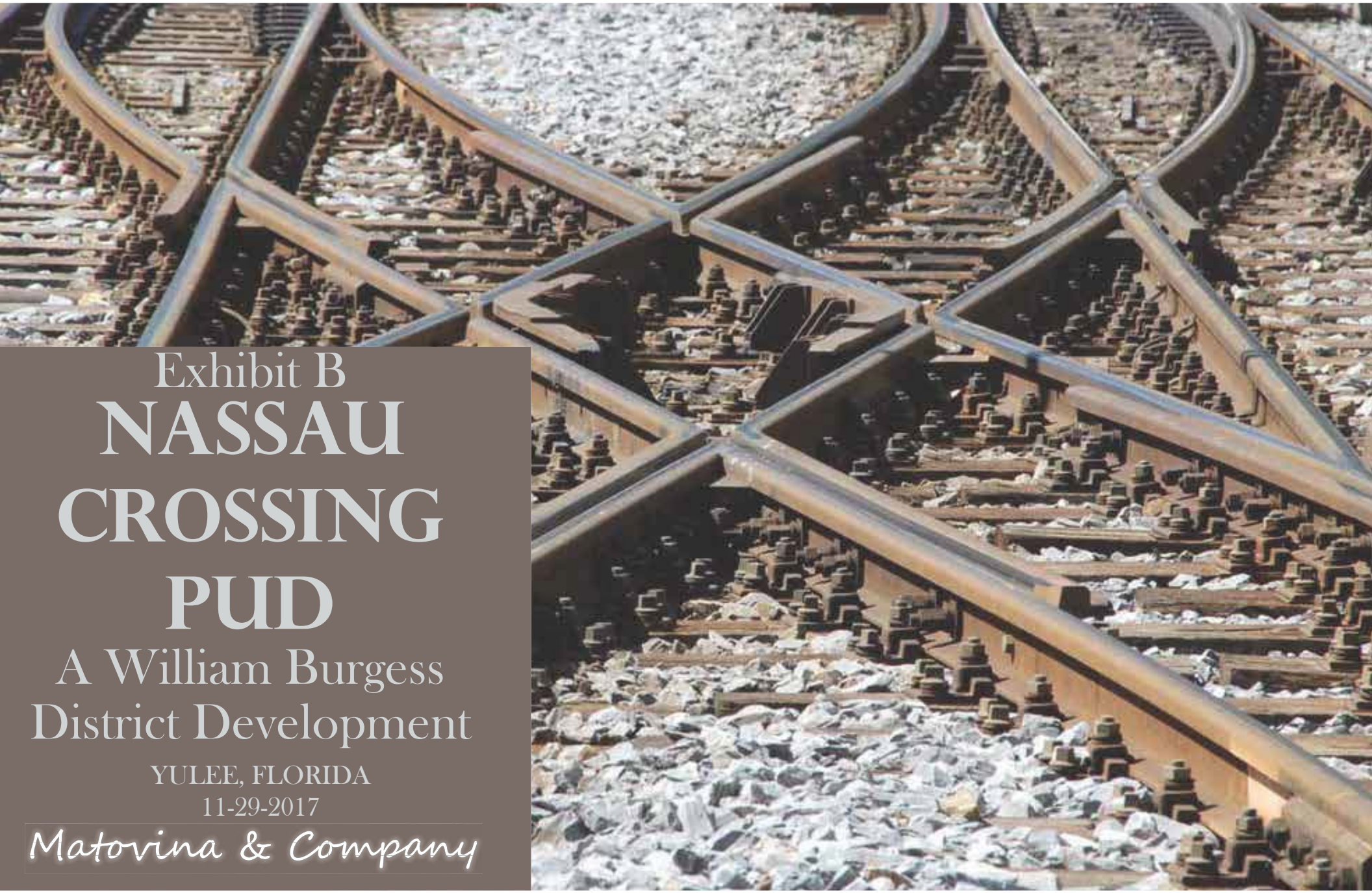

Exhibit B

NASSAU CROSSING PUD

A William Burgess District Development

YULEE, FLORIDA

11-29-2017

Matovina & Company

The William Burgess District and by extension the Nassau Crossing PUD is a rail community reinvented through a vibrant and engaging built environment that captures the essence of the railroad's rich heritage and related cultural progressions and applies that spirit in a new and modern way. The aesthetic is intended to reinvent the social nucleus of Yulee by creating an engaging and creative 'place' by incorporating old styles with a new feel. As Lewis Mumford so eloquently stated - *Today we must treat the social nucleus as the essential element in every valid city plan.*

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VISION 2032/2030 COMP PLAN

NASSAU COUNTY 2032 VISION PLAN

Below are specific Goals and Strategies identified in the 2032 Vision Plan which are implementable via the William Burgess District and by extension the Nassau Crossing PUD.

ISSUE AREA 2: MULTI-MODAL TRANSPORTATION

Goal 1: Achieve a network of safe and efficient multi-modal transportation that is capable of meeting the transportation needs of residents and visitors at an acceptable level of service in a safe and efficient manner. Strategy 5 . Designate transit corridors for future public transportation service. These corridors may be designated for greater land use density and intensity.

ISSUE AREA 4: MIXED USE DEVELOPMENT

Goal 1: Encourage mixed-use developments designed to accommodate multiple community activities and services in close proximity. By reducing infrastructure demand, mixed-use developments can generate a positive fiscal impact on County's financial resources. Strategy 2. Through the Local Planning Agency, establish design guidelines, dimensional criteria, and incentives to promote compact mixed-use development patterns. Characteristics of mixed-use zoning include multiple uses dispersed vertically, shared parking located behind buildings, public amenities such as schools and parks as community focal points, and extensive pedestrian connectivity.

ECONOMIC IMPACTS

As shown in the conclusions from the Fishkind Fiscal Sustainability Study incorporated in this Vision, the types of growth and development, which occur in Nassau County in the future, will have significant impacts on the financial abilities of the County to pay for current and future activities. Some very difficult choices will have to be made in order to ensure Nassau County maintains its current quality of life, pay for future growth, and ensures a continuation of the quality of life so important to residents.

- » Type of Growth Determines Fiscal Impact
- » Not all land uses are created fiscally equal.
- » Certain land uses yield a higher fiscal benefit to Nassau County.
- » At current expenditure levels, typical residential land uses do not pay for themselves unless at very high price points.
- » Office, retail, and industrial land uses have the ability to generate positive fiscal benefit.
- » Mixed-use development also has the ability to generate a positive fiscal benefit for the County.

	Total	NPV
1 Single Family Home	-$16,530	-$11,885
50K sf Office	$888 425	$225,642
100K sf Retail	$13,548,801	$4,830,850
50K sf Industrial	$471,895	$48,957
100 Single Family Homes	-$1,653,043	-$1,188,506
Mixed Use Development	$11,819,642	$3,482,675

Source: Fishkind & Associates, August 2007, Proposal, "Fiscal Sustainability after Tax Reform," and "Nassau County Fiscal Sustainability Study," Fishkind & Associates, Inc., September 2, 2008.

NASSAU COUNTY2030 COMPREHENSIVE PLAN

Below are specific Goals and Strategies identified in the 2030 Comprehensive Plan which are implementable via the William Burgess District and by extension the Nassau Crossing PUD.

Policy FL.08.04
The County shall discourage Urban Sprawl by requiring higher density compact development to occur in areas that are planned to be served by public facilities, providing for sound and cost-efficient public facility planning. It will also require lower density development to occur in areas that are environmentally sensitive or in areas that are not planned to receive a high level of public facilities or services.

Policy FL.08.05
The Land Development Code shall provide incentives to direct commercial and multi-family residential uses into clustered or nodal development patterns, that eliminate or reduce strip or ribbon development following major County or state roads.
Policy FL.08.06

Policy FL.08.06
The Land Development Code shall provide incentives to encourage new residential and commercial development in rural and transitioning areas to accomplish the following:

A. Develop in a pattern that is a logical extension of existing urban development patterns avoiding leapfrog or scattered development.
B. Develop in clustered or nodal patterns, eliminating or reducing strip-style development along arterial and collector roads.
C. Develop in a pattern that enhances the potential for the extension and maximization of central (regional) water and sewer systems.
D. Contribute to the development of mixed-use communities that provide for integrated residential and employment opportunities; and provide for civic and public facilities including emergency medical, fire protection and police facilities. parks and other recreational facilities, schools, hospitals and other public or institutional uses.
E. Minimize the potential impact of urban development on the agricultural productivity of the areas.
F. Where appropriate, use enhanced standards to create urban-level infrastructure and design elements for new development, including but not limited to streets, stormwater management facilities, landscaping, and signage.

Policy FL.09.05
The County shall evaluate development plans to ensure that open space is provided for recreation in all proposed residential or mixed use development projects in accordance with the established level of service.

Policy FL.10.01
The Land Development Code shall permit the use of innovative land development techniques and allow for appropriate density bonuses to encourage construction of affordable housing units.

Policy FL.10.06
The Land Development Code shall promote the construction of master planned and mixed use developments by providing incentives such as density bonuses, flexible design standards and funding options for required infrastructure improvements.

COMPREHENSIVE PLAN

POLICY FL.02.05

WILLIAM BURGESS MIXED USE ACTIVITY CENTER OVERLAY

One of the specific goals expressed in the County's Vision 2032 final report is to encourage mixed-use developments designed to accommodate multiple community activities and services in close proximity. By reducing infrastructure demand, mixed-use developments can generate a positive fiscal impact on County's financial resources. It is the County's objective to coordinate community efforts to develop high-value mixed-use developments that achieve this goal.

The William Burgess Mixed Use Activity Center establishes a model activity center that will be designed to create a quality of place that is integral for quality of life, while also serving to alleviate traffic from the State Road 200/ A1A Corridor.

Centered within ½ mile of the intersection of William Burgess Boulevard and the CSX rail line running parallel to U.S. Hwy. 17, development within the William Burgess Mixed Use Activity Center shall promote sustainable, compact mixed use development. It will include residential, commercial, office, and employment-generating uses. It will promote multi-modal transportation including walking, biking, and future transit systems. This includes the identification and reservation of land to support a future commuter rail station.

A) Specific incentives and design guidelines will be adopted into the Land Development Code that will incorporate the following goals and principles for development of this Overlay:

1. A high level of interconnectivity of multiple modes of transportation to redirect traffic and alleviate the burden on SR 200/A1A.
2. Higher density, mixed use development that provides a strong work-life balance and opportunities for affordable housing and economic development.
3. Strong pedestrian and bicycle orientation that also welcomes potential commuter rail along the US Hwy 17 Corridor.
4. High quality public spaces that create opportunities for cultural experiences and outdoor interaction, entertainment, and play for all ages and ability levels.
5. Diversity of land uses, spaces, building types and styles designed to create a sustainable, compact development and community.
6. Serve as a template for the creation of a Mixed Use Future Land Use Category and mixed-use zoning districts that will serve to guide other compact nodes of development.

B) Within the boundaries of this overlay, the High-Density Residential (HDR) and Commercial (COM) Future Land Use Map (FLUM) designations, residential development may be permitted up to a maximum of twenty (20) units per acre, subject to conformance with goals and principles described above and with adopted design guidelines and performance standards in the Land Development Code. It is encouraged this provision issued in conjunction with the Affordable Housing Density Bonus found in Policy FL.01.03.

C) Within the boundaries of this overlay, the High-Density Residential (HDR) and Commercial (COM) Future Land Use Map (FLUM) designations shall have a maximum Floor Area Ratio (FAR) of 2.0. Where residential and non-residential uses are vertically integrated within the same structure, FAR calculation will exclude those portions devoted to residential dwelling units.

D) Impervious Surface Ratio (ISR) requirements for properties within the overlay will be determined on a case-by-case basis. Creation of a master drainage plan is encouraged.

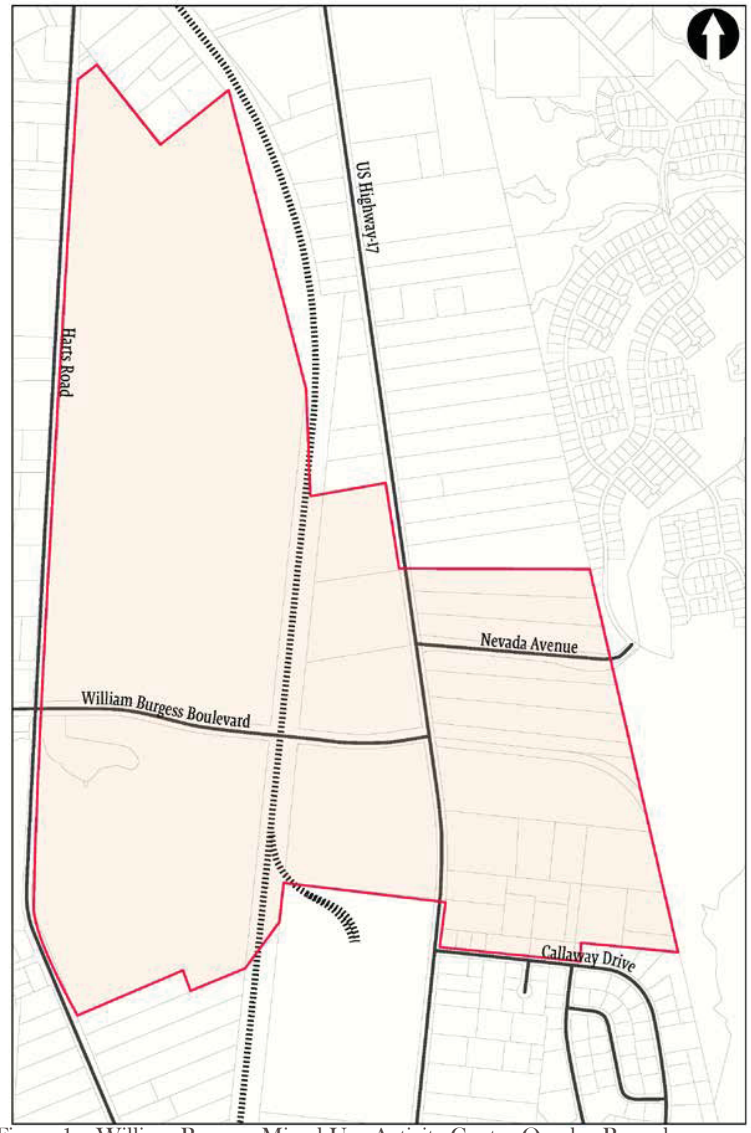


Figure 1. William Burgess Mixed Use Activity Center Overlay Boundary

INTENT

The William Burgess District (WBD) and, by direct extension, the Nassau Crossing PUD represents the 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 placemaking techniques, each element of 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 Crossing PUD were not created within the vacuum of a single tract of land but rather as an integrated component of the greater environment both in a physical and metaphysical manner. 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 nucleus of the WBD and serve as a catalyst for community formation - to create lasting public value.

Fernandina, Florida Depot

St. John's Railway

Train Depot and Post Office - Hilliard, Fl

Royal Poinciana Guest 1896

THEME

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 been 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.

Port of Fernandina

The Archer Florida Depot Late 1800's

Callahan, Fl circa 1880-1890 –
photo credit: West Nassau Historical Society

Orange City, Florida Depot circa 1860

The WBD and Nassau Crossing 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 Crossing PUD be Vintage Railroad. But not just Vintage Railroad, following the philosophy expressed in the critical regionalism movement, but rather Vintage Florida Railroad.

