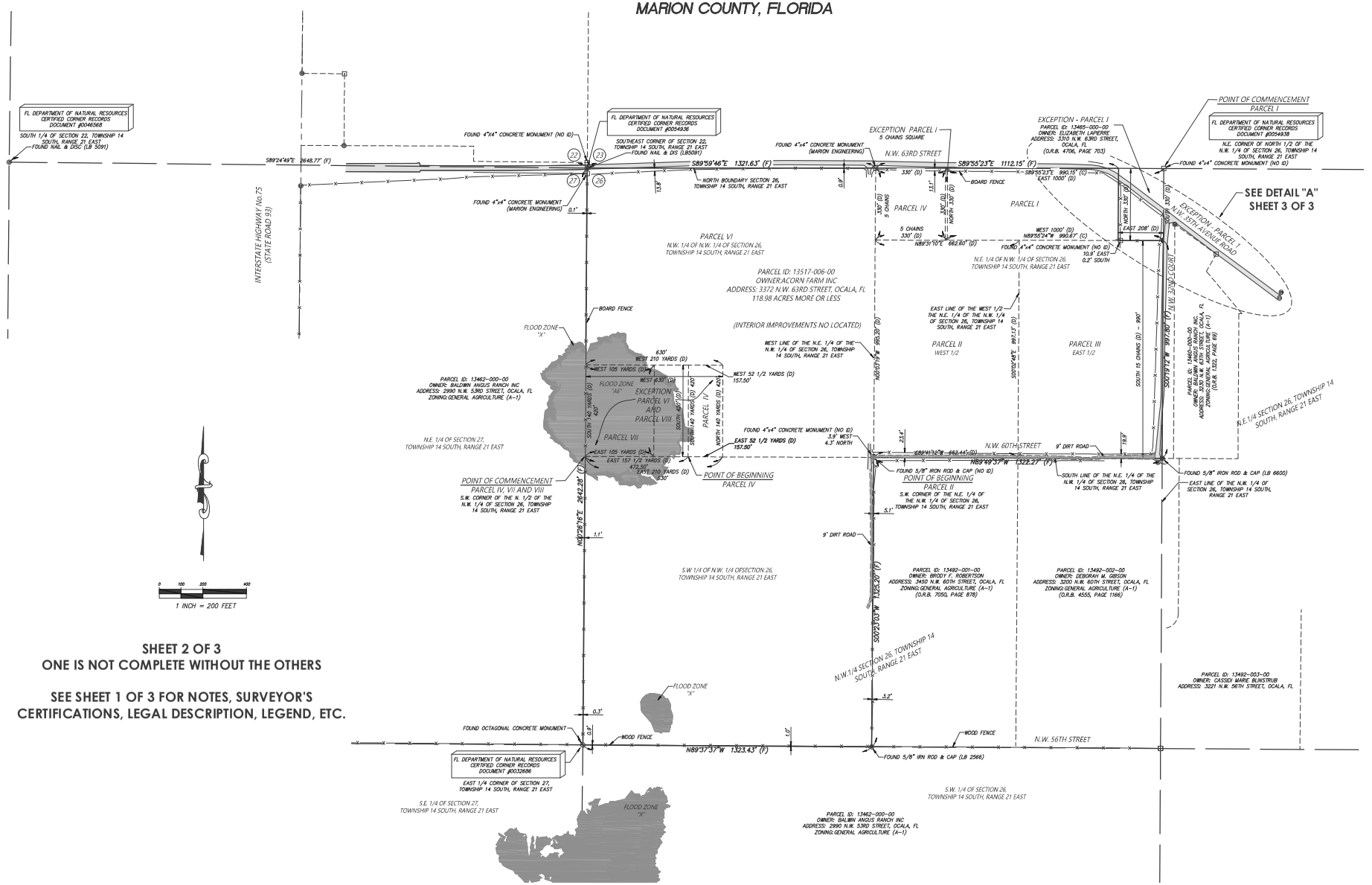
Joe Callahan can be reached at (352) 817-1750 or at joe.callahan@starbanner.com. Follow him on Twitter @JoeOcalaNews.

ALTA/NSPS LAND TITLE SURVEY FOR:

ACORN FARM LLC.

A PORTION OF SECTION 26 , TOWNSHIP 14 SOUTH, RANGE 21 EAST

MARION COUNTY, FLORIDA



SHEET 2 OF 3
ONE IS NOT COMPLETE WITHOUT THE OTHERS

SEE SHEET 1 OF 3 FOR NOTES, SURVEYOR'S CERTIFICATIONS, LEGAL DESCRIPTION, LEGEND, ETC.

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NO.	REVISIONS	BY	DATE

DRAWN: M.A.
REVISED:
CHECKED: C.J.H.
APPROVED: C.J.H.
SCALE: 1" = 200'

