

EXHIBIT "C"

NASSAU STATION

I. Intent

The William Burgess District (WBD) and, by direct extension, the Nassau Station PUD represent a philosophical shift in land-use planning away from the unsustainable automobile oriented development pattern that has been prominent in Nassau County over the preceding decades. It is the intent of this PUD to create a sense of place in the form of a compact, mixed-use walkable community, designed at a pedestrian scale, that promotes strong social ties and the cultivation of 'community' in the inter-personal sense. Through the application of sound land-use planning, urban design and place making techniques, the development program is designed to encourage the daily face-to-face interaction of community members which was lost with the sprawling suburban scale development pattern of the last half century.

As such, the WBD and Nassau Station PUD were not created within the vacuum of a single tract of land but rather as an integrated component of the greater environment in which the project exists. It is imperative to recognize that the built environment is not the 'community' but rather the vehicle that facilitates the creation of community. As Lewis Mumford so eloquently stated, "...today we must treat the social nucleus as the essential element in every valid city plan...". Community is cultivated and organically matured through equity, social engagement, shared values and a celebration of diversity. The goal of this project is to facilitate the cultivation of community through the built environment. The goal is not to maximize intensities and densities but rather provide for a healthy mix of uses at the scale necessary to activate the WBD and serve as a catalyst for community formation - to create lasting public value.

II. General Conditions

The Nassau Station Planned Unit Development (PUD) consists of approximately 40.69 acres located to the north and south of William Burgess Boulevard, located east of Harvester Street and west of the southern portion of the Cartesian Pointe community in Yulee, Florida (see the Preliminary Development Plan - Exhibits "B-1" to "B-89" of this Ordinance). The Nassau Station PUD will consist of up to ~~eighty-seventy-eight~~ (878) single family residential units, ~~fifty-eight~~ ~~forty-eight~~ (4858) multi-family residential units, twenty thousand (20,000) square feet of office/medical space and twenty thousand (20,000) square feet of retail space. Allowable uses, density, intensities, design standards and development conditions are described in detail herein.

The Final Development Plan(s) implementing the Nassau Station PUD shall be consistent with the conceptual geometric arrangement, architectural stylings/building elevations, and spatial distribution of densities and intensities as depicted in the Preliminary Development Plan (see Exhibits "B-1" to "B-89" of this Ordinance). The implementation of the PUD shall be consistent with the design standards, architectural renderings, themes and controls defined herein.

Where the PUD is silent, the Nassau County Land Development Regulations and the William Burgess Overlay District will control.

III. Physical Characteristics

- A. The Nassau Station PUD is intended to promote multi-modal transportation through the provision of an extension of the integrated multi-use trail system connecting to the WBD, transition of William Burgess Boulevard from a rural road-way section to an urban roadway section implementing complete streets principles, integrated pedestrian/bicycle facilities, and reasonable automobile access. The proposed development shall be limited to two vehicular access points to William Burgess Boulevard - the existing Harvester Street access and an entrance at the eastern side of the proposed development. A multi-use trail running on an east-west axis will provide continuous connectivity from SR200/A1A to US 17, upon completion of the various links for the system. Sidewalks and bicycle facilities will be provided to connect the individual components of the development to the multi-use trail system, recreation areas, retail, medical, office uses, and social spaces.
- B. A significant percentage of the site will be reserved as public space for social and recreation purposes, principally the triangular area north of William Burgess Blvd. labelled as Parcel "C". This area is differentiated from storm water management facilities and wetland preservation areas, provided however, that it is anticipated that it will include a retention pond sufficiently sized for Parcel C and some or all improvements to William Burgess Boulevard only. This public space takes the form of open play areas, a playground, sports courts and other informal activities that complement the uses proposed for the community park at Nassau Crossing PUD to the east. Parcel "C" consists of +/- 4.30 acres of uplands, ~~will be~~ and has been dedicated to the public as a shared space to promote social, recreation and general community activities and will include the requisite improvements to support the intended use.
- C. The site is predominantly pine flat woods with the portion of the site south of William Burgess Boulevard (which may be developed as single family, commercial and multi-family) having a large wetland in the center and along the eastern boundary of the site. Soil conditions are not expected to pose any significant limitation on development outside of the jurisdictional wetlands.

IV. Theme, Aesthetic and Materials

- A. Theme/Aesthetic: To facilitate a unique, vibrant and diverse community a strong sense of place must be established. To create a sense of place it is not sufficient to merely focus on form and geometric arrangement. There must be a thorough comprehension of the environmental, geographical and historical context in which the project exists. Consistent with the Critical Regionalism movement in architecture, we must reject the sterility of modernism, reject the intent to ignore place and region with pure form and instead seek to use materiality and region as an expression of place. The railroad, particularly in the US, organically captured this philosophy in interesting and profound ways. The railroad was the vein connecting incredible urbanism with ultra-rural towns and villages. While the catalyst for progression was the railroad, the diversity in regionally available materials, climate, terrain and cultural preference resulted in unique and identifiable places.

Like most of the US, the railroad has played a formative role in Nassau County and will continue to shape its future. The Florida Railroad was the catalysts for the creation of compact mixed-use towns in the late 19th and early 20th century. Yulee, then known as the Hart's Road Station, is an example of a town that came to fruition as newly laid rail-lines of the Florida Railroad (1855-1861) intersected with the existing Hart's Road (Isaiah Hart's Jacksonville to St. Marys, GA - circa 1840). While the remnants of the Hart's Road Station and the rail-based community can be seen in 'old Yulee', the automobile-oriented development pattern of the second half of the 20th Century has long since overtaken the original development pattern.

The WBD and Nassau Station PUD are based around the intersection of a rail-line running on a north-south axis radiating out from Jacksonville and a major collector roadway running on an east-west axis providing easy access to SR200/A1A, US Hwy 17 and I-95. As such, given the formative role the railroad has played in this community and will continue to play in the future, it is only fitting the theme/aesthetic of the WBD and Nassau Station PUD is Vintage Railroad. But not just Vintage Railroad, following the philosophy expressed in the critical regionalism movement, but rather Vintage Florida Railroad.

The feel of 'Vintage Florida Railroad' is captured in the rawness of the material, the grandness and power of the application set within a backdrop of a wild and untamed Florida. A colliding of modern man's greatest advancements and Florida's native magnificence. Beauty and raw power are expressed in both. It is the intent of the WBD and the Nassau Station PUD to provide balance between beauty and power, raw and finished, elegant and industrious, rustic and urban, and wild and tame. This aesthetic will be captured through the use of powerful materials and lush native landscapes with a mixture of rustic charm and refined modernism. Raw unrefined material infused with cutting edge technology set within the context of the theme. The aesthetic is not defined by the era (time-based) of the Florida Railroad but rather the materiality and essence of application. The context of the Vintage Florida Railroad provides for limitless combinations of material and application allowing for design freedom that creates both a sense of place while not limiting creativity. See the William Burgess District Vision Book for examples.