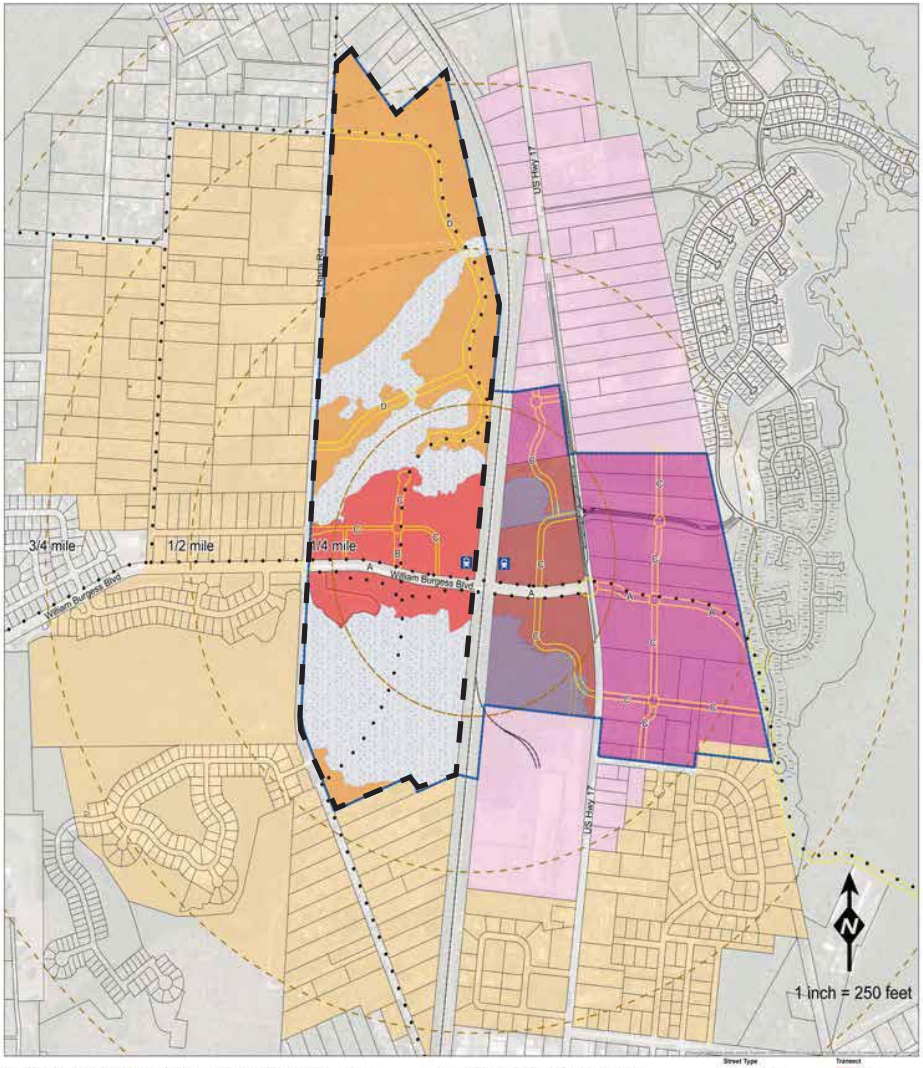
The feel of 'vintage Florida railroad' is captured in the rawness of the material, the grandness and power of the application set within a backdrop of a wild and untamed Florida. A colliding of modern man's greatest advancements and Florida's native magnificence. Beauty and raw power are expressed in both. It is the intent of the WBD and the Nassau Crossing 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 a sense of place while not limiting creativity. See the WBD Vision Book. The application of these themes is further defined in herein.

Train on Main St. in Gainesville, Fl

Water Tower at the
Bryce House, Bryceville, Fl
(Nassau County, Fl)

Putnam House in Palatka, Fl

GENERAL CONDITIONS



William Burgess Mixed-Use Activity Center Overlay
Regulating Plan
June 28, 2017 - Update

Nassau County
Department of Planning
and Economic Opportunity
Florida

William Burgess Mixed-use Activity Center Transect Acreages

Existing	Potential
35 acres - Core 1	137 acres - Future Center
17 acres - Core 2	501 acres - Future Edge
86 acres - Center	
58 acres - Edge	638 acres - Total
79 acres - Conservation	
305 acres	

0 250 500 1,000 1,500 2,000 2,500 Feet

Street Type
A Boulevard
B Main Street
C Commercial Street
D Neighborhood Street
Multi-use Trail Spine
William Burgess A.C. Boundary
TOD Concentric Rings
CSX Rail Line
New Roadways

Transect
Core - 1
Core - 2
Center
Future Center
Edge
Future Edge
Conservation
South Parcel Wetlands
Commuter Rail Station

Figure 2. William Burgess Mixed-Use Activity Center Regulating Plan

Nassau Crossing PUD

The Nassau Crossing Planned Unit Development (PUD) consists of approximately 196.78 acres located to the south of SR 200/A1A, located east of Harts Road to the west of the CSX Rail Line, and to the west of US Highway 17 to the east with William Burgess Boulevard bisecting the property towards the southern end of the property in Yulee, Florida, see Figure 2 (left). The Nassau Crossing PUD will consist of up to three-hundred and fifty (350) single family residential units, four-hundred and fifty (450) multi-family residential units [of which sixty-seven (67)/15% of total multi-family units are to be affordable/workforce housing as defined herein], one-hundred and fifty thousand (150,000) square feet of office space, and one-hundred and fifty thousand (150,000) square feet of retail space. Allowable uses, density, intensities, design standards and development conditions are described in detail herein and in the William Burgess District Vision Book, adopted by Nassau County on December 11, 2017.

The Final Development Plan(s) implementing the Nassau Crossing PUD shall be consistent with William Burgess District Vision Book and the conceptual geometric arrangement and spatial distribution of densities and intensities as depicted in the Preliminary Development Plan, see Figure 17 and 18 on page 29 & 30. The implementation of this PUD shall be consistent with the adopted William Burgess District Vision Book and the design standards, themes and controls defined herein.

The William Burgess District is broken down into transect zones, which are based on the cone of walkability, in order to create a dense, mixed-use development. The "cone of walkability" is centered around the proposed transit station.

1. Village Core - Immediate Transit Oriented Development centered on the proposed commuter rail station and within a ¼ mile to promote walkability, pedestrian orientation and social engagement. The Village Core will feature vertically integrated mixed-use buildings of higher density and intensity standards to promote a vibrant and active nucleus. Site design shall be at a pedestrian scale with buildings oriented to street. For the purpose of this PUD we will focus on Transect Core 1. Key elements for the Village Core include high density mixed use development comprised of commercial spaces, offices and apartments/multi-family housing, public spaces to promote common ownership and allow for interactive social spaces, common urban design characteristics, multi-modal transportation, and interconnected pedestrian networks.
2. Village Center - Begins near the ¼ mile point and extends to approximately ½ mile from the proposed transit facility and commuter rail site and also features a pedestrian orientation with additional street types and parking configurations. The Village Center is also intended to be compact mixed use but at a lesser intensity than the Village Core to provide a transition to the Village Edge with a greater concentration of integrated housing types. For the purpose of this PUD there are no parcels designated as Village Center.
3. Village Edge - The Village Edge begins near the 1/2 mile point and extends to approximately 3/4 mile from the proposed transit facility and commuter rail site. The Village Edge has lower densities and intensities than the Core and Center. The Edge generally accommodates limited neighborhood scale commercial uses and housing in the form of the "missing middle" and the more traditional single family detached home. The Village Edge is still within the cone of walkability and connectivity is vital. Key elements within the Village Edge include diverse housing types, public spaces, urban design to encourage public activity along the streets, interconnected mobility networks including multi-use trails, and a variety of housing types.

The regulating plan also determines street types (see Page 23) , a connected roadway network throughout the entire overlay district, and an interconnected multi-use trail network to allow for multi-modal transportation throughout the corridor.

The Nassau Crossing PUD is intended to promote multi-modal transportation through the provision of transit facilities, integrated multi-use trail system, complete pedestrian/bicycle facilities, and reasonable automobile access. The single family residential portion of the proposed development located within the Edge Transect will have up to three vehicular access points to Harts Road. A multi-use trail running on a north-south axis will provide continuous connectivity from the northwesterly most entrance of the development to the south side of William Burgess Boulevard as depicted at Exhibit "C". A multi-use trail will also be constructed along an east-west axis parallel and adjacent to William Burgess Boulevard. Sidewalks and bicycle facilities will be provided to connect the individual components of the development to the multi-use trail system, transit facilities, recreation areas, retail and office uses, and social spaces.
A significant percentage of the site will be reserved as public space for social and recreation purposes. These areas are differentiated from stormwater management facilities and wetland preservation areas. In Parcel B these public spaces take the form of greens, courtyards, squares, pocket parks, viable sidewalk zones that activate the street, and other similar components of urban design. Multi-use trails, tot-lots, fitness stations, pocket parks, walking paths and similar elements are to be designed into Parcel A. Parcel C will be dedicated to the public as a shared space to promote social, recreation and general community activities. This area will include the requisite improvements to support the intended use. Parking in Core 1 shall be to the side and rear of buildings.

Within the Nassau Crossing PUD, 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. The theme, materials, application of materials and intent as defined in this PUD and the William Burgess District shall control. All development within the Nassau Crossing PUD shall demonstrate consistency with the materials, aesthetic controls, design guidelines, architectural design standards and intensities/densities defined in the Nassau Crossing PUD and the William Burgess District Vision Book.

PHYSICAL CHARACTERISTICS

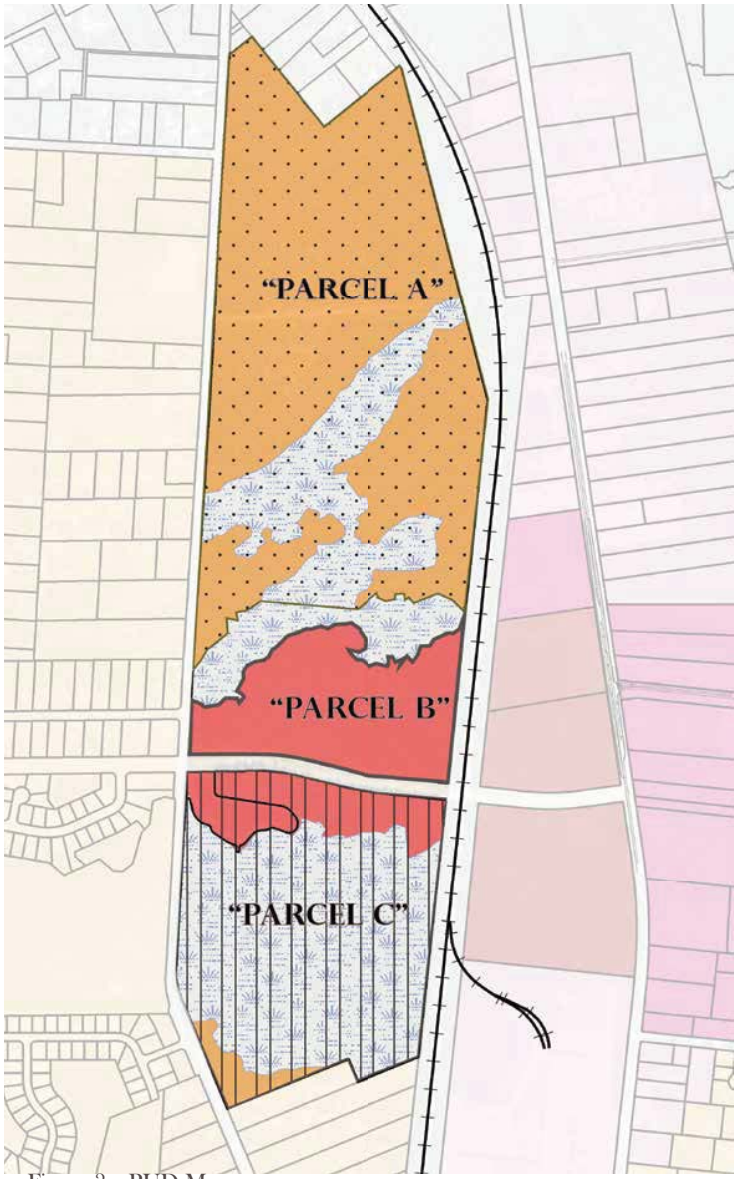


Figure 3. PUD Map

The Nassau Crossing PUD is divided into three parcels based on their transect zones, their future land use, and their designated development type (see Figure 3 - PUD Map).

A. Parcel A:
   1. Transect - Village Edge
   2. FLUM Designation - Medium Density Residential and Conservation 1
   3. Primary Use - Residential
B. Parcel B
   1. Transect - Village Core 1
   2. FLUM Designation - Commercial and Conservation 1
   3. Primary Use - Compact Mixed-use
C. Parcel C
   1. Transect - Village Core 1 and Village Edge
   2. FLUM Designation - Commercial, Conservation 1 and Medium Density Residential
   3. Recreation

1. The site is predominantly pine flat woods with significant wetlands separating the single-family residential portion of the site (Parcel A/Village Edge) from the mixed-use area (Parcel B/Village Core I). The portion of the site south of William Burgess Boulevard is predominantly wetlands except for +/- 11.5 acres of uplands fronting on William Burgess Boulevard and a 3.5 acre parcel fronting on Harts Road at the southwesterly most extent of the development.

2. Soil conditions are not expected to pose any significant limitation on development outside of the jurisdictional wetlands.

PARCEL A (VILLAGE EDGE) INTENDED DEVELOPMENT

"Parcel A" (see Figure 4 - right) will be developed with up to 350 single-family residential dwelling units.

To promote a diversity of housing types and create a more interesting and dynamic development pattern, the applicant at his/her discretion may develop all or a portion of "Parcel A" with any of the following:

- Single-family detached housing,
- Duplex,
- Triplex,
- Quadplex,
- Courtyard apartments,
- Bungalow courts,
- Pocket neighborhoods,
- Town-homes, or
- Live/work units.

Single family detached lots will also come in varying sizes as defined herein.

A change in the Lot layout and/or Lot type as depicted on the Preliminary Development Plan (Figure 17 and 18 on page 29 & 30) that does not result in more than 350 dwelling units in "Parcel A", does not adversely impact the non-vehicular connectivity throughout the WBD, and is consistent with this PUD shall not require an amendment to the PUD. It is encouraged the Applicant explore a diverse product line and lot configuration.

The Final Development Plan for Parcel A shall be submitted for approval within one year of approval of the PUD or within such later date as is approved by the Board of County Commissioners. After initial approval of the Final Development Plan, changes, subject to approval by the Board of County Commissioners, may be made at any subsequent time.