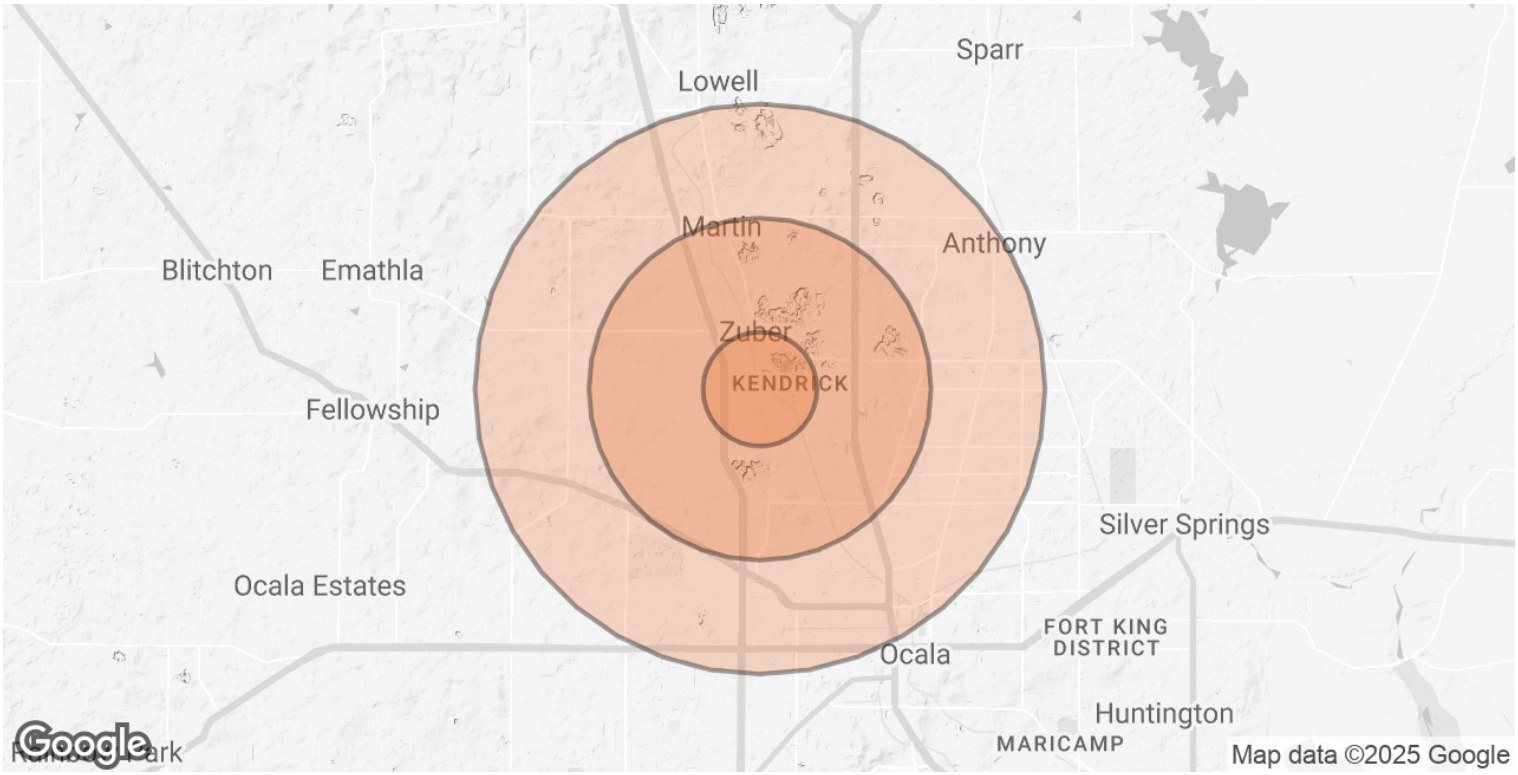
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PLAT ALTA/NSPS LAND TITLE SURVEY
-FOR-
ACORN FARM LLC

FIELD BOOK/PAGE: 19-8,95
FILE: ACORN FARM

J.O.# 190702
DWG.# 190702
SHT 2 OF 3

DEMOGRAPHICS MAP & REPORT



POPULATION	1 MILE	3 MILES	5 MILES
TOTAL POPULATION	871	11,511	40,916
AVERAGE AGE	40.5	45.7	40.8
AVERAGE AGE (MALE)	34.9	40.2	37.1
AVERAGE AGE (FEMALE)	42.1	49.6	43.1

HOUSEHOLDS & INCOME	1 MILE	3 MILES	5 MILES
TOTAL HOUSEHOLDS	446	5,517	16,863
# OF PERSONS PER HH	2.0	2.1	2.4
AVERAGE HH INCOME	$31,941	$56,904	$48,818
AVERAGE HOUSE VALUE	$87,155	$145,633	$130,293

** Demographic data derived from 2020 ACS - US Census*

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ADVISOR BIO



BARTOW MCDONALD IV

Managing Director

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PROFESSIONAL BACKGROUND

Bartow McDonald IV serves as managing director for SVN | McDonald & Company in Ocala, FL, where he enjoys working on commercial real estate deals throughout Florida.

Prior to joining SVN, McDonald served as the vice president of acquisitions and development for Cope Properties, Inc. in Ocala, Florida where he was responsible for the acquisition, entitlement, and marketing of portfolio and client properties.

Previously, McDonald served as the founder and chief executive officer of two start-up companies; Bluewire, a service based electrical solutions company and StoreParts, a e-commerce company that supplied supply chain management technology to the supermarket and food retail industries.

Before starting two companies, McDonald spent six years working for a fast-growing international manufacturing firm, where he gained in depth industrial experience through his leadership positions in manufacturing operations, distribution, logistics and marketing.

In the early 1990's, McDonald served in college leadership with Young Life and interned with the Southwestern Company and Merrill Lynch.

McDonald previously served on the board of directors for RMI (Reciprocal Ministries International), The Ocala Chamber of Commerce, the Central Florida Commercial Association of Realtors, the regional advisory board of directors for RBC Bank and as a director on the advisory board for Wachovia Bank. In addition, he has participated as a conference speaker for the Florida Venture Capital Forum, the Food Marketing Institute and has been quoted in the Wall Street Journal, Forbes and the New York Times.

Sight fishing and bow hunting are two things that will get him up before sunrise.

EDUCATION

MBA, University of Florida
Bachelor of Science, University of Florida

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