B. Application of the themes shall be captured in:

1. Construction materials
2. Unified signage package
3. Street lights
4. Landscape/trail/sidewalk lighting
5. Entry features
6. Building facades
7. Public art
8. Design of social and recreation spaces
9. Landscape design
10. Preservation of 'wild areas'

C. Materials permitted shall include:

1. Rough cut timber
2. Hand forged iron/steel
3. Polished iron/steel
4. Arched masonry
5. Glass facades
6. Brick
7. Corrugated metal as roof material or accent. (This is differentiated from corrugated metal buildings)
8. Plank-lap siding
9. Batten board

D. Prohibited Materials/Building Types/Characteristics

1. Corrugated metal building
2. Vinyl siding
3. Reflective glass/tinted glass
4. Facades more than 20% comprised of stucco

V. Intended Plan of Development

- A. Use of Parcel "A": Parcel A will be developed with up to ~~87~~8 single-family residential dwelling units and 14 townhome units. A change in the Lot layout as depicted in the attached Preliminary Development Plan that does not result in more than ~~88-92~~ dwelling units in Parcel A, does not adversely impact the non-vehicular connectivity along the William Burgess Blvd corridor, and is otherwise consistent with this PUD shall not require an amendment to the PUD.

Development within Parcel A shall be compatible with the principles defined in the WBD Vision Book unless otherwise specifically exempted therefrom.

- B. Use of Parcel "B": Parcel B shall be developed as a mixed-use, walkable activity area which may include multi-family, townhomes, office, medical and/or retail uses. Parcel B shall be developed to serve as a socially engaging compact community compatible with the principles defined in the WBD Vision Book.

The intent of the Parcel B is to provide complimentary uses to Parcel A and ensure the William Burgess corridor is maintained as an attractive and desirable thoroughfare with integrated public spaces and a neighborhood design character in addition to strong pedestrian and bicyclist orientations.

The entitlements assigned to Parcel B include up to ~~forty-eight~~forty-four~~eight~~ (44~~48~~) multi-family units and/or townhomes, twenty thousand (20,000) square feet of office/medical space and twenty thousand (20,000) square feet of retail space. The first and/or second floors of proposed multi-use buildings in Parcel B may be designed as flexible space to adapt to changing market conditions.

The Final Development Plan for Parcel B shall not be fragmented and shall include all of Parcel B reflecting the integrated mix of uses. The Final Development Plan for Parcel B must include two or more uses (residential, office, medical, retail). However, Nassau County recognizes that market conditions dictate use and, more so, given that Nassau County is actively encouraging the establishment of non-residential

development within the Core Transect of the William Burgess District and the Wildlight community, both of which are in close proximity to this project, it is further recognized that it is likely that initial development within Parcel B may be purely residential. As such, the owner/applicant may develop Parcel B as purely residential provided that at least the first floor of the three story 'station' building is constructed in such manner as if it were non-residential in nature and thus easily adaptable. See architectural standards defined in this PUD.

- C. Use of Parcel "C": Parcel C measures approximately four and 30/100 (4.30) acres (100% uplands) and is intended to serve as publicly accessible social and recreation space. The guiding design principle is the creation of social space in the form of outdoor rooms and inclusive amenities that facilitate day-to-day social interaction. The improvements to Parcel C are intended to be engaging, complimentary to but different from the uses in the proposed public spaces for the Nassau Crossing PUD, serve as the social nucleus of the area approximately midway along the William Burgess corridor from US 17 to SR200/A1A and provide space for active and passive recreation. Improvements will include those necessary to facilitate the intent of Parcel C, such as, but are not limited to, a combination of manicured and irrigated grassed lawns to support free play, community events and informal field sports, children's play equipment, restrooms, picnic areas, sports courts and other similar improvements.

On-street parking will be provided along William Burgess Boulevard to serve Parcel C. This includes the provision of at least one space in compliance with the Americans with Disabilities Act and Florida Accessibility Code.

D. Minimum Lot and Yard Requirements, Accessory Uses and Structures and Building Restrictions.

1. Single Family Detached Housing (Parcel A): The following specifications and requirements shall apply:

- a. Minimum lot area ~~single family detached~~: -5,000 s.f.
- b. Minimum lot width: fifty (50) feet.
- c. Minimum lot frontage: 80% of the minimum lot width.
- d. For lots located on a curvilinear street the lot width may be measured at the front setback line.
- e. On an approved cul-de-sac, the minimum frontage required on a right-of-way shall be twenty-five (25) feet.
- f. Individual Lots shall have a maximum impervious surface ratio~~n~~ of 75%. ISR includes all impervious surfaces including pools and other bodies of water at normal water level. Height maximum: Forty-five (45) feet.
- g. Setbacks:
 - (1) Side: five (5) foot minimum side setback measured from the property line.
 - (2) Rear: twenty (20) foot minimum rear setback measured from the rear property line.
 - (3) Front: Maximum front setback of ten (10) foot to fifteen (15) foot from the right-of-way to the lead vertical support of a front porches, fifteen (15) foot to twenty (20) maximum front setback measured from the right-of-way to the lead vertical support of the main body of the home, provided however, the front setback to the face of a garage shall be a minimum of twenty feet (20) from the right-of-way.
 - (4) Corner lot setbacks:

- (a) Front: The secondary frontage shall have a minimum setback of ~~ten~~ten (10) feet. The side of the home facing the right-of-way for the secondary frontage shall use a combination of windows, architectural elements and landscaping to soften the transition to the roadway. Landscaping/street trees shall be established to maintain a clear delineation between the public and private realm.
- (b) A minimum ten (10) foot separation between structures shall be maintained. Eave encroachments up to 18 inches in side and front yards shall be allowed. Decks and patios thirty-six (36) inches or less as measured from grade may be located in a required side or rear yard.
- (c) Steps and stoops may be located in the required front yard.
- (5) A single family home may be located on a platted lot, a combination of platted lots, or a portion of a platted lot so long as the building parcel is at least as large as the minimum building parcel size, the proposed construction meets all required setbacks, and the total number of units does not exceed the number of platted lots contained within that a particular plat.
- (6) All screened pool enclosures, whether attached, semi-attached or detached from the principal building, shall adhere to a minimum yard setback requirement of five (5) feet and shall not be located between the street and principal structure.
- h. Permitted Accessory Uses and Structures: Permitted accessory uses and structures for single family dwellings in Parcel A shall include the following:
 - (1) Guest houses, accessory dwelling units, carriage houses, garage apartments. These units may have a separate electric meter and water service. These units may be rented to non-family members at market rate.
 - (2) Mobile homes shall be allowed as temporary uses for sales centers and construction offices until such time as all of the residential units have been constructed and sold in the development.
 - (3) Home occupations and accessory dwellings shall be permissible as conditional uses in accordance with the provisions of Section 28.14 of the Land Development Code.
 - (4) Customary residential accessory structures as defined in Section 28.15 of the Land Development Code of Nassau County are permissible if not otherwise prohibited herein.
 - (5) No accessory structure shall be located between a home and a public or private right of way. Where a side or rear yard does not face a public or private street the side and rear setback for an accessory structure shall be a minimum of five (5) feet.
 - (6) Noncommercial greenhouses and/or plant nurseries and private boat/RV houses or shelters shall not be allowable uses.