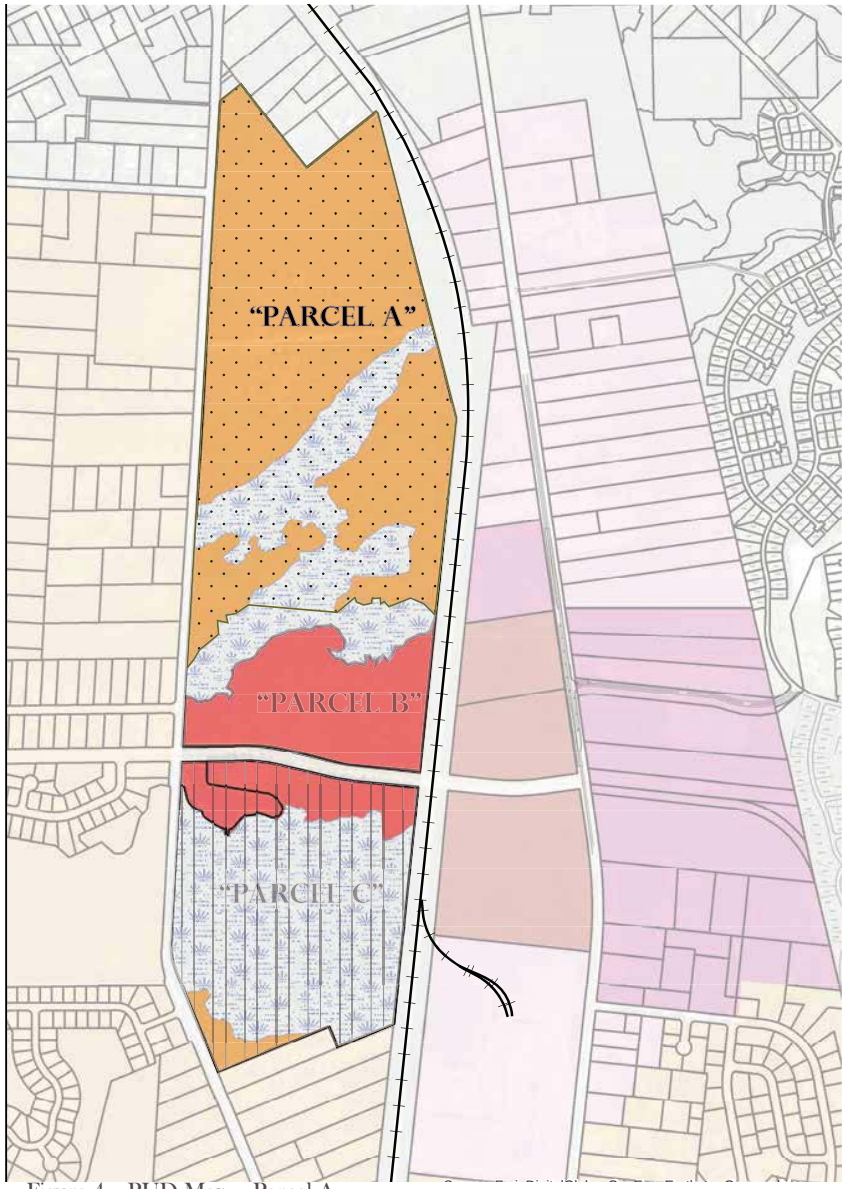


Figure 4. PUD Map - Parcel A

SINGLE FAMILY DETACHED

MINIMUM LOT AREA

The minimum lot areas are: 4,000 s.f., 5,000 s.f. and 6,000 s.f., as designated on the Final Development Plan.

MINIMUM LOT WIDTH

The minimum lot width is 40 feet for 4,000 square foot lots, 50 feet for 5,000 square foot lots, and 60 feet for 6,000 square feet lots, as designated by the Final Development Plan. This is to provide for a variety of home designs and lifestyles.

MINIMUM LOT FRONTAGE

80% of the minimum lot width. On curvilinear streets, the lot frontage may be measured at the front setback line. On cul-de-sacs the frontage shall be at least twenty-five (25) feet.

PEDESTRIAN WALKWAY

All Lots that have a sidewalk or trail running in front of the home shall provide a pedestrian walkway from the front porch to the sidewalk/trail.

MAXIMUM BUILDING HEIGHT

Forty-Five (45) Feet.

MAXIMUM LOT COVERAGE

For a 40-foot lot, the maximum lot coverage is 60%
For a 50-foot lot, the maximum lot coverage is 55%
For a 60-foot lot, the maximum lot coverage is 50%

Final Development Plan for each phase shall indicate that upon completion, no particular lot size shall comprise more than seventy percent (70%) of the total number of lots.

FRONT YARD SETBACK

A ten (10) foot minimum setback from the right-of-way to the lead vertical support of a front porches. Porches shall be required and shall have a minimum setback of 10' and a maximum setback of 15'. * *
A fifteen (15) foot minimum front setback measured from the right-of-way to the lead vertical support of the main body of the home.
However, the front setback to the face of a garage shall be a minimum of twenty feet (20).
Front porches or faux front porches shall be required and shall be set back from the ROW a maximum of 15'. ***

SIDE YARD SETBACK

A five (5) foot minimum side setback on each side measured from the property line.

REAR YARD SETBACK

A ten (10) foot minimum rear setback measured from the rear property line.

CORNER LOTS

On corner lots the secondary frontage shall have a minimum setback of 10'. The side of the home facing the right-of-way for the secondary frontage shall use a combination 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.

MINIMUM SEPARATION

A minimum ten (10) foot separation between structures shall be maintained. Eave encroachments up to 18 inches in all 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.

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, and 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.

Home Type	Lot Size (square feet)	Setbacks			Minimum Lot Frontage	Maximum Building Height	Maximum Lot Coverage
		Front	Side	Rear			
Detached Single Family	4,000	10' - 15' Front Porch, 15' Main house, 20' Garage	5' Each Side	10'	40'	45'	60%
Detached Single Family	5,000	10' - 15' Front Porch, 15' Main house, 20' Garage	5' Each Side	10'	50'	45'	55%
Detached Single Family	6,000	10' - 15'Front Porch, 15' Main house, 20' Garage	5' Each Side	10'	60'	45'	50%
Townhouse, Duplex, Triplex	2,000 (Interior) 3,000 (Exterior)	10' - 15' Front Porch, 15' Main house, 20' Garage	0' (Interior) 5' (Exterior)	10'	18' (Interior) 30' (Exterior)	45'	70%
Pocket Neighborhood*	750 - 2,500	Subject to Review	5' Each Side	Subject to review	Variable****	25'	80%

* Pocket Neighborhood plans must be approved by the Department of Planning and Economic Opportunity, as they have specific design requirements including, but not limited to, communal spaces, shared parking areas and geometric arrangement.
**Alternative architectural elements or design measures may be substituted for the front porch.
***On curvilinear streets or cul-de-sacs the depth/setback of the porch or alternative architectural element/design measure may vary provided the intent is maintained.
****Frontage is typically on a walkway, path, green, courtyard or other similar common area.

TABLE 1: LOT TYPOLOGY CHART

Parcel A (Village Edge Transect)

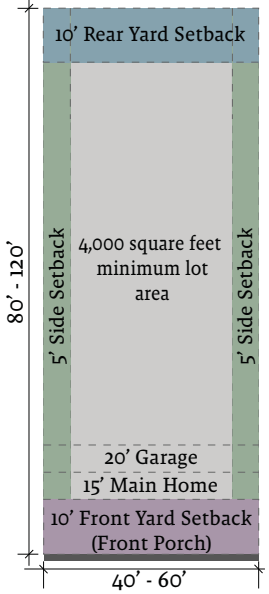


Figure 6. Single Family Detached Setbacks

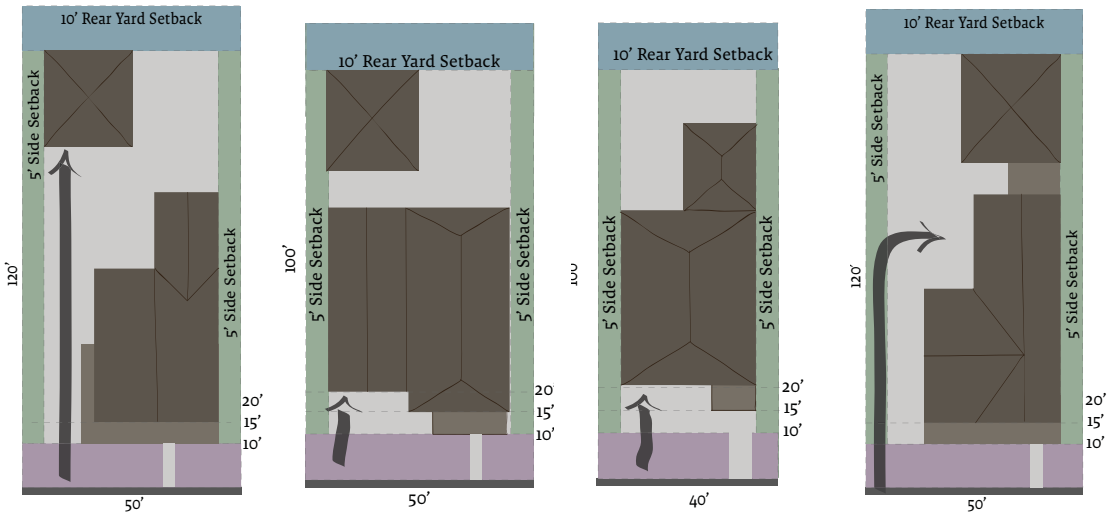


Figure 5. Single Family Detached Design Examples

Parcel A (Village Edge Transect)

TOWNHOUSE DESIGN EXAMPLES

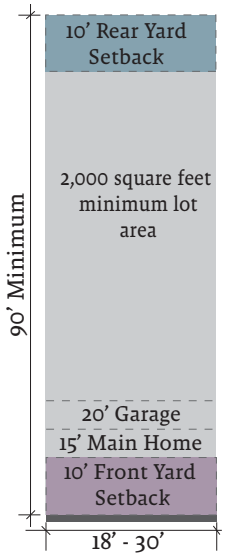


Figure 7. Townhouse Setbacks

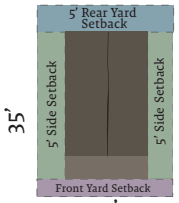


Figure 8. Pocket Neighborhood Design Examples

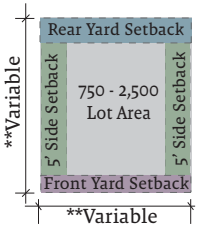


Figure 9. Pocket Neighborhood Setbacks

PROHIBITED ACCESSORY USES

Noncommercial greenhouses and/or plant nurseries and private boat/RV houses or shelters shall not be allowable uses.
For example:

PERMITTED ACCESSORY USES

»Guest houses, accessory dwelling units, carriage houses, garage apartments. These units may have a separate electric meter and water service but shall be maintained under unified ownership. In other words, platted individual Lots cannot be further subdivided to create separate parcels of the accessory dwelling unit. It is encouraged that accessory dwelling units be utilized to accommodate multi-generation housing and diversity in housing stock.

»Mobile homes and model 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.

»Home occupations in accordance with the provisions of Section 28.14 of the Land Development Code shall be the only allowable conditional uses within Parcel "A".

»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.

Setbacks:

a. 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.

PARCEL B (CORE 1) INTENDED DEVELOPMENT

"Parcel B" (see Figure 10 - right) shall be developed as a mixed-use compact node with an emphasis placed providing a healthy mix of residential, retail, office and recreational/social opportunity blended at a pedestrian scale offering a vibrant and sustainable live, work, play environment. It is the intent of "Parcel B" to serve as a socially engaged compact community centered on multi-modal transportation as intently differentiated from the predominant automobile oriented development pattern of the unincorporated areas of Nassau County. It is not the intent of Nassau County or the Applicant that "Parcel B" be developed as single-use development but rather a mix of complementary uses joined through sound urban design techniques and vertically integrated structures.

The entitlements assigned to "Parcel B" include up to four-hundred and fifty (450) multi-family units [of which sixty-seven (67)/15% of total multi-family units are to be affordable/workforce housing as defined herein, one-hundred and fifty thousand (150,000) square feet of office space and one-hundred and fifty thousand (150,000) square feet of retail space. The ratio of uses shall be set to ensure the mixed-use development pattern is executed. At build-out the minimum densities and intensities shall be provided:

- Two-hundred and fifty (250) multi-family units with thirty-eight (38)/15% being affordable/workforce units.
- Forty-five thousand (45,000) square feet of office space
- Forty-five thousand (45,000) square feet of retail space

For the purposes of this PUD affordable/workforce housing shall be defined as eighty percent (80%) of Area Median Income (AMI). At least 50% of the units built in each phase shall be market rate units. Nothing herein prohibits the establishing affordable units at less than 80% AMI.

Development within "Parcel B" shall comply with all aspects of this PUD and the adopted WBD Vision Book.

The Final Development Plan for "Parcel B" shall not be fragmented. The Final Development Plan for "Parcel B" shall include all of "Parcel B", the redevelopment of William Burgess Boulevard to meet the 'Boulevard Street Type' design standard, traffic circle at William Burgess Boulevard and Harts Road and "Parcel C" as necessary to depict integration and master plan for stormwater facilities. Approval of any FDP within the Nassau Crossing PUD and commencement of substantial construction shall vest the entitlements of this Order. Once vested, there shall be no time restriction binding the owner/applicant or successors in title to submit a FDP for Parcel B.

The square footage of the transit station is in addition to the square footages described above.

To the extent feasible, surface level storm water retention facilities will not be located with Parcel B. When feasible, storm water shall be conveyed to Parcel C. The Final Development Plan for Parcel B and Parcel C may be submitted separately. However, the Final Development Plan for either Parcel B or C must include the stormwater management system improvements necessary to support improvements.

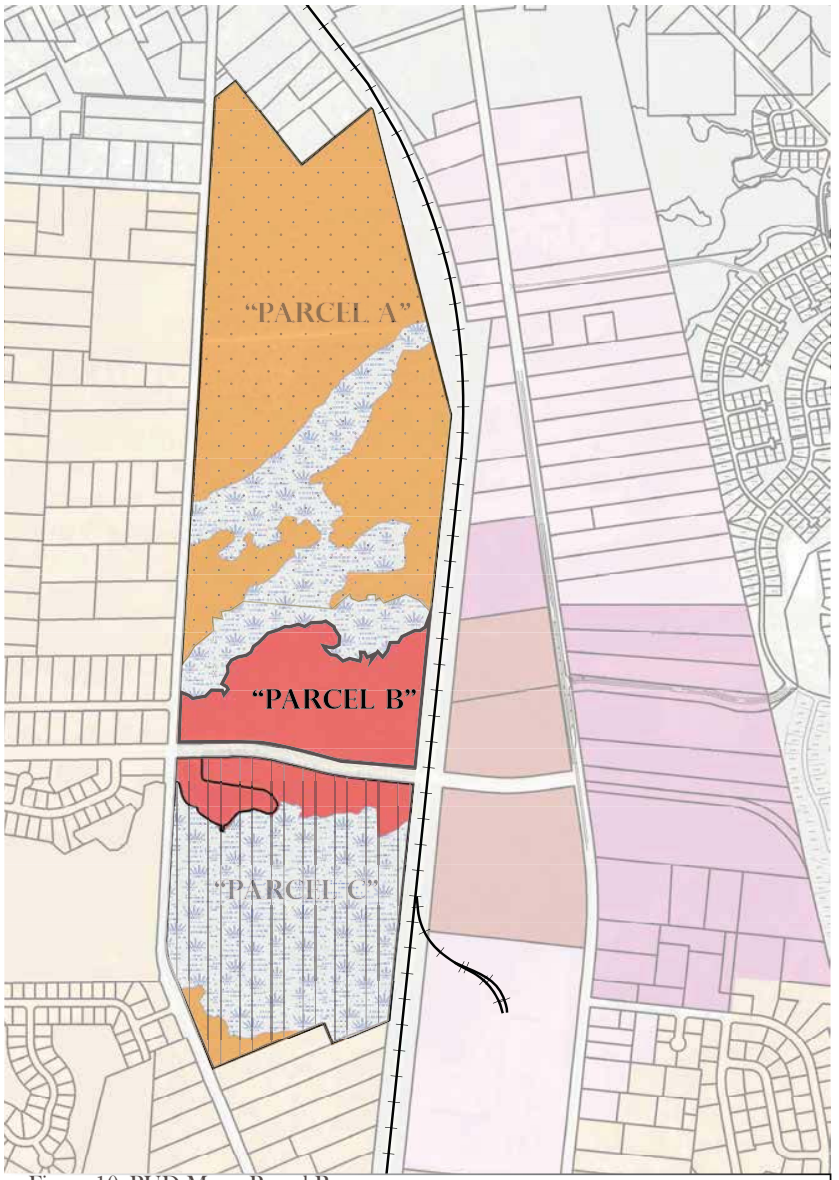


Figure 10. PUD Map - Parcel B

Parcel B (Core 1 Transect)

Design Guidelines/Standards: The intent of the Core I Transect is to promote compact, mixed-use development with integrated public spaces and an urban design character that is centered on multi-modal forms of transportation including bus transit and commuter rail in addition to strong pedestrian and bicyclist orientations. The following design guidelines/standards shall control development in "Parcel B". The following are consistent with the adopted WBD Vision Book.

