

APPROVED

pc

ADJUSTMENT TO THE EAST NASSAU EMPLOYMENT CENTER DETAILED SPECIFIC AREA PLAN DEVELOPMENT ORDER (THE "DSAP DO") OF THE EAST NASSAU COMMUNITY PLANNING AREA (THE "ENCPA")

WHEREAS, TERRAPOINTE LLC, a Delaware limited liability company (hereinafter, "TerraPointe"), and the following Owners of Record: RAYONIER EAST NASSAU TIMBER PROPERTIES I, LLC, RAYONIER EAST NASSAU TIMBER PROPERTIES II, LLC, RAYONIER EAST NASSAU TIMBER PROPERTIES V, LLC, RAYONIER EAST NASSAU TIMBER PROPERTIES VI, LLC, RAYONIER EAST NASSAU TIMBER PROPERTIES VII, LLC, which are wholly-owned subsidiaries of TERRAPOINTE LLC, and RAYONIER EAST NASSAU TIMBER PROPERTIES III, LLC, and RAYONIER EAST NASSAU TIMBER PROPERTIES IV, LLC, which are wholly-owned subsidiaries of RAYONIER TIMBER COMPANY NO. 1, INC., and RAYONIER TIMBER COMPANY NO. 1, INC., all of which are Delaware limited liability companies or corporations, submitted to Nassau County, Florida (the "County"), an adjustment to the DSAP DO, which includes an adjustment to the DSAP application and said application was deemed complete by the County on December 10, 2014 and amended on March 30, 2015, and April 29, 2015, pursuant to County Land Development Code Section 27.07, requesting modifications to portions of the DSAP application and the DSAP DO (the "Adjustment");

WHEREAS, the changes proposed in the Adjustment have been determined by the Nassau County Planning Director to satisfy County Land Development Code ("LDC") Section 27.07(B) and as such have been reviewed pursuant to the procedures set forth in LDC Section 27.08; and

AX_ACTIVE 3569831. 9



WHEREAS, the Nassau County Planning Director has reviewed the Adjustment and considered the evidenced presented and finds that:

- 1. The Adjustment is consistent with Section 163.3245, Florida Statutes; and**
- 2. The Adjustment is consistent with the Nassau County 2030 Comprehensive Plan, including the goals, objectives and policies and long-term master plan for the ENCPA, and Nassau County land development regulations, including the PD-ENCPA Ordinance, as such documents are being modified consistent with and in conjunction with the Adjustment.**

NOW THEREFORE, the Adjustment is hereby approved by the Nassau County Planning Director and the DSAP DO (adopted pursuant to Ordinance 2013-11) is hereby amended by the following specific changes:

- 1. Substitute and replace DSAP DO Exhibit "B", DSAP Land Use Map, with the revised Exhibit "B" attached hereto and incorporated herein.**
- 2. Substitute and replace DSAP DO Exhibit "C" (DSAP Application) and Appendices B and C to Exhibit "C", with revised Exhibit "C", including Appendices B and C to Exhibit "C", attached hereto and incorporated herein.**
- 3. Substitute and replace DSAP DO Exhibit "E", Transportation Impact Analysis (TIA) Methodology, with revised Exhibit "E" attached hereto and incorporated herein.**

APPROVED
[Signature]

4. **Modify the authorized agents for TerraPointe and the Owners of Record to Gunster, Yoakley & Stewart, P.A., 225 Water Street, Suite 1750, Jacksonville, Florida, 32202 and VHB/MillerSellen, 225 E. Robinson Street, Suite 300, Orlando, Florida 32801.**
5. **The text to DSAP DO General Conditions and Commitments 1, 2(a), 2(d), 3(a), 3(d), 3(e), 3(f), 3(g), 4(a), 4(e), 5(a), 5(c), 5(d), 6(e) and 6(f) is modified as shown in strikethrough and underline on Exhibit 1 attached hereto and incorporated herein.**
6. **Except as modified herein by the Adjustment, the DSAP DO and DSAP Application adopted under Ordinance 2013-11 shall remain in full force and effect.**
7. **The Nassau County Planning Director intends that the provisions of the adjustments set forth for the DSAP DO on Exhibit 1 and revised DSAP Exhibits "B", "C" (including Appendices B and C to Exhibit "C") and "E" will be recorded in the Nassau County, Florida, public records.**
8. **Within ten (10) days of the adoption of this Adjustment to the DSAP DO, Nassau County shall render a copy of this document with all attachments, certified as complete and accurate, by first class certified mail, return receipt requested, to the Florida Department of Economic Opportunity, Bureau of Local Planning, Northeast Florida Regional Council, and the Owners of Record, including TerraPointe.**

APPROVED

PK

Approved by the Nassau County Planning Director this 18 day of MAY, 2015, and shall become effective upon approval by the Nassau County Board of County Commissioners of the ENCPA Master Land Use Plan (Map FLUMS-6) modification being processed in conjunction with this Adjustment.