2. Townhomes (Parcel A): The following specifications and requirements shall apply:

a. Minimum lot area: Variable

b. Minimum lot width: Eighteen feet (18')

c. Minimum lot frontage: Eighty percent (80%) of the minimum lot width

d. Maximum impervious ratio: None

e. Setbacks:

(1) Side: Ten feet (10') adjacent to alleys and parking and five feet (5') between buildings.

Zero feet (0') for interior units.

(2) Rear (off the alley): Twenty feet (20')

(3) Front (off the Harvester right-of-way): Minimum of fifteen (15') and maximum of twenty-five feet (25') to the lead vertical support of front porches provided however, the front setback to the main body of the home (which shall be set back a minimum of five feet (5') from the porch) shall be twenty feet (20').

(4) Maximum building height: Forty-five feet (45')

(5) Eave and deck encroachments: Eave encroachments up to eighteen inches (18") may be located in front, side and rear yards and deck and patio encroachments up to thirty-six inches (36") may be located in required side or rear yards.

(6) Orientation: The front of the townhomes shall face Harvester Street and the rear including garage, if any, shall face the alley.

(7) All screened enclosures shall adhere to a minimum yard setback requirement of five feet (5') and shall not be located between Harvester Street and the principal structure.

f. Permitted Accessory Uses:

(1) Mobile Homes shall be allowed as temporary uses for sales centers and construction offices until such time as all of the residential units have been constructed and sold in the development.

(2) Home occupations and accessory dwellings shall be permissible as conditional uses in accordance with the provisions of Section 28.14 of the Land Development Code.

g. Parking: Each townhome shall provide a minimum of two (2) parking spaces on the lot including the driveway. In addition, each of the townhome buildings shall provide a minimum of three (3) additional parallel parking spaces as part of the alley design.

~~2.~~ 3. Commercial (Retail, Medical, Office) and Multi-Family/Townhome (Parcel B): The following specifications and requirements shall apply:

a. Orientation of buildings: The front of the buildings (regardless of use) will face William Burgess Boulevard providing an attractive appearance. Parking and streets or driveways shall be located behind the buildings with access from Harvester Street and the main entrance to Parcel A to the east.

b. Minimum Lot Requirements: no minimum/no maximum

c. Building Restrictions:

(1) Width: Single buildings shall have a maximum width of one hundred-seventy (175) feet. The space between each building shall be utilized as pedestrian pass-throughs of sufficient width to provide pedestrian access to the rear of Parcel B. These spaces shall be constructed in such a manner to be utilized as shared space that is comfortable and inviting to a pedestrian and available for social purposes. These public spaces are intended to be outside rooms that may be used for dining, entertainment, meeting space, pocket parks, community functions, lounging, or any other similar use provided said space is available to the general public and is open and inviting.

(2) Height:

- (a) Maximum height shall be ~~forty five~~forty-five (45) feet or three (3) stories for the building in the center and ~~thirty five~~thirty-five (35) feet or two (2) stories for the buildings on either side.
- (b) Minimum height shall be 2 stories. Faux 2nd stories are strictly prohibited. No variance shall be available.

(3) Lot Coverage:

- (a) Maximum impervious surface area: determined on a case-by-case basis and may include shared common spaces; however, in no instance shall the impervious surface ratio exceed 90%.
- (b) It is the intent that the impervious surface ratio will be viewed as an aggregate. In other words, the aggregate impervious surface area within Parcel B shall not exceed 90%.
- (c) The Floor Area Ratio shall not exceed two (2).
- (d) Where residential and non-residential uses are included within the same structure, floor area ratio will exclude those portions devoted to residential dwelling units.

(4) Setbacks:

- (a) Front: 0' – 15' (max 15' from right-of-way)
 - i. In certain instances where the curvature of the roadway and the architectural styling results in a greater setback, the additional space may be used as an expansion of the sidewalk zone, courtyard, or similar publicly accessible social space. However, in no instance shall the additional setback adversely impact the character of the streetscape or design form.
- (b) Side: 0'
- (c) Rear: 0'
- (d) 5' minimum setback from the street right-of-way for all parking lots.

E. Cross-access: Cross-access shall be provided as depicted in the PDP.

F. Alcohol Sales: Within the PUD, the requirements defined in Section 33.01 of the Nassau County Land Development Code establishing a distance separation between vendors of alcoholic beverages and certain uses shall not apply. All other related provision shall apply.

G. Parking:

1. Off-street surface parking areas are to be located to the south of the buildings along William Burgess Boulevard so as to not be evident from William Burgess Boulevard and may be incorporated as part of the building design for town homes or other multi-family uses. Where the parking abuts single family homes in Parcel A, the parking spaces shall be no closer than ten feet (10') to the common boundary and the developer of Parcel B shall provide an eight feet (8') fence prior to the issuance of any Certificate of Occupancy or Certificate of Completion for the buildings served by the adjacent parking. The fence shall not be wood but may be vinyl, stucco over block, brick or the equivalent or better as approved by the Planning and Economic Opportunity Department. The fence shall be maintained by the owner(s) of Parcel B.

2. On-site parking shall not exceed 110% of the minimum requirement defined in Article 31 LDC.
3. Within Parcel B the minimum parking requirements are 50% of that defined in Article 31 LDC.
4. In addition to the 50% reduction in on-site parking defined in #3 above, on-street parking provided on the south side of William Burgess Blvd., as depicted in the PDP, may be counted towards the minimum parking requirements. It is the intent of this provision to limit, to the extent possible, the requirement to provide on-site parking in Parcel B.
5. To the extent possible, surface parking within Parcel B should be minimized to maintain the density/intensity standards and general form of Parcel B. Parking shall be provided through on-street parking and shared parking facilities to the maximum extent possible.
6. Parking shall not be located between the street and the primary structures. Parking lots shall not be located in any required yard (setbacks).
7. Parking areas will be separated and screened from public streets, sidewalks or rights-of-way using a landscaped area at least five (5) feet wide that includes a 3' high wall and 2' tall shrubs to screen public parking lots and service areas. Walls over 3' in height shall be at least 50% transparent. This provision does not exempt this project from meeting the perimeter landscape buffer requirements defined in Section 37.05 of the Land Development Code.