1. Maximum block size:
   Block widths shall not be over two-hundred feet (200'). A pedestrian pass-through measuring at least 40' in width that provides pedestrian access to a publicly accessible courtyard, square, green or other similar public space designed to encourage social activity and provide for a sense of shared space may serve to define a block. These public spaces are intended to be outside rooms that may be used for dining, entertainment, meeting space, pocket parks, community functions or any other similar use provided said space is available to the general public and is generally open and inviting.

2. Minimum Lot Requirements:
   No minimum/no maximum

3. Building Restrictions:
   (a) Width: In accordance with the maximum block size, single buildings shall have a maximum width of approximately two-hundred (200) feet. All buildings shall adhere to the architectural design standards defined herein and within the William Burgess Vision Book.
   (b) Height:
      i. Maximum height shall be sixty (60) feet or 5 stories.
      ii. Minimum height shall be 2 stories. Faux 2nd stories are prohibited unless approved by the Planning and Zoning Board at a publicly noticed meeting. The Planning and Zoning Board shall determine the appropriateness of the request based on the intent of the William Burgess District.
   (c) Floor Area Ratio (FAR)
      i. Maximum FAR of two(2).
      ii. Where residential and non-residential uses are included within the same structure, floor area ratio will exclude those portions devoted to residential dwelling units.
   (d) Setbacks:
      i. Front: 0' – 15'(max 15' from right-of-way/build to line at 15'). In other words, buildings shall not be setback from the ROW more than 15'. As depicted in Figures 17 and 18 on pages 29 & 30, in certain instances where the curvature of the roadway and the architectural styling results in a greater setback, reference the northeast corner of William Burgess Boulevard and the 'Main Street', 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.
      ii. Side: 0'
      iii. Rear: 0'
   (e) A minimum of 85% of block width on the Boulevard and Main Street street types, shall be building frontage.

4. Lot Coverage:
   (a) Maximum Impervious Surface Ratio(ISR): ISR will determined on a case-by-case basis. 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 the developable portion of Parcel B shall not exceed 90%.

5. Cross-access
   (a) All non-residential, multi-family and mixed-use projects shall be designed to allow for vehicular cross access to adjacent non-residential, multi-family and mixed-use properties. Where there are stub-outs on adjoining properties, the site under review shall complete the connection. Where a vacant lot/tract of land with a Commercial, Industrial, High Density Residential or Multi-use FLUM designation is adjacent to the site under review, the cross access stub-out shall be constructed to the property boundary with the initial site development or appropriate phase of the project as determined by the Development Review Committee.

6. Utilities
   See Page 25.

7. Signage
   (a) See Page 26 and 37
   (b) The examples provided on pages 26 and 37 shall control signage permitted within the Nassau Crossing PUD.

8. Lighting
   (a) Lighting shall be consistent with the WBD and Nassau Crossing aesthetic/theme and applied through a unified lighting program adopted as part of the Final Development Plan for Parcel B and C. The unified lighting program shall be adopted with the first Final Development Plan for Parcel C or Parcel B
   (b)Upon adoption of a unified lighting program for the WBD all lighting shall be consistent with the adopted lighting program.
   (c) All sidewalks and multi-use trails shall be lighted to enhance usability and security subject to approval by the County Manager

9. Alcohol
   Within the WBD and Nassau Crossing 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.

10. Trails, Streets and Pedestrian Facilities
   (a) See pages 19, 20, 23 & 24 for additional detail.
   (b) All new development and redevelopment shall provide pedestrian cross connectivity throughout the WBD in the form of sidewalks or multi-use trails.
   (c) As approved by the Public Works Director of Nassau County, streets may be constructed at widths beneath the minimum standard defined in the Road Way and Drainage Standards of Nassau County to promote form and walkability.
   (d) Narrow streets/travel lanes are encouraged. See page 24.

11. Public Spaces
All development within the Core 1 Transect shall provide pubic spaces in the form of greens, courtyards, squares, plazas or similar spaces designed to encourage social activity and provide for a sense of shared space. These public spaces shall be interconnected by orientation or pedestrian facilities. These public spaces are intended to be outside rooms that may be used for dining, entertainment, meeting space, pocket parks, community functions and other similar activities which are open to the public. It is the intent that the public spaces within Parcel B are linked to provide a vibrant interconnected District of activity.

12. Parking
   (a) On-site parking shall not exceed 110% of the minimum requirement defined in Article 31 LDC.
   (b) Within the Core 1 Transect the minimum parking requirements are 50% of that defined in Article 31 LDC.
   (c) Parking requirements can be further reduced through the provision of on-street parking and shared parking facilities/agreements. Shared parking agreements and on-street parking are strongly encouraged. On-site surface parking is discouraged.
   (d) The shared parking facility depicted within the land reserved for a Transit Facility is intended to be utilized to off-set parking within the Core Transect and is encouraged to be utilized by the entities located within the Core Transect, guests, transit riders and others. It is the intent of the Applicant and Nassau County the shared parking area be utilized in conjunction with all development within the Core Transect.
   (d) All on-site parking shall be located behind or beside the primary structure and screened from the street. Parking shall not be located between the street and the primary structure. Parking lots shall not be located in any required yard (setbacks).
   (e) To the extent possible, surface parking within the Core 1 Transect should be minimized to maintain the density/intensity standards and general form of the Transects. Parking shall be provided through on-street parking and shared parking facilities to the maximum extent possible.
   (f) 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 a project from meeting the perimeter landscape buffer requirements defined in Section 37.05 LDC - see Section 15.

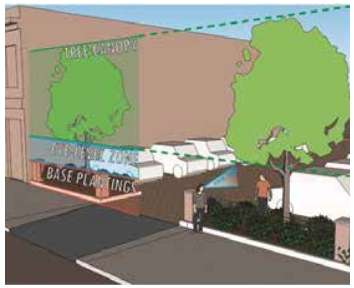


Diagram 1

13. General Architectural Design Standards

(a) Building Orientation:

Buildings shall be oriented so as to enhance the appearance of the streetcape. 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:

i 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.

ii 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.

iii 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 overall WBD theme. It is not intended these features to be developed as individualistic signage.

iv 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.

v 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.

vi 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.

vii Ornamental and structural architectural details, such as bays, columns, gables, belt courses, lintels and pilasters shall be applied.

Do This

Not This

Do This

Not This

(b) Building Transitions:

Façade and height transitions between buildings are key elements in creating and maintaining an attractive streetscape. Height and scale of a new development and redevelopment shall be compatible with that of surrounding development, provided such surrounding development complies with the standards set forth in this section. The following transitional techniques shall be applied to new development and redevelopment when within three hundred (300) feet of an existing building.

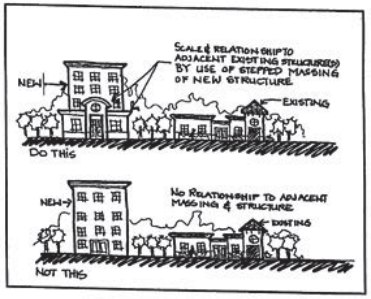


Diagram 2

i 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.

ii The pattern of placement, proportions, and materials of windows and doors shall be harmonious with surrounding structures.

iii The ratio of wall surface to openings and the ratio of width and height of windows and doors shall be consistent and compatible with surrounding structures.

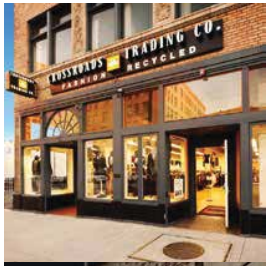
(c) Exterior Materials and Colors:

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:

i The exterior design of all new structures must incorporate at least two (2) of the following elements:
- Color change
- Texture change
- Material change
- Pattern change
- Architectural banding

ii 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 examples herein and not exceed 10% of the façade without approval of the Planning and Zoning Board.

iii Building materials and colors shall be consistent around the entire building. Exceptions to



Parcel B (Core 1 Transect)

(d) Roof design:

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.

i 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.

ii Application of such roof-like features shall be accomplished in such a manner as to minimize 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.

iii If flat roofs are utilized, the roof shall be surrounded on all sides by a continuous parapet wall and shall have the bulk and mass so as to appear structural in nature. In no instance shall the parapet height exceed 1/3 of the supporting wall height.

iv 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 roof-line. Such change shall be a minimum of three (3) feet.

v Towers are recommended on buildings which terminate street vistas.

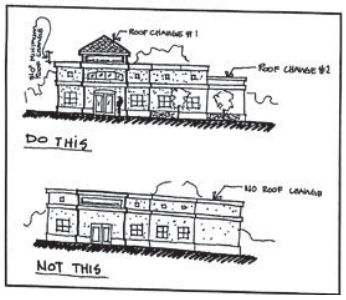


Diagram 3

Do this

Notice the difference between the roof elements that are of a scale and mass to appear structural in nature. The example to the right fails to provide roof elements of a mass and scale to appear structural.

Not this

Do this

Roof elements are of a mass and scale to appear structural.

(e) Windows/Transparency and Entryways: Windows and entryways shall be designed in accordance with the techniques listed below:

i For all buildings fronting a street with non-residential uses on the ground floor, a minimum of 60% of the area between 2' and 8' vertically shall be transparent. For stories above the ground that contain non-residential uses, a minimum of 25% of the facade shall be transparent.

ii 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.

iii 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.

iv Entryway design shall incorporate hardscape features such as low walls, decorative paving, water features and the like.

v Entryway areas shall be provided with structural or vegetative shading features and benches or other seating components are encouraged.

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

vii Solid security gates or roll-down security window/door covers are prohibited.

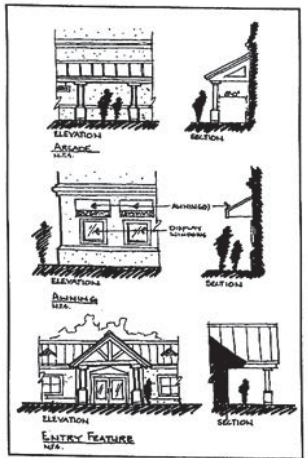


Diagram 4

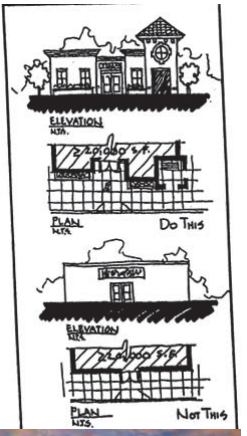
(f) Projections, Recesses and Massing:

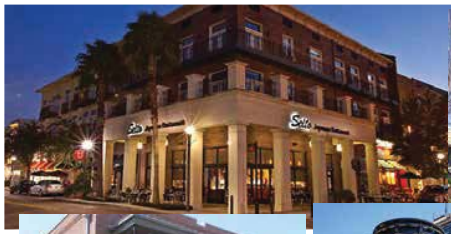
Projections, recesses, and massing: In order to eliminate unadorned big box development and create structures and facades oriented towards the scale of the pedestrian, new development shall conform to the following requirements:

i The exterior design of all new structures must incorporated at least four (4) of the following features:

(1) Canopies or porticos
(2) Arcades (8 ft. minimum width)
(3) Raised cornice parapets over windows, doors, roofline
(4) Peaked roof forms
(5) Arches
(6) Clock towers, bell towers, cupolas and the like
(7) Reveals, offsets or projecting ribs, through a change in plane of no less than twelve (12) inches in width
(8) Building setbacks or projections, a minimum of three (3) feet in width on upper level(s)

Diagram 5





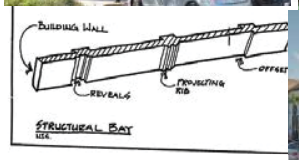


Diagram 6

14. Section Walls and fences

(a) 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.

(b) 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 in to the design of the site.

(c) Chain-link fencing is prohibited.

Parcel B (Core 1 Transect)

15. Landscaping and Streetscaping (see also page 27):
    (a) All sites shall meet the minimum standards for landscaping defined in Sec. 37.05 of the Nassau County Land Development Code unless expressly stated otherwise in the Nassau Crossing PUD or WBD Vision Book. The Planning and Zoning Board may waive or modify aspects of the landscape requirements when demonstrated to be directly implementing the supplemental design guidelines and intent of the WBD Vision Book pursuant to subsection 15 on page 15 of the Nassau Crossing PUD. The Planning and Zoning Board will consider the intent of the WBD, the relationship of the building/landscape material to the street, and impact to other properties. Financial implications on the applicant/site developer shall not be considered.
    (b) A streetscape plan shall be submitted with each application for development. The streetscape plan shall depict the sidewalk zones and correlating features such as, but not limited to, street furniture, street trees, pedestrian areas and on-street parking. Native canopy trees shall be provided along all streets spaced no more than thirty (30) feet on-center. See the typical cross sections and sidewalk zones provided for on page 23 Figure 16.
    (c) Native canopy trees shall be planted along pedestrian and bicycle facilities at a spacing of no more than thirty (30) feet on-center to provide shading and define the non-automobile spaces.
    (d) Where possible and appropriate, landscaping should be native and wild in expression allowing the natural/native under-story to flourish. Incorporating swaths of natural vegetation into a project design is encouraged.
    (e) All landscaping shall have permanent irrigation.
    (f) Building walls that are 25' in length with no windows or a pedestrian pass-through shall utilize landscaping, in addition to architectural elements described in the Nassau Crossing PUD and WBD Vision Book, to soften the facade.
    (g) Landscaping shall be placed on the outside of any wall to provide visual interest.
    (h) The use of planters, tree wells and other similar elements of urban design shall be incorporated into the landscape program.
    (i) All public/social spaces, including but not limited to, greens, courtyards, squares, etc, shall incorporate landscape programs, in addition to architectural element such as pergolas, into the design in such a manner that the space is aesthetically inviting and provides shade to encourage use.