NASSAU COUNTY PLANNING DIRECTOR

PETER KING, AICP

APPROVED
pk

Exhibit 1

Revised DSAP DO General Conditions and Commitments

- A. Modify General Condition and Commitment 1 as follows:
1. **Application for Development Approval.** The DSAP shall be developed on the Property in accordance with (1) Objective FL.13 and associated policies of the Future Land Use Element of the Nassau County Comprehensive Plan, as amended, (2) the DSAP Land Use Map, which is attached hereto as Exhibit "B", and (3) the Application for East Nassau Employment Center Detailed Specific Area Plan, prepared by VHB/MillerSellen, dated November 1, 2012, as amended by the DSAP DO Adjustment, including the DSAP application deemed complete on December 10, 2014 and as modified on March 30, 2015, and April 29, 2015, which is attached hereto as Exhibit "C". The aforementioned items are on file at the Nassau County Growth Management Department shall be made part of this Development Order.
- B. Modify General Conditions and Commitments 2(a) and 2(d) as follows:
2. **Environmental Conditions.**
 - a. ~~Prior to the filing of the first application for Preliminary Development Plan (PDP) within the DSAP, a~~ A management plan shall be has been developed for the Central Planning Area, that promotes maintenance of native species and diversity in such areas and which may include

APPROVED
m

provisions for controlled burns. Prior to the filing of the first application for a Preliminary Development Plan (PDP) within the Northern Planning Area, a management plan shall be developed that promotes maintenance of native species and diversity in this area and which may include provisions for controlled burns. Prior to the filing of the first application for a PDP within the Southern Planning area, a management plan shall also be developed that promotes maintenance of native species and diversity in this area and which may include provisions for controlled burns. The management plan(s) required per this subsection may be developed for one Planning Area or a combination of Planning Areas. For example, one management plan may be developed for the land within the Central and Southern Planning Areas and a separate management plan for the Northern Planning Area.

- d. ~~Prior to the filing of the first application for PDP within the DSAP, an~~ An environmental education program shall be has been developed for the CHN and submitted to the County. The environmental education program will be and implemented in conjunction with a one or more property Owners association, environmental group, or other community association or governmental agency so as to encourage protection of the wildlife and natural habitats incorporated within the CHN.

APPROVED
jm

C. Modify General Conditions and Commitments 3(a), 3(d), 3(e), 3(f) and 3(g) as follows:

3. **Transportation/Mobility Facilities.** Set forth in the Mobility Fee Agreement, as may be amended, and below are the transportation/mobility facilities needed to serve the future land uses in the DSAP and the funding mechanisms for those improvements:

a. In assessing the transportation/mobility facilities needed to serve the DSAP, the needs for the entire ENCPA have been assessed. Given the uses proposed in the ENCPA, the following improvements (~~followed by the projected cost of each~~) will serve the ENCPA, are further depicted and described in Exhibits B and E to this Development Order, and comprise the ENCPA Mobility Network. The location of the ENCPA Mobility Network improvements will be in general conformance with Figure 3.2 in Exhibit C, based on final survey and engineering and determined at the time of detailed site plans or construction plans without requiring an adjustment to this DSAP DO, except as provided for in Section 27.07 (Adjustments to DSAP DO) of the Nassau County Land Development Code. These improvements do not include improvements which are internal to a residential subdivision (such as subdivision streets) or non-residential development (such as driveways) or which are related to a subdivision or development entrance or exit (such as turn lanes,

APPROVED
ML

acceleration/deceleration lanes, and entrance signalization) to an ENCPA Mobility Network improvement.