H. General Architectural Design Standards:

1. Building, General: All structures shall be generally consistent with the architectural renderings attached as part of the Nassau Station PUD. Primary elements include:
 - a. Off-grade construction
 - b. Wrap-around front porches minimum of ten (10) feet in depth
 - c. Pitched roofs and theme appropriate material (tin/metal)
 - d. Theme appropriate mix of materials on each façade (lap-siding, board & batten, etc.)
 - e. Roof brackets
 - f. Exposed roof rafter ends
2. Building Orientation:
 - a. Buildings shall be oriented so as to enhance the appearance of the streetscape. It is the intent of these architectural standards to create interactive and permeable street level facades. The street and sidewalk zone shall be engaged and utilized as meaningful public space. This requirement shall be met by incorporating the following techniques into project design:
 - (1) The building's primary entrance(s) shall face the public streets and be oriented to the sidewalk zone. In the event that access is provided by two (2) or more streets, the building's primary façade shall face the street determined by the County to be the major street in addition to any primary pedestrian traffic entrance from common areas and dedicated public

spaces.

- (2) Buildings located at street intersections shall be designed to address the intersection and engage the street in an interactive manner. The primary entrance shall be at the corner or entrances shall be provided on each frontage.
- (3) Corner buildings whether free standing or developed as part of a block shall be designed to visually accentuate the vehicular and pedestrian experience. These elements shall be designed to exemplify the aesthetic of the Nassau Station PUD and WBD theme. It is not intended that architectural features be developed to serve individualistic backdrops for signage.
- (4) Each façade that is visible from a street or public area of adjoining properties shall be designed with full architectural treatment oriented towards the scale of the pedestrian and engaged with the sidewalk zone. Such treatments shall be consistent with the design requirements of this section and shall incorporate door and window placements, façade architectural treatments and detail, roof design and building material applications necessary to give the appearance that each visible façade is a primary façade oriented towards the pedestrian.
- (5) The architectural treatment requirements defined herein shall also be applied to any building façade which is situated where it is visible from a street or public space of an adjoining building.
- (6) Building orientation shall be such that service areas are placed out of view from a street and adjacent properties. Blank walls or service areas are not allowed at frontages.
- (7) Ornamental and structural architectural details, such as bays, columns, gables, belt courses, lintels, pilasters and others shall be applied.

3. Building Transitions:

- a. Buildings shall be designed to provide transitional elements and architectural features that are architecturally compatible with adjacent structures. Buildings that are twice the height, or greater, than an adjacent structure shall also provide transitional elements and features that provide for transitional blending of heights.
 - (1) The pattern of placement, proportions, and materials of windows and doors shall be consistent from building to building.
 - (2) The ratio of wall surface to openings and the ratio of width and height of windows and doors shall be consistent and compatible from building to building.

4. Exterior Materials and Colors:

- a. Exterior building materials and colors contribute significantly to the visual impact of a building on a community, which, individually and collectively reflect upon the visual character and quality of a community. In order to project an image of high-quality aesthetics, building materials and colors shall conform to the following requirements:

- (1) The exterior design of all new structures must incorporate at least two (2) of the following elements, also see Section H.1 of this PUD:
 - (a) Color change
 - (b) Texture change
 - (c) Material change
 - (d) Pattern change
 - (e) Architectural banding
- (2) Exterior facing materials shall be consistent with the materials listed and applied in the WBD Vision Book and this PUD on all facades that are, or will be, exposed to the general public. Vinyl siding and opaque or reflective glass (or similar) shall not be permitted. Corrugated metal shall only be used as a facade accent as depicted in the WBD Vision Book and not exceed 10% of the façade without approval of the Planning and Zoning Board, also see Section H.1 of this PUD.
- (3) Building materials and colors shall be consistent around the entire building. Exceptions to this provision may be made for portions of a structure that are not exposed to the general public.

5. Roof design, also see Section H.1 of this PUD:

- a. Roofs are an integral part of building design and shall be designed and constructed to add interest to and reduce the massing of buildings. Roofs shall incorporate the design elements listed below.
 - (1) The design of roof structures shall be of hip, gambrel, gable, skillion/lean-to, shed, jerkinhead and true mansard styles and shall be extended to all sides of the structure. Roof-like appurtenances such as false roofs, parapets and other similar features may be allowed only if such features are required for mechanical equipment screening or acoustical control that cannot be accomplished through utilization of approved roof styles and meet the other requirements of this PUD.
 - (2) Application of such roof-like features shall be accomplished in such a manner as to eliminate the appearance of a flat roof design. Roofs shall be designed to be of such height, bulk and mass so as to appear structural even when the design is non-structural.
 - (3) If flat roofs are utilized, the roof shall be surrounded on all sides by architectural roof elements that shall have the bulk and mass so as to appear structural in nature and eliminate the appearance of a flat roof. In no instance shall the parapet height exceed 1/3 of the supporting wall height.

(4) The roof edge, where visible from any street or common area, shall have, at a minimum of two (2) locations, a vertical change from the dominant roofline. Such change shall be a minimum of three (3) feet.

(5) Towers are recommended on buildings which terminate street vistas.

6. Windows/Transparency and Entryways:

a. For the three story 'station' building, the first story façade visible from the street shall have a minimum transparency ratio of 40% for the area between 2' and 8' vertically as measured from the front porch grade. For stories above the ground in the three story 'station' building, a minimum of 25% of the facade shall be transparent. For the two-story buildings, if developed as non-residential, the same 40% transparency standard shall apply. If developed as purely residential, the 25% transparency ratio shall apply.

b. Windows shall be recessed or shall project at least two (2) inches and shall include prominent sills, shutters, relief or other such forms of framing.

c. Entryways shall be differentiated from the remainder of the façade through the use of color, change in materials, application of architectural features (arches, columns, colonnades, etc.), setbacks, offsets, arcade or gallery.

(1) The three story 'station' building shall have a centralized double door entry. This entry is intended to give the appearance of a grand entry to the 'station'.

(2) Entryway design shall incorporate hardscape features such as decorative paving to add visual interest and emphasize the point of entry.

(3) Entryway areas shall be provided with structural shading in the form of the front porch and include benches or other seating components.

d. All glass shall be clear, not dark or reflective.

I. Section Walls and Fences:

1. Walls over 3' in height shall be at least 50% transparent. This provision is not applicable to equipment, dumpster and other similar service/operations equipment screening.

2. All retention and detention facilities shall either be sloped as to not require fencing or, be bulkheaded (or similar) and include a stylistic fencing and incorporated into the design of the site.