16. Variations, Waivers and Interpretation
    (a) Variations and Waivers
    Request for variations and Waivers to the WBD supplemental design guidelines and the design guidelines and standards defined in the Nassau Crossing PUD shall be considered by the Planning and Zoning Board. Request for a waiver or variation shall be submitted to the Department of Planning and Economic Opportunity. The request for a waiver or variation shall include the material necessary for Planning and Economic Opportunity staff to review and make a recommendation to the Planning and Zoning Board. The request shall, at a minimum, induce the following:
        i Thorough narrative describing the nature of the request and reason the request is necessary to make reasonable use of the land/building/site in question. the site planshall incorporate enough of the WBD to provide context for the requested variation or waiver.
        ii Site plan. A site plan shall include the subject property and the necessary areas of the surrounding lands to determine the interrelationship of the WBD.
        iii Building elevations.
        iv Facade treatment details.
        v Material list.
        vi Streetscape plan
        vii Landscape plan
        viii Any other material deemed necessary by PEO staff or the Planning and Zoning Board to adequately review and make an informed decision as to the request.

    Upon receipt of a complete packet, the Planning and Zoning Board shall consider the request for a variation or waiver within 90 days of the request being made, or the first regularly scheduled meeting thereafter. The meeting at which the Planning and Zoning Board hears the request shall be publicly noticed. The Planning and Zoning Board shall base their decision on the following:
        i A variation or waiver to these design guidelines and standards shall only be issued upon a finding the request maintains the intent of the WBD as described in the WBD Vision Book and the Nassau Crossing PUD.
        ii The variation or waiver does not compromise the development form defined in the WBD supplemental design guidelines, WBD Vision Book or Nassau Crossing PUD.
        iii The variation or waiver does not adversely impact adjacent properties or the relationship of the building/site to other buildings, development sites, public spaces or interaction/engagement with a street.
        iv The variation or waiver does not adversely impact mobility, access to other sites, amenities, public spaces or transportation options.
        v Financial implication on the owner/developer is not a criteria of consideration by the Planning and Zoning Board.

(b) Interpretations
    Questions of interpretation, intent and application of the design guidelines and standards defined in the WBD Vision Book and Nassau Crossing PUD shall be addressed to the Planning and Zoning Board. In cases of conflict, the Planning and Zoning Board shall have authority to render determinations of consistency, or lack thereof, with the WBD Vision Book and Nassau Crossing PUD.

Diagram 7

Diagram 8

ART WORK NOT COMPLETE

Diagram 9

PARCEL C/CORE 1, VILLAGE EDGE INTENDED DEVELOPMENT

"Parcel C" (see Figure 11 - right) measures approximately fifty-eight (58) acres, 15 acres of 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 serve as an extension of the public and social space provided within "Parcel B" and facilitate day-to-day social interaction. The improvements to "Parcel C" are intended to be engaging and serve as the social nucleus of the development and provide space for recreating, festivals, community events, farmers markets and the-like.

Improvements will include those necessary to facilitate the intent of "Parcel C", such as, but are not limited to a combination of:

- Multi-use trails, boardwalks, nature trails, and viewing platforms;
- Manicured and irrigated grassed lawns to support free play, community events/festivals and informal field sports, multi-use space for festivals, farmers markets and community events;
- Children's play equipment;
- Restrooms;
- Picnic areas;
- Gazebos;
- Frisbee golf;
- Outdoor fitness stations,
- and other similar improvements.

Surface parking is prohibited within the boundary of Parcel C. All parking to support Parcel C shall be in the form on on-street parking consistent with the Boulevard Street Type defined in the street types exhibit on page 23 figure 16 and conceptual design depicted in the Preliminary Development Plan. Provided however, prior to the redevelopment of William Burgess Boulevard, parking may be provided in grassed areas on Parcel C and/or grassed or paved areas on Parcel B. Compliance with the Florida Accessibility Code/Americans with Disabilities Act will be addressed at the time of construction.

Development within Parcel C shall comply with all aspects of the PUD and the WBD Vision Book.

The Final Development Plan for "Parcel C" shall be submitted for approval within one year of approval of the PUD or within such later date as is approved by the Board of County Commissioners. After initial approval of the Final Development Plan, changes, subject to approval by the Board of County Commissioners, may be made as deemed appropriate.

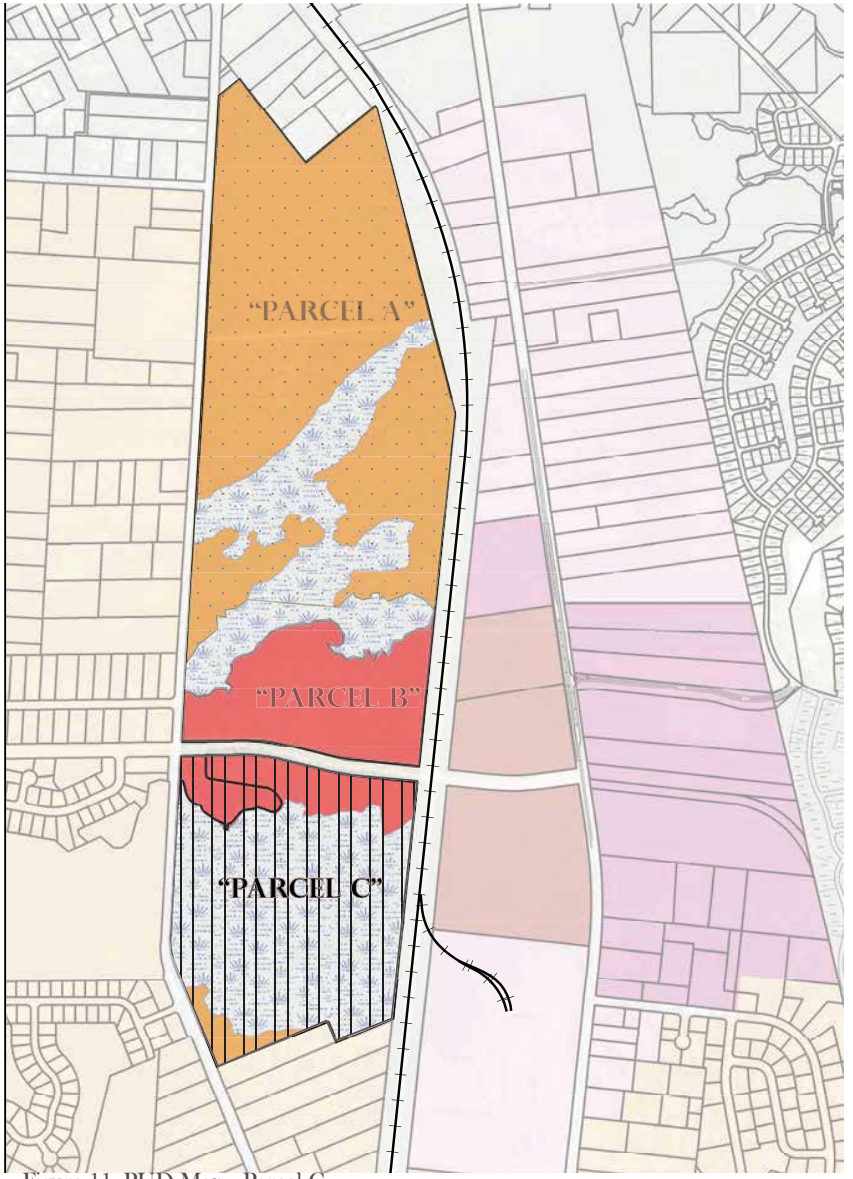


Figure 11. PUD Map - Parcel C

RECREATIONAL AMENITIES

GENERAL

1. The time frames specified herein for completion of the recreational improvements in "Parcel C" shall be the later or ten (10) months after the Applicant has received approval from Nassau County for the plans for the improvements required to be constructed by the applicant or the time specified in the Phasing and Timing section on the following page.
2. The improvements triggered in the phasing schedule defined in this PUD shall be included with the correlating Final Development Plan and Site Engineering Plan which causes the respective threshold to be tripped.
3. To off-set impacts to the public park system and meet the intent of the development program the Applicant shall provide public recreational amenities as described in this PUD and the conceptual design of Parcel C as depicted in Figure 12 on page 18.
4. If no improvements are made within Parcel C within a ten (10) year period from approval of the Nassau Crossing PUD, Ownership of Parcel C shall revert back to the Applicant.
5. Nothing herein shall prohibit contributions by other developers within the WBD from constructing or causing to be constructed amenities within the park.
6. Parcel C shall be dedicated via an instrument approved by the County Attorney prior to the approval of the first Final Development Plan for Parcel A. The instrument conveying title to the land shall include provisions which limits the use of Parcel C to public recreation and community based social purposes. A separate agreement between Nassau County and the Applicant will be executed prior to the Final Development Plan which includes a portion of Parcel C. The agreement will address the ten (10) year reverter clause and management/maintenance responsibilities and development limitations of Parcel C.
7. 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 with Parcel A.

PHASING AND TIMING

A. Phase I
   I. Phase I is defined as the earlier of the following:
      a. The issuance of the 100th Certificate of Occupancy, or,
      b. 100th multifamily unit is given a Certificate of Completion, or,
      c. 30,000 square feet of non-residential space is issued a Certificate of Occupancy or Certificate of Completion.
   II. Prior reaching the above threshold the following shall occur:
      a. The Applicant shall clear, grub, level, seed or sod, and irrigate the open field area located in Parcel C and identified in the conceptual design of Parcel C (Figure 12).
      b. Provide a temporary, handicap parking area, and grassed parking area in proximity to the open play field. The location of the parking will be decided at the time of construction. Nothing herein shall prevent Nassau County from using unimproved areas within the William Burgess right-of-way for parking or in Parcel B with the Applicant's agreement. The driveway shall meet the requirements of the Roadway and Drainage Standards and applicable ADA requirements.

B. Phase II
   I. Phase II is defined as the earlier of the following:
      a. The issuance of the 200th Certificate of Occupancy, or,
      b. 200th multifamily unit is given a Certificate of Completion, or,
      c. 60,000 square feet of non-residential space is issued a Certificate of Occupancy or Certificate of Completion.
   II. Prior reaching the above threshold the following shall occur:
      a. Within Parcel C, as generally depicted in Figure 12, the Applicant shall construct or cause to be constructed a children's play area and a tot lot (with age separation), bicycle racks, restroom facilities, water fountain, at least one covered gazebo/structure. All improvements are to be consistent with the WBD/Nassau Crossing aesthetic/theme.
      b. Completion of the internal looping trail system within Parcel C as depicted in Figure 12.

C. Phase III
   I. Phase III is defined as the earlier of the following:
      a. The issuance of the 350th Certificate of Occupancy, or,
      b. 250th multifamily unit is given a Certificate of Completion, or,
      c. The issuance of the final Certificate of Occupancy based on the final phase of the final recorded plat in Parcel A, or,
      d. 100,000 square feet of non-residential space is issued a Certificate of Occupancy or Certificate of Completion.
   II. Prior reaching the above threshold the following shall occur:
      a. The Applicant shall construct or cause to be constructed two youth soccer fields and associated supporting infrastructure as depicted in Figure 12. The play fields shall be elevated and crowed to create a level and dry playing surface. The fields shall be constructed with a crown running along the center line, goal to goal, at a slope between 1% and 1.75%.
      b. A series of at least five outdoor fitness station within the area depicted in Figure 12.
      c. At least one(1) additional gazebos/covered area and three (3) picnic stations.
      d. Complete the trail system depicted in Figure 12.

D. Phase IV
   I. Phase IV is defined as the earlier of the following:
      a. The point in time, regardless of the above phasing schedule, when William Burgess Boulevard is redeveloped in accordance with the Boulevard Street Type as defined herein and within the WBD, or,
      b. 350th multifamily unit is given a Certificate of Completion, or,
      c. 150,000 square feet of non-residential space is issued a Certificate of Occupancy or Certificate of Completion.
   II. Prior reaching the above threshold the following shall occur:
      a. The Applicant shall clear, grub, level, seed, sod and irrigate the outdoor social space as depicted in Figure 12.
      b. Shall construct viewing platforms as depicted in Figure 12.

JOHNNY CARSON PARK
BURBANK, CA

WHITNALL HIGHWAY PARK
BURBANK, CA

Lands within utility corridors can be utilized as amazing neighborhood parks and social space. Burbank, CA has many excellent public parks within utility corridors

Figure 12. William Burgess Community Park Design

EXAMPLES OF PARK AMENITIES

MULTI-USE TRAIL

GENERAL

a. Where not specified herein, all required bicycle and pedestrian facilities, including Sidewalk Zones as depicted by Street Types defined in Figure 16 on Page 23, shall be constructed contemporaneously with the adjacent site development.
b. In lieu of providing sidewalks on both sides of each roadway as required in Section 11.7 of the Roadway and Drainage Standards, the pedestrian and bicycle circulation plan described herein and illustrated in the Preliminary Development Plan shall control. See Figures 17 and 18 on Pages 29 and 30.
c. Sidewalks, Sidewalk Zones and bicycle facilities shall be provided to connect the individual components of the development to the multi-use trail system, transit facilities, recreation areas, retail and office uses, and social spaces. See Figure 14 on Page 20.
d. The design of the multi-use trail system, sidewalks and bicycle facilities shall be responsive to the placement of utilities and street trees. Utility placement is discussed in the County Fees section of this order, see Page 25.
e. Golf carts are permitted to operate on the multi-use trail system within the boundary of the Nassau Crossing development.
f. Sidewalks shall be a minimum five (5) feet in width. This is differentiated from the Sidewalk Zone which is of significantly greater width.
g. All multi-use trails, boardwalks, sidewalks and bicycle facilities must exhibit a high level of connectivity that best serves the pedestrian, bicyclist and golf cart driver within the Nassau Crossing PUD and providing for connectivity to the greater WBD.
h. All segments of the multi-use trail system shall be open to the general public.
i. All multi-use trails shall meet the specifications for sub-base, depth and width of asphalt or concrete as defined in the Typical Cross-Section show in Figure 13. The Director of Public Works may approve an alternative sub-base standard if deemed appropriate.
j. The Applicant shall be responsible for survey and construction cost of off-site trail segments required by this order, as shown in Figure 14.
k. Nassau County will coordinate with other government agencies and utility providers to facilitate the construction of the trail system.
l. Sidewalks shall be provided on both sides of all roadways. In cross-sections that include a multi-use trail, a sidewalk shall not be located on either side of the roadway in Parcel A to encourage use of the multi-use trail.