- 1) CR 108 Extension - ~~\$25,097,242.00~~
- 2) New I-95 Interchange - ~~\$23,725,000.00~~
- 3) Interchange Road - ~~\$22,890,267.00~~
- 4) US 17 Widening - ~~\$7,216,927.00~~
- 5) ~~Employment Center (north/south road)~~ North-South Regional Center Arterial - ~~\$34,855,360.00~~
- 6) ~~Employment Center (Collector Roads)~~ DSAP Western Loop Collector - ~~\$8,061,994.00~~
- 7) Traffic Signals at major intersections - ~~\$2,800,000.00~~
- 8) SR A1A Intersection left turn lane improvements - included with Traffic Signals at major intersections
- 9) I-95/SR A1A Interchange Improvements - ~~\$700,000.00~~
- 10) SR A1A and William Burgess Boulevard Intersection Improvements - ~~\$500,000~~
- 11) Internal trails - ~~\$8,166,050.00~~

APPROVED
JK

~~Total Cost of ENCPA Mobility Network—\$134,012,840.00~~

Collectively, and as they may be amended pursuant to the Mobility Fee Agreement, these are referred to as the "ENCPA Mobility Network". The projected cost of the ENCPA Mobility Network and each improvement is set forth in the Mobility Fee Agreement, as may be amended.

- d. The short-term (five-year) development program for the Central Planning Area as depicted in Exhibit "B" consists of ~~250 multi-family residential units and 400,000 square feet of non-residential uses, which uses are projected to generate a total of 6,216 daily trips~~ an 800-student school, 100 single family units, 250 multi-family units, 80,000 square feet of office and 40,000 square feet of retail, which uses are projected to generate a total of 6,439 daily trips. TerraPointe and/or the applicable Owners of Record may elect to accelerate the Central Planning Area development program beyond the short-term development program set forth herein within the short-term, provided that such acceleration is consistent with the applicable PDP and TIA and the County's capital improvement plan and all applicable mitigation requirements, including applicable Mobility Fee Network improvement(s), are met. The short-term (five-year) improvements needed to serve the Central Planning Area when uses which generate such total traffic are completed and open (and have received certificates of occupancy) consist of:
- i. ENCPA Mobility Network roadway segments to provide access to development parcels; and

APPROVED

- ii. SR 200/A1A and DSAP Western Loop Collector Intersection:
 - (a). Install traffic signal;
 - (b). SR 200/A1A eastbound left-turn lane (to be constructed as part of FDOT's widening project);
 - (c). SR 200/A1A Westbound right-turn lane; and
 - (d). DSAP Western Loop Collector (southbound approach), a two-lane road, to consist of one shared southbound right/through lane and one southbound left-turn lane, which will taper.

~~A signal at SR A1A and the North-South Arterial Road may be needed and should be evaluated as development occurs.~~

- e. The long-term (build-out) development program for the Central Planning Area consists of ~~2,500 multi-family~~ an 800- student school, ~~3,269~~ residential units and ~~7,000,000~~ 6,236,495 square feet of non-residential uses (retail, office, and industrial), which uses are projected to generate a total of ~~91,480~~ 95,657 daily trips. The long-term (build-out) improvements needed to serve the Central Planning Area when uses which generate such total traffic are completed and open are:

APPROVED
JK

- i. North - South Regional Center Arterial Road (4 lanes, initially constructed as 2 lanes) - This roadway will extend through the Central Planning Area (~~the Employment Center~~) from SR A1A ~~to the East West Interechange Road~~ and continue north through the Regional Center and connect to US 17. This roadway will serve as a spine of the ENCPA for areas between US 17 and Interstate 95. A traffic signal is assumed at the intersection of this roadway and SR A1A.
- ii. ~~East—West~~ Interchange Road (4 lanes, initially constructed as 2 lanes) - This roadway will provide access to the Central Planning Area from US 17.
- iii. Collector Roadways (2 lanes ~~with turn lanes~~) - The collector roadways for the Central Planning Area provide a second access point to and from SR A1A, as well as ~~econnections to the TOD area near US 17~~ the Interchange Road. Turn lanes at intersections will be provided as needed.
- iv. Trail System - A system of multi-use trails is planned to provide non-auto travel choices within the Central Planning Area. The trail system will accommodate pedestrians, ~~and bicyclists and~~ may accommodate golf carts. Approximately 20

APPROVED
m

miles of trails are included as part of the ENCPA Mobility Network for this area.

- v. Transit Oriented Development - The Central Planning Area provides opportunities for TOD around any future stations developed as part of a potential commuter rail system.

- f. No short-term (five-year) development is projected in the Northern Planning Area as depicted in Exhibit "B." ~~The No~~ short-term (five-year) development ~~program for~~ is projected in the Southern Planning Area as depicted in Exhibit "B" ~~consists of 100 single family residential units, which use is projected to generate a total of 957 daily trips.~~ No short-term (five-year) ENCPA Mobility Network improvements are needed to serve the Northern or Southern Planning Areas.