3. Chain-link fencing is prohibited.

4. Along the southern border of the property the developer shall install an eight (8) foot tall tan, beige or similar neutral colored PVC or similar synthetic material privacy fence. The fence shall be installed, in full, as part of the horizontal construction of infrastructure. No certificate of occupancy shall be issued unless and until the fence has been erected. The location of the fence is shown in Preliminary Development Plan. The fence is not required to be placed where undisturbed wetlands are going to be maintained. In other words, the fence will run from Harvester Street to the wood-line along the southern border of the subject property.
- J. Lighting: Lighting shall be consistent with the WBD Vision Book aesthetic/theme and applied pursuant to the WBD adopted unified lighting program, or such other standards as are approved by the Planning and Economic Opportunity Department, consistent with the WBD. A unified lighting program shall be adopted with the first Final Development Plan for Parcel A.
- K. Site Drainage:
1. The development of the Property shall meet all applicable requirements of the St. Johns River Water Management District and Nassau County.
 2. The retention areas and other elements of the drainage system outside of the road rights-of-way serving the Parcel A/~~single family~~ development will be maintained by a Property Owners' Association and will be subject to appropriate easements prohibiting the construction of accessory uses that would interfere with any drainage or maintenance. The retention areas and other elements of the drainage system serving the Parcel B/Commercial development may be integrated with the Parcel A drainage system or, the drainage system for Parcel B may be separate with its own Property Owners Association providing the maintenance of the system.
 3. The retention area and other elements of the drainage system for Parcel C and for improvements within the William Burgess Blvd. ROW will be separate from the other drainage system(s) and shall be owned and maintained by Nassau County.
 4. All St. Johns River Water Management District ~~and Nassau County~~ permits shall be obtained prior to ~~Final Development~~ Site Engineering Plan approval, pursuant to Ordinance 2000-40, as amended. The developer shall obtain an operating permit for these facilities before transferring them to any homeowner's association or organization. The ponds and other features of the storm water management system shall be maintained by the mandatory property owner's association.
 5. As part of the drainage study for the development, the engineer of record will analyze off-site impacts and demonstrate, to the Nassau County Public Works Director's satisfaction, that on-site development activities will not create new, or exacerbate existing, drainage issues on adjacent properties.
- L. Multi-use trail system and pedestrian facilities:
1. General

- a. Where not specified herein, all required bicycle and pedestrian facilities, including Sidewalk Zones as approved in the Nassau Station PUD, shall be constructed contemporaneously with the adjacent site development.
- b. Sidewalks, Sidewalk Zones and bicycle facilities shall be provided to connect the individual components of the development to the multi-use trail system, recreation areas, retail, medical and office uses, and social spaces.
- c. The design of the multi-use trail system, sidewalks and bicycle facilities shall be responsive to the placement of utilities and street trees.
- d. Sidewalks shall be a minimum five (5) feet in width. This is differentiated from the Sidewalk Zone which is of significantly greater width.
- e. All multi-use trails, boardwalks, sidewalks and bicycle facilities must exhibit a high level of connectivity that best serves the pedestrian and bicyclist within the Nassau Station PUD and providing for connectivity to the greater WBD.
- f. All segments of the multi-use trail system shall be open to the general public.
- g. All multi-use trails shall meet the specifications for sub-base, depth and width of asphalt or concrete as defined in the Nassau Crossing PUD. The Director of Public Works may approve an alternative sub-base standard if deemed appropriate.
- h. The Applicant shall be responsible for survey and construction cost of trail segments required by this order.
- i. Nassau County will coordinate with other government agencies and utility providers to facilitate the construction of the trail system.
- j. Sidewalks shall be provided on both sides of all roadways.

2. Phasing and Timing:

a. Phase I

(1) Phase I is defined as the earlier of the following:

- (a) The issuance of the 75th Certificate of Occupancy, or,
- (b) 20th multifamily unit is given a Certificate of Completion, or,
- (c) 10,000 square feet of non-residential space is issued a Certificate of Occupancy or Certificate of Completion.

(2) Prior to reaching the above threshold the following shall occur:

- (a) Applicant shall construct or cause to be constructed a multi-use trail running on an east-west axis providing for continuous connectivity from the easterly to the westerly boundary of the development within the William Burgess Blvd. right-of-way parallel and adjacent to the required on-street parking serving the park located north of the carriageway and integrating with the mid-block crossing/plaza.
- (b) The Applicant is only required to construct six (6) total on-street parking stalls depicted in the PDP. These stalls shall be located three (3) on either side of the mid-block crossing/plaza.

M. Street Types and Roadway Development: While portions of the vehicular and pedestrian circulation system may be developed in phases, their location is required at the time of the first Final Development Plan.

1. General

- a. The street types for Parcel A, for the alley serving the townhome units fronting on Harvester Street, and for improvements to William Burgess Boulevard are attached as part of the Preliminary Development Plan (see Exhibits "B-4", ~~and~~ "B-5" and "B-6"). The alley design deviates from the William Burgess District cross section for an alley but is consistent with the cross section used for Nassau Crossing and eliminates unnecessary driveways on Harvester Street (see d. below). The design for Harvester Street deviates from the William Burgess District cross section for Main Street Type C; - it is not the final improvement to the road, -but iwhat is needed to serve the Nassau Station development until improvements to Harvester Street are made to the south-. There shall be no variance to the roadway types.
- b. Utilities and utility easements shall not interfere with the defined street types and required elements/amenities.
- c. It is the intent of the Applicant and Nassau County to activate William Burgess Boulevard by orientating buildings and amenities to pedestrian at street level and ensuring that all buildings, parks and other public and pseudo-public spaces are engaged by the street.
- d. Parcel A shall be limited to ~~threetwo~~ (32) access points from William Burgess Boulevard. Harvester Street shall serve as ~~two~~one of the access points and the other access point is located at the eastern side of Parcel A as shown on the Preliminary Development Plan. The PUD as originally submitted proposed seven (7) access points on Harvester Street including six (6) driveways to individual homes that would have resulted in cars backing out on to Harvester Street. This revised PUD reduces those six (6) driveways to one (1) alley access for the town homes. Based on the desirability of this change, a variance from the William Burgess District driveway separation requirements of three hundred feet (300') is requested. Until such time as Parcel B is developed with the parking south of the buildings being connected to the Parcel A street to the east, the eastern connection for Parcel A to William Burgess Boulevard shall remain closed except to emergency traffic and a temporary cul-de-sac shall be constructed as shown by the Preliminary Development Plan (Entrances along Harvester Street and William Burgess Boulevard are depicted on the Preliminary Development Plan, for the purposes of this PUD, driveway spacing along Harvester Street are spaced less than 300' apart. Until such time as Parcel B is developed with the parking south of the buildings being connected to the Parcel A street to the east, the eastern connection for Parcel A to William Burgess Boulevard shall remain closed except to emergency traffic and a temporary cul-de-sac shall be constructed as shown by the Preliminary Development Plan (Exhibit B-2). Once the parking is proposed to be connected for Parcel B to the street to the east then, simultaneously with the development of Parcel B, the temporary cul-de-sac shall be removed and the right turn lane for east bound traffic on William Burgess Boulevard onto the easterly road, and the median in William Burgess Boulevard (which results in the easterly street being a right in, right out connection only) shall be constructed and the easterly connection to William Burgess Boulevard shall be made.
- e. Parcel B shall be accessed by the two access points defined in d above. Internal circulation for vehicles shall be in the form of an internal loop road that travels through Parcel B on an East/west axis per the Preliminary Development Plan. The driveways behind the buildings along William Burgess Boulevard in Parcel B may have design(s) that vary from the street types that are provided