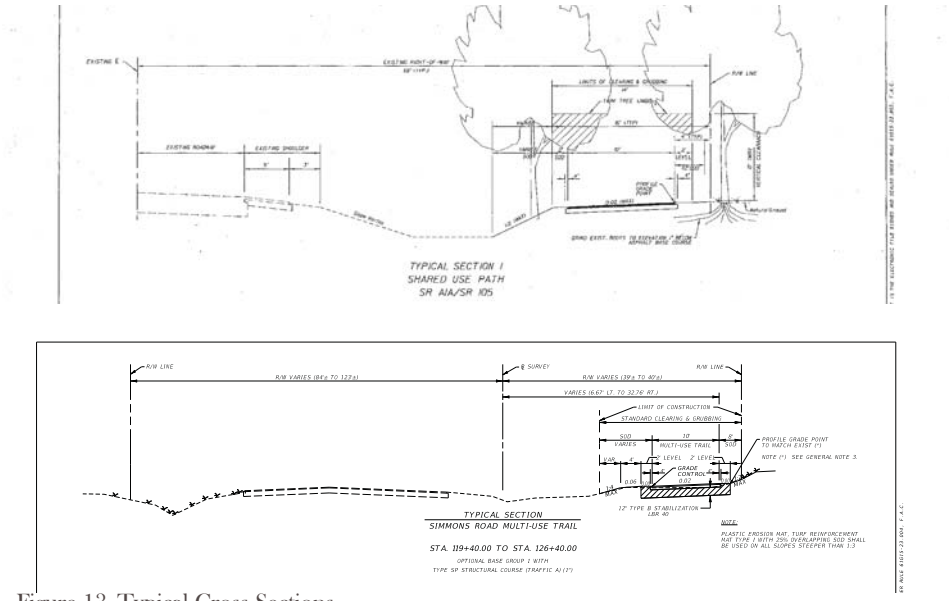


Figure 13. Typical Cross-Sections

PHASING AND TIMING

A. Phase I
   I. Phase I is defined as the earlier of the following:
      a. The issuance of the 100th Certificate of Occupancy, or,
      b. 100th multifamily unit is given a Certificate of Completion, or,
      c. 30,000 square feet of non-residential space is issued a Certificate of Occupancy or Certificate of Completion.
   II. Prior reaching the above threshold the following shall occur:
      a. The Applicant shall construct or cause to be constructed a multi-use trail running on a north-south axis providing for continuous connectivity from the northwesterly most entrance of the development to the intersection with the trail segment running on an east-west axis described in subsection (b) below. See Figure 15. The exact location of the trail through Parcel B may shift but shall be designed in such a manner as to provide easy accessibility to residents and the general public.
      b. The Applicant shall construct or cause to be constructed a multi-use trail along an east-west axis parallel to William Burgess Boulevard within Parcel C as generally depicted in Figure 14.

B. Phase II
   I. Phase II is defined as the earlier of the following:
      a. The issuance of the 200th Certificate of Occupancy, or,
      b. 200th multifamily unit is given a Certificate of Completion, or,
      c. 60,000 square feet of non-residential space is issued a Certificate of Occupancy or Certificate of Completion.
   II. Prior reaching the above threshold the following shall occur:
      a. The Applicant shall construct or cause to be constructed an elevated boardwalk with a minimum width of eight(8) feet between pylons/rails crossing the wetland within Parcel C as depicted in figure 12 on page 18 or, in the alternative, a multi-use trail running parallel and adjacent to Harts Road from the intersection with William Burgess Boulevard accessing the southwesterly most extent of Nassau Crossing PUD unless environmental and/or topographical constraints cause the facility to be narrowed. In no instance shall the pedestrian facility be less than five(5) feet in width. The trail may be constructed on either the east or west side of Harts Road. See Figure 14 on page 20.

C. Phase III
   I. Phase III is defined as the earlier of the following:
      a. The issuance of the 350th Certificate of Occupancy, or,
      b. The issuance of the final Certificate of Occupancy based on recorded plat in Parcel A, or,
      c. 250th multifamily unit is given a Certificate of Completion, or,
      d. 100,000 square feet of non-residential space is issued a Certificate of Occupancy or Certificate of Completion.
   II. Prior reaching the above threshold the following shall occur:
      a. The Applicant shall construct or cause to be constructed a multi-use trail from the intersection of William Burgess Boulevard and Harts Road north within the right-of-way of William Burgess Boulevard to the Cook property depicted in Figure 14.

D. Phase IV
   I. Phase IV is defined as the earlier of the following:
      a. The point in time, regardless of the above phasing schedule, William Burgess Boulevard is redeveloped in accordance with the Boulevard Street Type as defined herein and within the WBD, or,
      b. 350th multifamily unit is given a Certificate of Completion, or,
      c. 150,000 square feet of non-residential space is issued a Certificate of Occupancy or Certificate of Completion.
   II. Prior reaching the above threshold the following shall occur:
      a. The Applicant shall construct or cause to be constructed a pedestrian crossing of the rail-line at the intersection of the rail road right-of-way and the right-of-way of William Burgess Boulevard. See Figure 14.

Lands within utility corridors can be utilized as amazing trail corridors and connect greenways, public spaces and public parks.

Whitnall Hwy Park
Burbank, CA

Little Tennessee Trail
Franklin, NC

Cherry Creek Trail
Denver , CO

Multi-Use Trail

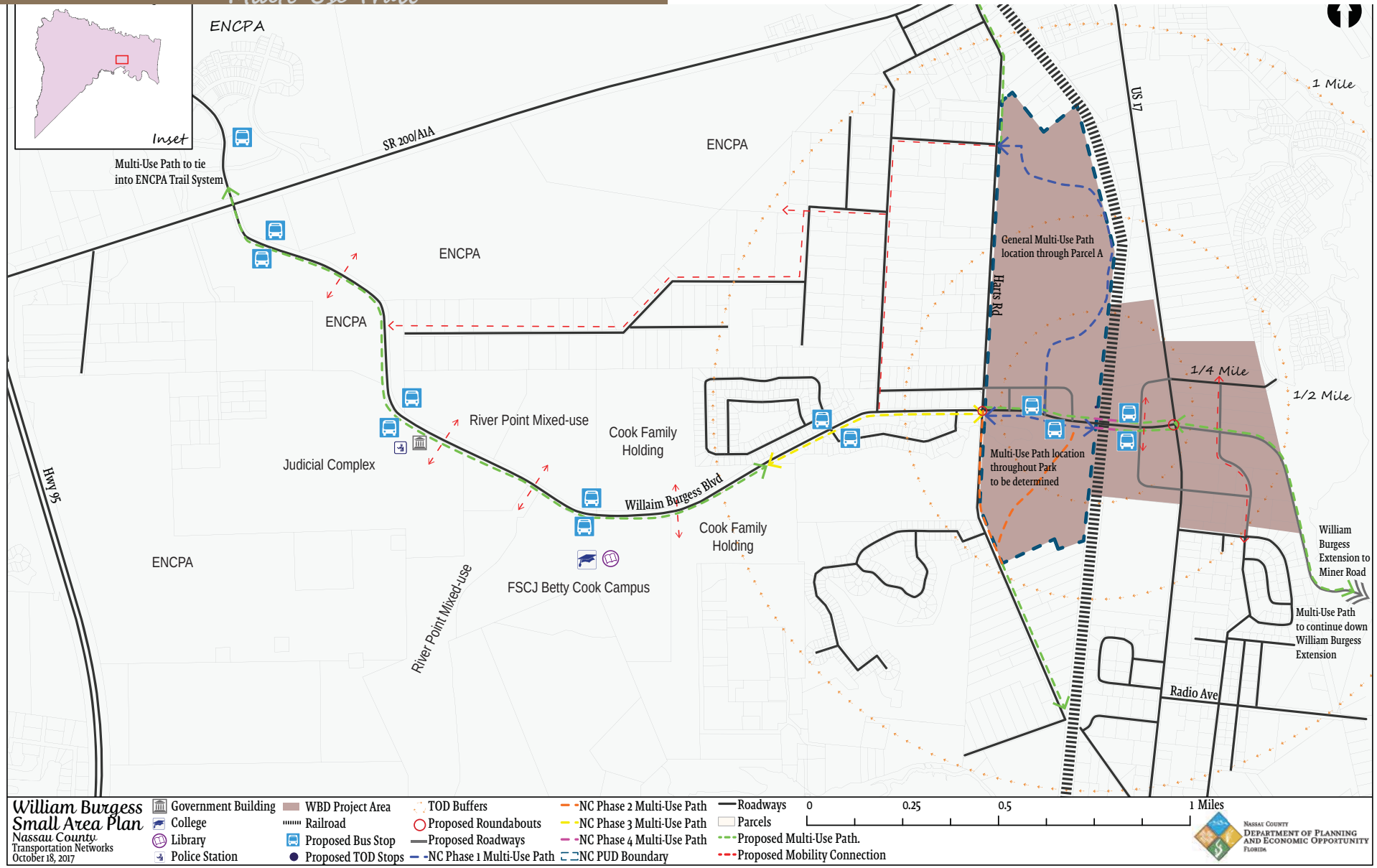


Figure 14. William Burgess Multi-Use Trail

TRANSIT STATION

RESERVATION AND DEDICATION:

A. The land area depicted in figure 15 totaling approximately five (5) acres shall be reserved for public use to facilitate multi-modal transportation and shared public/social space with the intended development to be for a commuter rail station and shared parking facility.

B. Within one-hundred and eighty (180) days of a written request from the County Manager, the land area associated with the commuter rail station and shared parking facility shall be deeded to Nassau County. This dedication shall be by instrument approved by the Board of County Commissioners. The lack of an approved Final Development Plan does not prevent the dedication of land to Nassau County. However, all of Parcel B, including the William Burgess Boulevard re-development plan shall be designed and approved in a single Final Development Plan. The deed of dedication shall reserve an easement and the right to the Applicant or its successors in title to utilize the facilities developed on the parcel and/or to develop such facilities in connection with the development of Parcel B to provide for parking within the William Burgess District.

C. The requirement to reserve/dedicate the identified land area will remain in effect for the life of the agreement.

D. During the Final Development Plan approval process for Parcel B, the land area reserved to facilitate public transit may be reconfigured but shall not result in a loss of area unless demonstrated to be in the best interest of Nassau County.

E. The square footage of the transit station is in addition to the square footages allowed in this PUD.

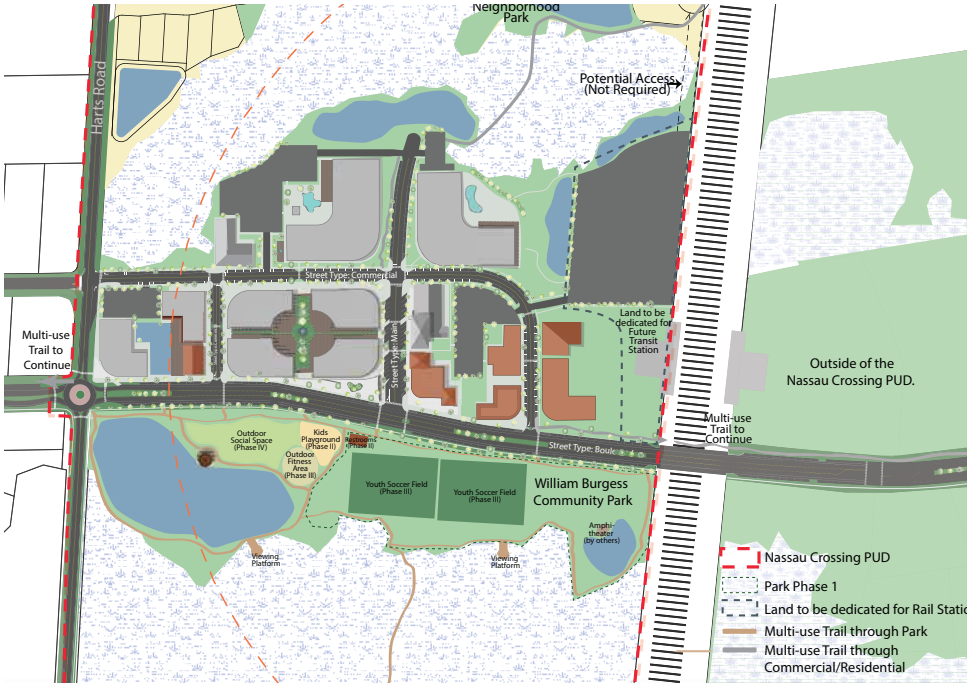


Figure 15. Commuter Rail Land Dedication

USES

A. It is the intent of the Applicant and Nassau County that the subject land will ultimately serve as a future commuter rail station. The lands around the rail platform, as depicted in Figure 15, will serve as shared public space and integrated with adjacent private development to create a vibrant and socially engaging public realm. The area is intended to be used for entertainment, dining, socializing and general public gathering space.

INTERIM USES

A. The Applicant and Nassau County acknowledge that commuter rail will take some considerable time to develop. As such, the following interim use are permissible.

I. Interim Uses not requiring joint agreement
   a. Park and ride facility
   b. Bus Rapid Transit facility
   c. Bus station/stop
   d. Public/Social space for festivals, farmers markets and community events
   e. Walking paths, trails and other passive recreation
   f. Manicured lawn/field for free play and field sports/youth field sport practice space
   g. Frisbee golf course
   h. Rope courses and zip-lines

II. Interim Uses requiring joint written agreement from both the Applicant and Nassau County.
   a. Any public or non-public use not listed above

It is the Intent of Nassau County and the Applicant that the parking area depicted in Figure 15 is to be used a shared parking facility for all users, visitors and guest of Parcel A, B or C.
Nothing herein shall inhibit Nassau County or the Applicant from constructing or causing to be constructed a parking garage in the shared parking location north of the commuter rail station. However, nothing herein shall bind either party to constructing or causing to be constructed the parking garage. If constructed, the structure may house other ancillary retail, service and office uses.

SOCIAL SPACE/PUBLIC SPACE/OPEN SPACE

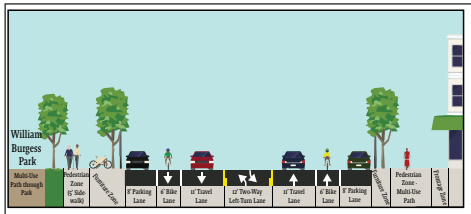
SOCIAL SPACE

Within Parcel B social space shall be seamlessly integrated within the development program. It is the intent of Nassau County and the Applicant that the entirety of Parcel B promote social interaction through creation of meaningful public spaces. This includes the creation of public space with each development proposal, consistent with the Final Development Plan, that is interconnected and engaged with the surrounding development. Each new development proposal shall provide social space that integrates or will integrate with adjacent development and public facilities. Adjacent projects shall orientate public space so as to create shared spaces in form of manicured lawns, courtyards and similar publicly accessible spaces.

OPEN SPACES

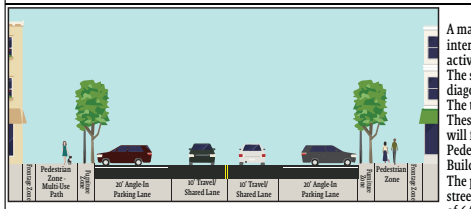
Open space, as differentiated from Social Space and Recreation Space, includes wetland preservation areas, vegetative upland buffers adjacent to wetlands, and wetland mitigation areas may include multi-use trails, nature trails, paths, walkways, boardwalks, viewing platforms, interpretive signage, and 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.

STREET TYPES



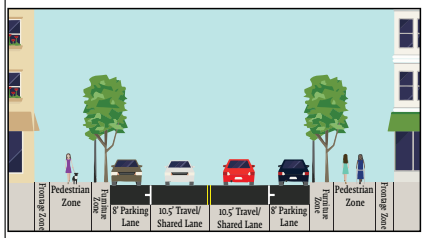
Street Type: Boulevard

The boulevard street type allows for faster movements outside of the primarily commercial area and provides access from SR-200 to US-17.
The street width should be no more than 64' curb-to-curb, including two lanes for through/right traffic, a center two-way left-turn lane (TWLTL), two bike lanes, and parallel on-street parking on each side of the road. The total right-of-way should be at least 100 feet.
These streets should be designed so that while higher speeds may be facilitated, there are mechanisms to promote pedestrian safety. The TWLTL can be a raised median or pedestrian safety islands where appropriate.
Pedestrian activity is expected to be high along this street type due to the park, commercial center, and transit stops (adjacent land uses).
Buildings should be brought forward to the frontage zone.
The pedestrian zone throughout these streets are either paved sidewalks adjacent to the street and building, or the multi-use path extension. The furniture zone can be used for street trees, lighting, bike parking, benches, trash cans, etc.
These street types are found in the village core and center transect zones, however, it should not be used for internal roads.



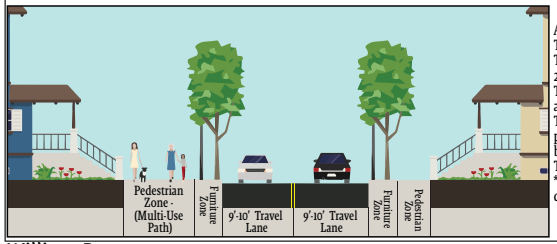
Street Type: Main Street

A main street is used for the primary road connecting William Burgess Boulevard to internal commercial streets. They too have design treatments focused on pedestrian activity.
The street width should be no more than 60' curb-to-curb, including two lanes for diagonal on-street parking.
The total right-of-way for this street should be at least 80'.
These streets should be designed so that speeds are less than 25mph so that a bicyclist will feel comfortable riding on the street.
Pedestrian activity is expected to be high along this street type.
Buildings should be brought forward to the frontage zone.
The pedestrian zone throughout these streets are either paved sidewalks adjacent to the street and building, or the multi-use path extension. Sidewalks should be a minimum of 6 feet.
The furniture zone can be used for street trees, lighting, bike parking,benches, trash cans, etc.
These street types are found in the village core and center transect zones.



Street Type: Commercial Street

A commercial street is used for connector streets and are a subsect of the main street, as they too have design treatments focused on pedestrian activity. These street types are usually found as "internal commercial streets".
The street width should be no more than 48' curb-to-curb, including two lanes for parallel on-street parking. The right-of-way should be at least 70' to include the roadway, furniture zone, and pedestrian zone. However, if bike lanes are required on the roadway as determined by the Public Works Director, the lanes can be widened to accommodate them. Conversely, these streets may be narrowed to have parking on only one side.
These streets should be designed so that speeds are less than 25 mph so that a bicyclist will feel comfortable riding on the street.
Pedestrian activity is expected to be high along these streets.
Buildings should be brought forward to the frontage zone.
The pedestrian zone throughout these streets are either paved sidewalks adjacent to the street and building. Sidewalks should be a minimum of 6 feet.
The furniture zone can be used for street trees, lighting, bike parking, benches, trash cans, etc.
These street types are found in the village core, center, and edge transect zones.



Street Type: Neighborhood Street

A neighborhood street is used for residential purposes.
The street width should be no more than 20' curb-to-curb*.
These streets should be designed so that speeds are less than 20 mph.
The furniture zone can include street trees, street lighting, and mailboxes.
The pedestrian zone can include sidewalks or the multi-use path extension. In some cases, when a pedestrian plan has been approved, sidewalks may be omitted.
These streets are generally found the village edge transect zone.
*The applicant may opt to do three (3) nine (9) foot lanes, with one dedicated to marked on-street parking.

William Burgess Small Area Plan
Street Design
October 19, 2017

Nassau County Department of Planning and Economic Opportunity Florida

Figure 16. Typical Street Cross-Sections

BOULEVARD

MAIN STREET

COMMERCIAL STREET

NEIGHBORHOOD STREET

ROADWAY DEVELOPMENT

GENERAL

a. The street types defined in Figure 16 and the correlating locations within the Nassau Crossing PUD shall be controlling. 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. The Applicant may construct a roadway connection between Parcel A to Parcel B but such roadway connection shall not be required.
d. It is the expressed intent of both the Applicant and Nassau County that William Burgess Boulevard not be developed as a 4-lane thoroughfare. As depicted in the Boulevard Street Type, Figure 16, a divided boulevard with pedestrian safe havens and crosswalks are required with an emphasis on a high degree of connectivity, visibility, safety and street/sidewalk pedestrian activation.
e. It is the intent of the Applicant and Nassau County to activate the street by orientating buildings and amenities to pedestrian at street level.
f. Bus pull-offs shall be provided within the Nassau Crossing PUD.
g. Implementation of street improvements consistent with the defined street types shall be contemporaneous with adjacent development in Parcel A.
h. Parcel A shall be limited to three (3) access points on Harts Road.
i. Parcel B is limited to three (3) access points on William Burgess Road and one (1) access point on Harts Road.
j. 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, provided however, that cul-de-sacs that have twenty-five (25) or less lots fronting the cul-de-sac shall be allowed to be constructed within a right-of-way having a ninety foot (90') diameter and pavement with a radius of thirty feet (30').
k. At the time William Burgess Boulevard is reconstructed in accordance with the Boulevard Street Type all overhead utilities shall be place underground contemporaneously with re-development of William Burgess Boulevard or, in the alternative, the overhead power-lines shall be rerouted as to not be seen from the William Burgess Corridor, i.e. rerouted through the existing power-line easement in Parcel A.
l. The travel lanes within the WBD, including William Burgess Blvd., 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.
m. Operational improvements such as turn lanes, signalization and other similar improvements intend to ensure traffic operations function properly shall be required in accordance with local regulations. With the submittal of each Final Development Plan the operational improvements necessary to support the FDP will be assessed and provided as warranted.

PHASING AND TIMING

A. Phase I
  I. Phase I is defined as the earlier of the following:
    a. The issuance of the 200th Certificate of Occupancy in Parcel A, or,
    b. Commencement of construction within any portion of Parcel B
  II. Prior reaching the above threshold the following shall occur:
    a. The Applicant shall participate in a cost sharing of up to 50% of the cost to construct of a roundabout at the intersection of William Burgess Boulevard and Harts Road. The total cost incurred by the applicant shall not exceeds $402,000. If ROW is necessary to construct the roundabout the land shall be reserved in Parcel B and Parcel C respectively. The County may choose, at the County's sole discretion, to not participate in the cost sharing of the roundabout. If the County chooses not to participate, the Applicant shall not be required to construct the roundabout until such time as the County is prepared to provide their share of the cost. Nothing herein shall prevent the Applicant or the County from constructing the roundabout earlier than the 200th CO if the County or Applicant desire to provide for the full cost of construction. If the County chooses to not participate in the cost share for the roundabout the applicant/owner shall only be required to construct the minimum improvements (i.e. turn lanes, signalization, etc)as deemed necessary by a traffic study.
B. Phase II
  I. Phase II is defined as the earlier of the following:
    a. The issuance of the 300th Certificate of Occupancy in Parcel A, or,
    b. The issuance of the final Certificate of Occupancy based on the final phase of the final recorded plat in Parcel A, or,
    c. Commencement of construction within any portion of Parcel B
  II. Prior reaching the above threshold the following shall occur:
    a. No improvement defined with Phase II
C. Phase III
  I. Phase III is defined as the earlier of the following:
    a. Commencement of construction within any portion of Parcel B,
  II. Prior reaching the above threshold the following shall occur:
    a. Reconstruct William Burgess Boulevard from Harts Road to US Hwy 17 in accordance with the Boulevard Street Type defined in Figure 16 page 23. This includes placing overhead utilities underground (or relocated), sidewalk zones, on-street parking, streetscaping, street furniture and stub-outs for all cross-streets. If the traffic circle at William Burgess Boulevard and Harts Road is not complete, the construction shall be completed in such a way that the roundabout can be easily added as funds are available.

GENERAL PHASING/FEES/DRAINAGE

PHASING AND COMMENCEMENT OF CONSTRUCTION:

1. The development of the residential portion of the project will occur in phases over a period of approximately ten (10) years.
2. Construction shall commence on the first phase in Parcel "A" no later than five (5) 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, the re-development of William Burgess Boulevard and a master stormwater management plan that takes into consideration all related improvements. While individual components of Parcel B may be constructed as market conditions dictate, each individual development shall be soundly demonstrated to fit within the context of the Final Development Plan, Nassau Crossing PUD and WBMOD. No development shall commence within Parcel B until such time a master drainage plan has been completed and approved by Nassau County for Parcel B.

UTILITIES:

A. Underground water and sewer service will be provided by JEA.
B. Underground electric service will be provided by Florida Power & Light.
C. Fire hydrants will be located on final development plans and will be constructed in accordance with applicable County and JEA requirements.
D. Nassau County will support the applicant/developer in working 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.
E. All utilities shall be under ground.

SITE DRAINAGE

1. It is the intent of Nassau County and the Applicant that the entirety of the Nassau Crossing PUD and the requisite improvements to William Burgess Boulevard from US 17 to Harts Road be subject to a master stormwater management plan that limits, to the maximum extent possible, stormwater management facilities being located within the Core 1 Transect(Parcel B) see the Preliminary Development Plan on Pages 29 and 30.
2. No development shall commence within Parcel B until such time a master drainage plan has been completed and approved by Nassau County for the build-out of Parcel B. The Final Development Plan for Parcel B shall show all stormwater facilities necessary to facilitate full buildout.
3. All stormwater facilities that are deemed by Nassau County to be unavoidable within the Core I Transect (Parcel B and C) shall be integrated with the design to function as an aesthetic feature and amenity. The provision of fencing around ponds shall be prohibited. The banks of all ponds shall be sloped in such a manner as to eliminate the need for fencing. This includes expansion of the existing stormwater management facility located on Nassau County property in the southeast quadrant of the intersection of Harts Road and William Burgess Boulevard.
4. The development of the Property shall meet all applicable requirements of the St. Johns River Water Management District and Nassau County.
5. The retention areas and other elements of the drainage system outside of the road rights-of-way serving the 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.
6. The retention areas and other elements of the drainage system for Parcel B will be owned and maintained privately by the owners of such parcels. The retention areas and other elements require to provide site drainage for Parcel C shall be owned and maintained by Nassau County.
7. The Applicant shall be responsible for including Parcel C and the future transit facility in the master drainage plan.
8. All St. Johns River Water Management District and Nassau County permits shall be obtained prior to commencement of construction, 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.

IMPACT FEES AND MOBILITY FEES

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.

A. Impact Fee Credits shall be governed by Sec. 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 Board of County Commissioners. The transferability of credits to other owners and properties within the respective impact fee district located outside of the Nassau Crossing PUD shall be considered in said credit agreement. Nothing herein shall prevent credits being transfered to other owners and properties within the boundary of the Nassau Crossing PUD.
   I. It is the intent of Nassau County that recreation impact fee credits will be given for the construction of all public recreation facilities provided for by the PUD and for the dedication of land for public recreation facilities, including linear facilities, the off-site multi-use trail sidewalk required to be constructed along Harts Road south of William Burgess Boulevard and along William Burgess Boulevard from Harts Road to the Cook Property, and the construction of the boardwalk and internal system of multi-use trails within Parcel C. Fee amount is subject to change with updates to the County's impact fees.
   II. Actual impact fees will be calculated based on the fee amount at the time of building permit unless otherwise provided for in the above referenced Credit Agreement. The table below is an estimate.

B. Mobility Fee Credits shall be governed by Sec. 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 Board of County Commissioners. The transferability of credits to other owners and properties within the respective Mobility Fee Zone located outside of the Nassau Crossing PUD shall be considered in said credit agreement. Nothing herein shall prevent credits being transfered to other owners and properties within the boundary of the Nassau Crossing PUD.
   I. It is the intent of Nassau County that mobility fee credits will be given for the re-construction of William Burgess Boulevard including the traffic circle at William Burgess Boulevard and Harts Road as well as the dedication of land for the shared parking facility, commuter rail station, traffic circle right-of-way, and any other land dedicated for mobility improvements.
   II. Actual Mobility Fee will be calculated based on the fee amount at the time of building permit unless otherwise provided for in a separate agreement. The table below is an estimate. Fee amount is subject to change with updates to the Mobility Fee Plan.
   III. Receipt of mobility fee credits are subject to an update of the Nassau County Mobility Plan/Schedule of Capital Improvement.

Type of Fee	*Single Family (350du)*	*Multi-Family (450du)*	*Retail* (150,000 sf)*	*Office ** (150,000 sf)*
Mobility	$402,500	$363,150	$306,720	$222,900
Administration	$298,200	$345,150	$154,200	$82,650
Fire/EMS	$56,350	$65,250	$29,250	$15,600
Police	$25,900	$30,150	$13,500	$7,200
Recreation Comm. Park	$100,450	$129,600	0	0
Recreation Reg. Park	$112,000	$116,550	0	0
School	$1,143,800	$1,470,600	0	0
TOTAL	**$2,139,200**	**$2,520,450**	**$503,670**	**$328,350**

* Calculation of Mobility Fee was based on the following:
30,000sf of Restaurant, ITE Code 932 ($2,170 per 1,000sf = $65,100)
30,000sf of Shopping Center, ITE Code 820, 1sf - 9,999sf ($2,150 per 1,000sf = 64,500)
90,000sf of Shopping Center, ITE Code 820, 10,000sf – 99,999sf ($1,968 per 1,000sf = $177,120)

** Calculation of Mobility Fee was based on the following:
30,000sf of Medical Office, ITE Code 720 ($2,541 per 1,000sf = $76,230)
30,000sf of General Office 1sf – 9,999sf, ITE Code 710 ($1,009 per 1,000sf = $30,270)
30,000sf of General Office 10,000sf – 49,999sf, ITE Code 710 ($1,434 per 1,000sf = $43,020)
60,000sf of General Office 50,000sf – 99,999sf, ITE Code 710 ($1,223 per 1,000sf = $73,380)

SIGNAGE

1. All signage, regardless of parcel or phase, shall be controlled by a unified signage program adopted with the first Final Development associated with the Nassau Crossing PUD. The signage program shall be consistent with the aesthetic/theme of the WBD and Nassau Crossing PUD. No permanent signage or entry feature may be constructed until the unified signage program is adopted.
2. Entry features may be constructed at each project entrance in Parcel A. The entry features shall be consistent with the aesthetic/theme of the WBD and Nassau Crossing PUD. The entry features are intended to promote a sense of place and define ones location. Entry features may include sculpted earth into the design.
3. 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 or architectural features such as a wall or public art piece.
4. While elements of the entry feature may exceed these dimensions, the signable 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.
5. Entry features, public art and aesthetic terrain design shall be provided at the intersection of William Burgess and Harts Road and the intersection of William Burgess and the rail-line right-of-way. These entry features shall possess a strong relationship to the aesthetic/theme of the WBD and Nassau Crossing PUD. These features will define the node and are integral to placemaking. These entry features shall be included in the unified signage program.
6. 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 a suburban scale strip commercial signage program is prohibited. See page 37 and below for examples of permitted signage. Also see the William Burgess District Vision Book.
7. Billboards shall be prohibited.

Do This

Do This

Do This

Not This

Not This

Not This

PERMITTED SIGNAGE EXAMPLES

Replace stackstone with tabby stone or Florida keystone

Do This

Do This

Not This

Do This

Not This

Do This

Not This

Not This

Do This

Not This

Never This

LANDSCAPING

(a) All sites shall meet the minimum standards for landscaping defined in Sec. 37.05 of the Nassau County Land Development Code unless expressly stated otherwise in the Nassau Crossing PUD or WBD Vision Book. The Planning and Zoning Board may waive or modify aspects of the landscape requirements when demonstrated to be directly implementing the supplemental design guidelines and intent of the WBD Vision Book pursuant to subsection 15 on page 15 of the Nassau Crossing PUD. The Planning and Zoning Board will consider the intent of the WBD, the relationship of the building/landscape material to the street, and impact to other properties. Financial implications on the applicant/site developer shall not be considered.