in the Nassau Station PUD provided that they are approved by the Engineering Services Department and the Department of Planning and Economic Opportunity.

- f. The internal roadways of the development will be approved by the Nassau County Engineering Services Department and constructed in accordance with the latest Nassau County Construction Details and Specifications.
- g. The travel lanes within the WBD shall be narrowed to the maximum extent possible. The use of other traffic calming strategies shall be used to the extent practical. The intent of this regulation is to narrow the ROW, slow vehicular traffic and create a tight knit community that is pedestrian friendly. The automobile is a secondary form of mobility.

~~h. Operational improvements shall be required in accordance with the recommendations of the Traffic Impact Analysis and Study submitted with this PUD application dated July 6, 2018, and all local regulations including, but not limited to, the provision of right and left turn lanes at the east entrance to the development as called for by the TIA Study. If parcel B is developed with a commercial component, or redeveloped at a future date, an additional left and right turn lane may be required at the intersection of William Burgess Blvd. and Harvester Street as warranted by Nassau County standards and determined by the Public Works Director.~~

2. Phasing and Timing:

a. Phase I

(1) Phase I is defined as the earlier of the following:

- (a) The issuance of the 50th Certificate of Occupancy, or,
- (b) With the approval of the Site Engineering Plan mandating the construction of the secondary entrance to Parcel A, or,
- (c) Commencement of construction within Parcel B.

(2) Prior to reaching the above threshold the following shall occur:

- (a) Dedicate a sixty foot (60') wide right-of-way for Harvester Street from William Burgess Boulevard to the southern boundary of Parcel A (so that there is a continuous connection from William Burgess Boulevard to the existing right-of-way) and construct a two (2) lane road in the right-of-way dedicated to County standards including installation of a sidewalk a minimum of five (5) feet in width along the eastern boundary of the Roadway.

b. Phase II

(1) Phase II is defined as the earlier of the following:

- (a) The issuance of the 75th Certificate of Occupancy, or,
- (b) Commencement of construction within Parcel B.

(2) Prior to reaching the above threshold the following shall occur:

- (a) Construct six (6) on-street parking stalls as depicted on the PDP and the portion of the plaza north of the carriageway of William Burgess Blvd. These stalls shall be located three (3) on either side of the mid-block crossing/plaza.
- (b) The cross-section shall be consistent with the Preliminary Development Plan (see Exhibits "B-4" and "B-5").

- (c) The improvements defined here coordinate with the Phase II improvements defined in the recreation section of this PUD.

c. Phase III

- (1) Phase III is defined as the earlier of the following:
 - (a) Commencement of construction within Parcel B.
- (2) Contemporaneously with the above threshold the following shall occur:
 - (a) Contemporaneously with development in Parcel B, William Burgess Blvd. shall be redeveloped as an urban section consistent with the PDP and related cross-section adopted with this PUD and the other improvements at the eastern connection of Parcel A to William Burgess Boulevard as set for in Section M.1.d. shall be constructed. As necessary, the stormwater retention facility in Parcel C shall be constructed.
 - (b) The cross-section shall be consistent with the Preliminary Development Plan (see Exhibits “B-4” and “B-5”)
- (c) As part of the redevelopment of William Burgess Boulevard the applicant shall construct or cause to be constructed a minimum of twenty (20) on-street parking stalls along the southern boundary of the carriageway of William Burgess Blvd.
- (d) The applicant and County will jointly work with FPL to either relocate or place the overhead electrical lines underground which currently run parallel to and then crossing William Burgess Blvd. near the center of the subject property. The preference by all parties, including FPL based on email communication, is for the lines to be placed underground. If the lines cannot be placed underground by the Developer or the Developer chooses not to place the lines underground, Nassau County shall have the sole option to:
 - 1. Cost share, at a percent determined by Nassau County, with the Developer and/or FPL to place the lines underground as part of the redevelopment of William Burgess Boulevard. Nothing herein shall commit the Board of County Commissioners to any financial contribution to this effort.
 - 2. Have the Developer at his/her sole expense relocate the overhead lines north of William Burgess Blvd. along the west and east boundary of Parcel C and then reconnecting to the existing overhead lines at the eastern most tip of Parcel C as depicted in the Preliminary Development Plan (see Exhibit “B-3”) .
 - 3. Have the Developer at his/her sole cost relocate the overhead lines north of the carriageway of William Burgess Blvd. but within the ROW of William Burgess Blvd.
- (e) Notwithstanding the above, the Developer at his own expense may relocate the overhead lines to cross within Parcel B south of the mixed-use buildings fronting William Burgess Blvd., within any portion Parcel A, or place the lines underground within the ROW of William Burgess Blvd. or any other location jointly agreeable to FPL.
- (f) If not previously constructed in another phase, construct the midblock crossing/plaza.

- N. Recreational Amenities: While the recreational amenities will be developed in phases, their location and dedication of land is required at the time of the first Final Development Plan submitted for the PUD.

1. General

- a. Where not specified herein, all recreational amenities shall be constructed contemporaneously with the adjacent site development.
- b. To off-set impacts to the public park system and meet the intent of the development program the Applicant shall develop public recreational amenities as defined herein.
- c. Recreational elements/geometric arrangement are general depicted in The Preliminary Development Plan (see Exhibit "B-3").
- d. Nothing herein shall prohibit contributions by other developers from constructing or causing to be constructed amenities listed below.
- e. Parcel C shall be depicted on the first Final Development Plan within the Nassau Station PUD and reserved for public recreation and community based social purposes. ~~A separate agreement between Nassau County and the Applicant will be executed prior to the first Final Development Plan approval associated with the Nassau Station PUD. The agreement will further address management responsibilities of all public spaces and amenities.~~
- f. The Site Engineering Plan for ~~Parcel C~~, the multi-use trail running parallel and adjacent to William Burgess Boulevard north of the carriageway, the first phase of the plaza, the required six parking stalls and the 'icon building'/restroom shall all be included in a single SEP. This SEP shall be approved by the Nassau County Development Review Committee prior to the Nassau County Board of County Commissioners approving the first Final Plat for the development.
- g. Contemporaneously with the approval of the first Final Development Plan, the Applicant shall dedicate Parcel C to Nassau County via instrument approved by the County Attorney.
- h. Within Parcel A, the Applicant may construct or cause to be constructed tot-lots, picnic areas, gazebos, manicured lawns for free play when combined with benches, shelters and walking paths and/or any other recreational amenity for private use of residents within Parcel A.

2. Phasing and Timing

- a. Phase I
 - (1) Phase I is defined as the earlier of the following:
 - (a) The issuance of the 75th Certificate of Occupancy, or,
 - (b) 20th multifamily unit is given a Certificate of Completion, or,
 - (c) 10,000 square feet of non-residential space is issued a Certificate of Occupancy or Certificate of Completion.
 - (2) Prior to reaching the above threshold the following shall occur:
 - (a) The Applicant shall construct the restrooms including the Icon building as depicted in Exhibit "B-6".

O. Open Space

Open space, as differentiated from Social Space and Recreation Space, includes wetland preservation areas, vegetative upland buffers adjacent to wetlands, and wetland mitigation areas may include multi-use trails, nature trails, paths, walkways, boardwalks, viewing platforms, interpretive signage, and other forms of social and recreational amenities shall be permitted subject to applicable state and federal

permitting. The exact boundaries of all such areas shall be established on the Final Development Plans for each phase or increment of development.

P. Phasing and Commencement of Construction:

1. The development of the residential portion of the project will occur in phases over a period of approximately five (5) years.
2. Pursuant to Sec. 25.05 of the County Land Development Code, a Final Development Plan (site plan) must be submitted for one or more phases of development within one year of the adoption of this PUD ordinance. Construction shall commence on the first phase in Parcel "A" no later than three (3) years from the date of approval of the PUD. Parcel "A" may be broken down into multiple phases and permitting and physical development within each phase may occur as market conditions dictate.
3. Development of the Parcel B will occur as market conditions dictate with no established time frame for commencement or completion. However, the development of Parcel B shall be subject to a single Final Development Plan that includes all of Parcel B. While individual components of Parcel B may come online individually, each individual development shall be soundly demonstrated to fit within the context of the adopted Final Development Plan, the Nassau Station PUD and the principles of the WBD.
4. A schedule of required improvements for each Phase of development as defined herein is included with this ordinance as Exhibit "D".

Q. Utilities/Impact Fees/Mobility Fees:

- a. Utilities:
 - (1) Underground water and sewer service will be provided by JEA.
 - (2) Underground electric service will be provided by Florida Power & Light. The County and the developer shall work together with Florida Power & Light to explore the relocation of existing overhead power lines along William Burgess Boulevard so as to improve the view of the Icon in Parcel C and the buildings in Parcel B from William Burgess Boulevard.
 - (3) Fire hydrants will be located on final development plans and will be constructed in accordance with applicable County and JEA requirements.
 - (4) Nassau County will support the developer in conversations with the utility providers to strategically place utilities as to not interfere with the defined street types and required street trees, street furniture and amenities.
 - (5) All utilities shall be located underground.
- b. Based on the current fee schedule the development will generate the following estimated impact

fees for use by the County for the provision of Public Facilities based on the development program defined in the PUD.

- (1) Impact Fee Credits shall be governed by Section 7.06 of the Comprehensive Impact Fee Ordinance in effect at the time of approval of this PUD and shall be subject to a Credit Agreement approved by the County Manager and the Board of County Commissioners. The transferability of credits to other owners and properties within the respective impact fee district located outside of the Nassau Station PUD shall be considered in said agreement. Nothing herein shall prevent credits from being transferred to other owners and properties within the boundaries of the Nassau Station PUD.
 - (a) It is the intent of Nassau County that recreation impact fee credits will be given for the construction of public recreation facilities including linear facilities. Fee amount is subject to change with updates to the County's impact fees.
 - (b) Actual Impact Fees will be calculated based on fee amount at the time of building permit unless otherwise provided for in a separate agreement whereby fees are advanced and credits given. The below is provided as an estimate.
- (2) Mobility Fee Credits shall be governed by Section 3.02 of the Nassau County Mobility Fee Ordinance in effect at the time of approval of this PUD and shall be subject to a Credit Agreement approved by the County Manager and the Board of County Commissioners. The transferability of credits to other owners and properties within the Mobility Fee Zone located outside of the Nassau Station PUD shall be considered in said agreement. Nothing herein shall prevent credits from being transferred to other owners and properties within the boundaries of the Nassau Station PUD.
 - (1) It is the intent of Nassau County that mobility fee credits will be given for the construction of the multi-use path along William Burgess Boulevard and improvements to William Burgess Blvd. [The dedication of the right-of-way for Harvester Street may also be considered for mobility fee credits if it complies with the requirements for such credits to be approved as provided by the Nassau County Mobility Fee Ordinance.](#)
 - (2) Actual Mobility Fees will be calculated based on fee amount at the time of building permit unless otherwise provided for in a separate agreement whereby fees are advanced and credits given. The below is provided as an estimate. Fee amount is subject to change with updates to the County's impact and mobility fees.

Type of Fee	Single Family (87 8du)	Multi-Family (48 du 58du)	Retail* (20k sf)	Office** (20k sf)
Mobility	\$ 101,200 89,700	\$ 38,736 50,034 46 806	\$40,896	\$29,720
Administration	\$ 74,976 66,456	\$ 36,816 47,554 44 486	\$20,560	\$11,020
Fire/EMS	\$ 14,168 12,558	\$ 6,960 8,990 8 410	\$3,900	\$2,080
Police	\$ 6,512 5,772	\$ 3,216 4,154 3 886	\$1,800	\$960

Recreation Comm. Park	\$ 25,256 22,386	\$ 13,824 17,85616,704	0	0
Recreation Reg. Park	\$ 28,160 24,960	\$ 12,432 16,05815,022	0	0
School	\$ 477,892.8 423,586	\$ 244,377 315,653295,288	0	0
Total	\$ 728,165645,418	\$ 356,361460,299430,602	\$67,156	\$43,780

* Calculation of Mobility Fee was based on the following:

4,000sf of Restaurant, ITE Code 932 (\$2,170 per 1,000sf = \$8,680)

4,000sf of Shopping Center, ITE Code 820, 1sf - 49,999sf (\$2,150 per 1,000sf = \$8,600)

12,000sf of Shopping Center, ITE Code 820, 10,000sf – 99,999sf (\$1,968 per 1,000sf = \$23,616)