(b) A streetscape plan shall be submitted with each application for development. The streetscape plan shall depict the sidewalk zones and correlating features such as, but not limited to, street furniture, street trees, pedestrian areas and on-street parking. Native canopy trees shall be provided along all streets spaced no more than thirty (30) feet on-center. See the typical cross sections and sidewalk zones provided for on page 23 Figure 16.

(c) Native canopy trees shall be planted along pedestrian and bicycle facilities at a spacing of no more than thirty (30) feet on-center to provide shading and define the non-automobile spaces.

(d) Where possible and appropriate, landscaping should be native and wild in expression allowing the natural/native under-story to flourish. Incorporating swaths of natural vegetation into a project design is encouraged.

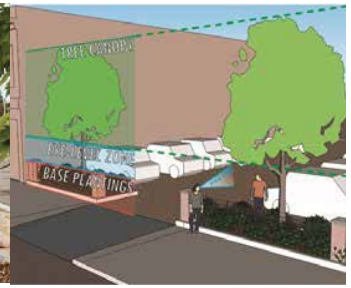
(e) All landscaping shall have permanent irrigation.

(f) Building walls that are 25' in length with no windows or a pedestrian pass-through shall utilize landscaping, in addition to architectural elements described in the Nassau Crossing PUD and WBD Vision Book, to soften the facade.

(g) Landscaping shall be placed on the outside of any wall to provide visual interest.

(h) The use of planters, tree wells and other similar elements of urban design shall be incorporated into the landscape program.

(i) All public/social spaces, including but not limited to, greens, courtyards, squares, etc, shall incorporate landscape programs, in addition to architectural element such as pergolas, into the design in such a manner that the space is aesthetically inviting and provides shade to encourage use.



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 Crossing PUD. Separate associations may be formed for Parcel A and Parcel B, and they are not required to be part of the same master association.
C. Membership within the Nassau Crossing property owners' association shall be mandatory for all property owners.
D. The Developer may elect to form more than one property owners' associations in Parcel A or Parcel B. If more than one association is formed in either area, the Developer shall establish a master property owners and/or homeowners association for the area with more than one association that shall be responsible for the maintenance of facilities that serve the owners in both associations. 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 that are owned by the association; shall provide for the maintenance, administration and operation of such portions of the Nassau Crossings PUD and any other lands located within Nassau Crossings; and shall secure adequate liability insurance governing such areas owned or operate by such association or nonprofit corporation.
F. The water, sewer, electrical, telephone, and other similar utility lines are to be owned and maintained by the respective utility companies.
G. 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. 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.
    4. All facilities within the PUD shall be privately owned and maintained by such owners and dedicated for or with appropriate easements established for public use over the common areas, trail network, and recreational facilities that are intended to be used by the public.
    5. Consistent with current County regulations, the roadways internal to Parcel A shall be privately owned and maintained.

ALTERATIONS AND REGULATORY CONTROL

A. Alterations: Changes in the location of the road(s), project entrances, stormwater system improvements, and to the boundaries, size and configuration of lots and Recreation/Open Space areas, as depicted on the Nassau Crossings PUD Preliminary Development Plan to accommodate environmental, permitting and design factors conditions and requirements of the Developer and regulatory agencies 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 Development 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 Development 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 Crossings 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 shall will contain provisions consistent with the PUD and all regulations. Deed restrictions shall be recorded in the public records of Nassau County and run with the land in order to protect both present and future property owners within the Nassau Crossings PUD. The deed restrictions created by the Covenants and Restrictions shall prohibit the partition of any recreation, open space or publicly dedicated areas.

Diagram credits:
Diagram 1. page 12 City of
Diagram 2. page 13 City of Mount Dora
Diagram 3. page 14 City of Mount Dora
Diagram 4. page 14 City of Mount Dora
Diagram 5. page 14 City of Mount Dora
Diagram 6. page 14 City of Mount Dora
Diagram 7. page 15 Prosser Inc. (S. Bliss)
Diagram 8. page 15 Prosser Inc. (S. Bliss)
Diagram 9. page 15 Prosser Inc. (S. Bliss)

PRELIMINARY DEVELOPMENT PLAN

Figure 17. Preliminary Development Plan (Parcels B and C)

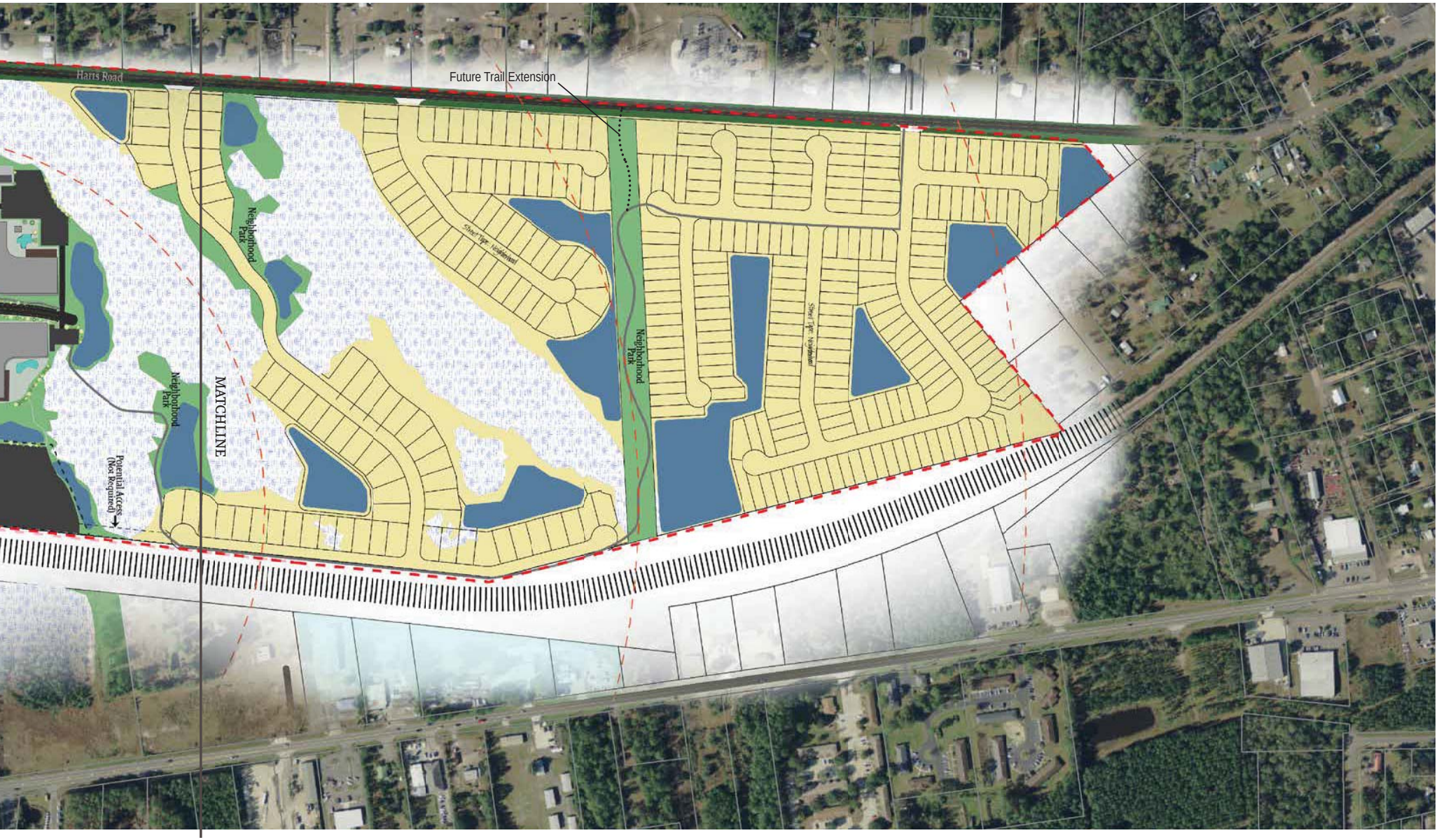


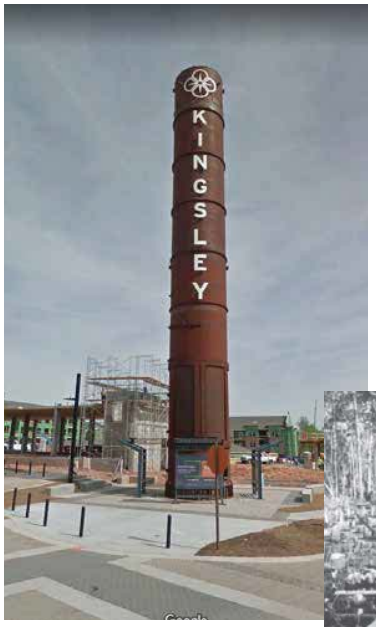
Figure 18. Preliminary Development Plan (Parcel A)

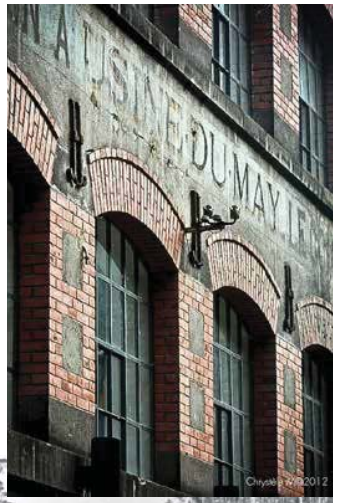
DESIGN INSPIRATIONS

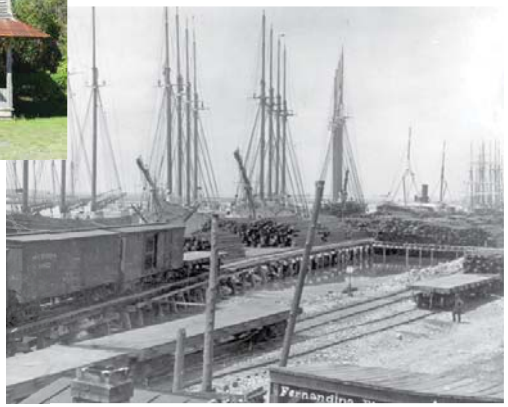
The William Burgess District and by extension the Nassau Crossing PUD is a rail community reinvented through a vibrant and engaging built environment that captures the essence of the railroad's rich heritage and related cultural progressions and applies that spirit in a new and modern way. The aesthetic is intended to reinvent the social nucleus of Yulee by creating an engaging and creative 'place' by incorporating old styles with a new feel. As Lewis Mumford so eloquently stated - *Today we must treat the social nucleus as the essential element in every valid city plan.*

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 'Vintage Florida Railroad' and expressed as a A Rail Community Reinvented. 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 a sense of place while not limiting creativity. As further elaborated upon in this PUD and the William Burgess District Vision Book, the following design guidelines, materials, application of materials, inspirations are applicable throughout the entire Nassau Crossings PUD and shall control development. All development within the Nassau Crossing PUD shall demonstrate consistency with the intent of these guidelines and application of materials.

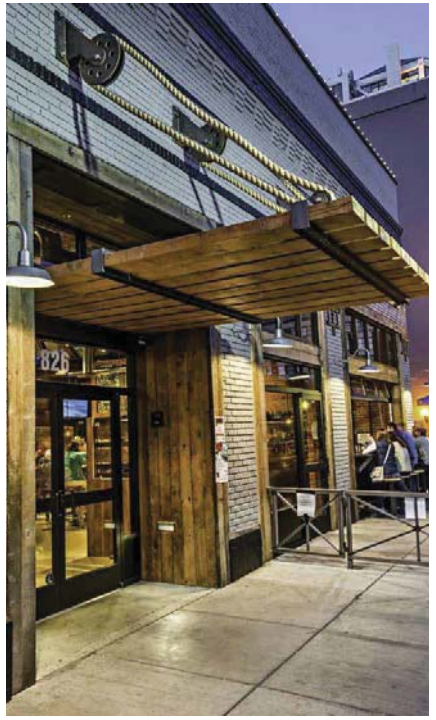
Inspiration



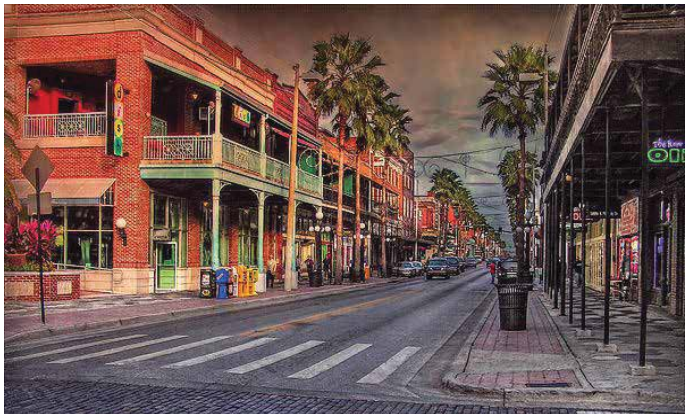




Building Design - Material Application



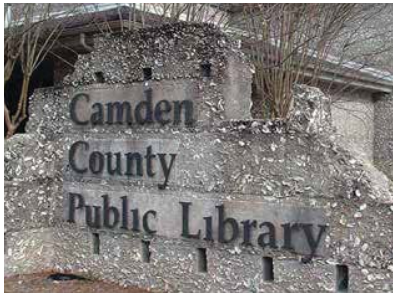
Building Design - Material Application



Mobility

Streetscape - Sidewalk Zone

Signage - Material Application

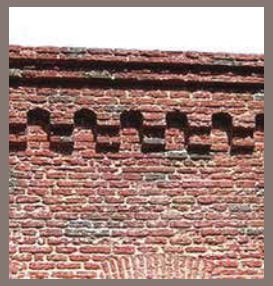
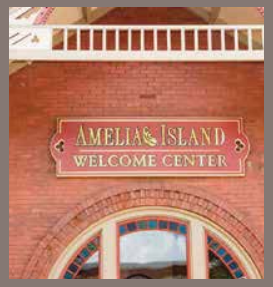


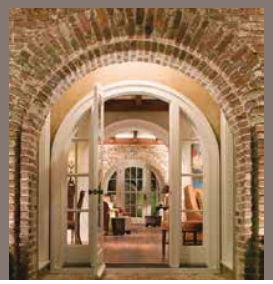
Materials and Application

TIMBER/WOOD

IRON AND STEEL

BRICK



GLASS

CORRUGATED METALS

STONE/TABBY

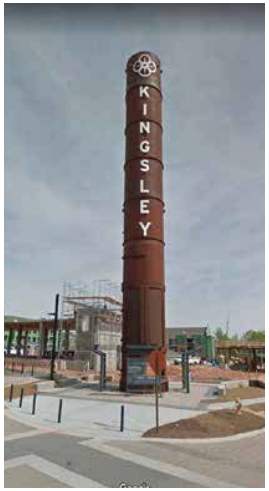
Public Spaces

SOCIAL SPACES

WILD SPACES/OPEN SPACE

RECREATIONAL SPACES

PUBLIC ART



NASSAU CROSSING PUD

A William Burgess District Development

A railroad community...reinvented

Matovina & Company