** Calculation of Mobility Fee was based on the following:

4,000sf of Medical Office, ITE Code 720 (\$2,541 per 1,000sf = \$10,164)

4,000sf of General Office 1sf – 9,999sf, ITE Code 710 (\$1,009 per 1,000sf = \$4,036)

4,000sf of General Office 10,000sf – 49,999sf, ITE Code 710 (\$1,434 per 1,000sf = \$5,736)

8,000sf of General Office 50,000sf – 99,999sf, ITE Code 710 (\$1,223 per 1,000sf = \$9,784)

R. Signage:

- All signage, regardless of parcel or phase, shall be compatible with the unified signage program of the WBD. No permanent signage or entry feature may be constructed until the unified signage program for the WBD is adopted.
- Entry features may be constructed at each project entrance in Parcel A. The entry features shall be compatible with the unified signage program of the WBD. No permanent signage or entry feature may be constructed until the unified signage program is adopted. The entry features are intended to promote a sense of place and define ~~ones~~one's location.
 - The entry features may include project identification signs. The signs at each entry to Parcel A may be single-faced, double-faced or may include two (2) separate signs, one on each side of the entrance. All project signs for Parcel "A" shall be designed as ground-mounted signs or integrated into or mounted on the landscape features such as walls and fences.
 - While elements of the entry feature may exceed these dimensions, the sign area shall not exceed one-hundred and fifty (150) square feet. In no way shall any entry feature inhibit access by the general public to the multi-use trail, sidewalks or bicycle facilities. The final size and location will be further defined in the unified signage program for the WBD.
- Signage within Parcel B shall be incorporated into the design of the urban environment and not adversely impact the aesthetics of the streetscape. It is the expressed intent of the Applicant and Nassau County that suburban scale strip commercial signage program is prohibited.
- Billboards shall be prohibited.

S. Landscaping

1. Landscaping shall be consistent with the WBD standards as defined in the WBD Vision Book unless otherwise defined herein.
2. All streetscapes shall be consistent with the applicable street type.
3. Where appropriate, landscape design should be native and wild in expression and incorporated ~~in~~ [into](#) the public/social space to the extent possible.
4. Shade trees shall be provided at an interval whereby all multi-use trails, sidewalks, courtyards, greens, squares and other similar public/social spaces will be fully shaded at tree maturity. Said trees shall be planted contemporaneously with construction of the respective facility.
5. The use of planters, tree wells and other similar elements of urban design shall be incorporated into landscape program.

VI. Compatibility with the Comprehensive Plan

The Nassau Station PUD encourages the implementation of the William Burgess Mixed Use Activity Center Overlay District as defined in the 2030 Comprehensive Plan by enhancing the William Burgess Boulevard corridor with compatible development in keeping with the requirements of the WBD.

VII. Ownership and Maintenance of Common Facilities

- A. Nothing herein shall prevent the Applicant for establishing a Community Development District or similar entity if done so in conformance with the established laws governing such action.
- B. The Developer shall establish the applicable Property Owners' Association prior to the sale of any lots or units by the Developer to any third party within the Nassau Station PUD.
- C. Membership within the Nassau Station Property Owners' Association shall be mandatory for all property owners.
- D. The Developer may elect to form additional Property Owners' Associations. If so, the Developer shall establish a master property owners and/or homeowners association for Nassau Station Subdivision that shall be responsible for the maintenance of roads, [alleys](#), master drainage, the amenity area, etc., subject to the conditions set forth herein. All improvements including roads, master drainage facilities, storm sewers, etc. shall be approved by Nassau County before being transferred to any homeowners' organization.

- E. The applicable association or nonprofit corporation shall manage all common areas, public/social spaces, recreation areas and open space ~~facilities even those lands dedicated for public use (except as otherwise provided herein)~~ and that are within the lands that are subject to the jurisdiction of such association or nonprofit corporation; shall provide for the maintenance, administration and operation of such portions of the Nassau Station PUD and any other lands located within Nassau Station; and shall secure adequate liability insurance governing such areas owned or operate by such association or nonprofit corporation.
- F. The ownership and maintenance responsibilities of all common areas shall be the responsibility of the Property Owners' Association upon its adoption except as otherwise provided herein.
- G. All additional right-of-way for Harvester Street will be dedicated to Nassau County. The water, sewer, electrical, telephone, and other similar utility lines are to be owned and maintained by the respective utility companies.
- H. Within the residential portion of the PUD, the following requirements shall apply:
 - 1. The mandatory property owner's association shall have the power to assess residents of the proposed development and will be controlled by the Applicant/Developer, until the last lot is purchased or as otherwise determined by Florida Statutes. Each lot owner shall be required to be a member of the association and to pay assessments.
 - 2. The property owner's association shall also maintain project signage, any common landscaping and recreational areas located within Parcel A. Areas which are to be maintained by the property owner's association will be specifically identified in the Final Development Plans.
 - 3. Subdividing common open space areas to individual property owners is prohibited. The Applicant/Developer reserves the right to place one or more conservation easement(s) over any wetland/upland buffer area.

VIII. Alterations and Regulatory Control:

- A. Alterations: Changes in the location of the road(s), storm water system improvements, and to the boundaries, size and configuration of lots and Recreation/Open Space areas, as depicted on the Nassau Station PUD Preliminary Development Plan to accommodate environmental, permitting and design factors conditions and requirements of the Developer is allowed, provided:
 - 1. The change does not constitute a Major Amendment to the PUD, pursuant to the provisions of Section 25.08 of the Nassau County Land Development Code; and,
 - 2. Compliance is maintained with all design standards defined in this Order including, but not limited to, architectural standards, theme/aesthetic, geometric arrangement, scale and massing, street types, walkability, multi-modal transportation; and,
 - 3. Integrity of the original application is maintained.

- B. If conflict arises due to a proposed change to this Order, the Planning and Zoning Board shall hear the matter and provide an interpretation. Maintaining geometric form, walkability, multi-modal transportation and social engagement are paramount.
- C. Regulatory Control: Except as specifically provided herein, all development in the Nassau Station PUD shall be in accordance with the applicable regulatory standards of Nassau County including, but not limited to, Subdivision Regulations, Land Development Code, Roadway and Drainage Standards and any applicable State standards, in effect at the time of the submittal of the Final Development Plan for each individual component of the project.
- D. The Covenants and Restrictions governing the property will contain provisions consistent with the PUD and all regulations. Any deed from the Developer to third party purchasers in the project will incorporate these Covenants and Restrictions by reference to the Covenants and Restrictions in each deed. Deed restrictions shall run with the land in order to protect both present and future property owners within the Nassau Station PUD. The deed restrictions created by the Covenants and Restrictions shall prohibit the partition of any recreation, open space or publicly dedicated areas.