- g. The long-term (build-out) development program for the Northern Planning Area consists of 769 single-family residential units and 75,000 square feet of retail uses, which uses are projected to generate a total of ~~12,425~~ 12,493 daily trips. The long-term (build-out) development program for the Southern Planning Area consists of ~~769 single family residential units and 25,000~~ 788,505 square feet of retail nonresidential Employment Center uses, which uses are projected to generate a total of ~~9,550~~ 5,386 daily trips. No long-term (build-out)

ENCPA Mobility Network improvements are needed to serve the Northern Planning Area. The long-term (build-out) Mobility Network Improvements needed to serve the Southern Planning Area when uses which generate the total traffic identified above are completed and open (have received certificates of occupancy) consist of the SR A1A and William Burgess Boulevard intersection improvements described in Section 3(a)(10) above.

D. Modify General Conditions and Commitments 4(a) and 4(e) as follows:

4. Land Uses Summary/DSAP Land Uses.

- a. Employment Center (EC): The primary land use within the Central Planning Area and one of the land uses in the Southern Planning Area is planned as a 1,441-acre employment center comprised primarily of multi-family, office/research, light industrial, and commercial uses, including a mixed-use town center consistent with the allowed EC uses. The following are the general design guidelines for the EC category:
 - i. Development in the EC land use category shall be subject to the following land use mix percentage ranges and requirements (percentages are gross within the Central Planning Area EC category):

APPROVED
m

- (a). Office, research park and business service - 15% to 90%;
 - (b). Industrial (manufacturing and warehousing distribution) - 0% to 60%;
 - (c). Support retail, hotel and services - 0% to 10%;
 - (d). Civic, public facilities and transit stations - 10% minimum; and
 - (e). Residential - 0% to 10%.
- ii. Shared parking areas and garages shall be permitted for all EC uses, including any civic and public facilities.
 - iii. Development shall be designed to incorporate landscaping and pedestrian amenities such as benches and bicycle parking along sidewalks and multi-use paths and streets.
 - iv. Development shall be designed to accommodate feeder bus, bus rapid transit, and other transit stops.
- e. Residential Neighborhood (RN): A majority of the Northern Planning Area and ~~the entirety of the South~~ a portion of the Central Planning Area have been designated as RN. The sub-category is divided into three tiers to create a hierarchical pattern of residential neighborhoods

APPROVED
PC

radiating outward from ~~the~~ a community VC. Tier 1 neighborhoods are mid-density residential areas adjacent to Village Centers. Tier 2 neighborhoods are lower density in character and generally located $\frac{1}{2}$ to $\frac{1}{4}$ mile from Village Centers. Tier 3 represents the lowest density neighborhoods generally located beyond 1 mile from a designated Village Center.

E. Modify General Conditions and Commitments 5(a), 5(c) and 5(d) as follows:

5. Master Planning Principles for each DSAP Planning Area.

- a. Central Planning Area: The Central Planning Area is generally characterized by mixed- use, non-residential and residential development, ~~but some residential will be permitted.~~ The Central Planning Area provides for four of the seven general land uses: CHN, EC, RN and RC (and associated TOD and a town center). The development program for the Central Planning Area is set for ~~2,500~~ 3,269 residential units and ~~7,000,000~~ 6,236,495 square feet of non-residential square footage. The RC is oriented to the north of the Central Planning Area, the RN is oriented in the west and central areas of the Central Planning Area and the EC and CHN is are located ~~in the~~ south throughout. Consequently, the RC located in the Central Planning Area is only a small part of the overall RC for the ENCPA. The physical separation between the ~~EC and RC~~ and other land use

APPROVED

areas is planned to be the large wetland slough (CHN) near the northern portion of the Central Planning Area. The main access to the Central Planning Area is planned from SR 200 with additional access from US 17.

- c. Southern Planning Area: This Planning Area has ~~a Residential Neighborhood~~ an Employment Center and CHN land use classification. The development program calls for ~~769 homes and 25,000~~ 788,505 square feet of non-residential uses ("NR"). The overall density is relatively low and ~~thus is planned to be clustered primarily on the northern section of this Planning Area leaving the southern section with large lot development or as a possible extension of the CHN with more definitive development plans.~~ The NR is intended to provide non residential uses to serve the population of this area. ~~To the extent practical, this NC should be co-located proximate to the government center thereby expanding the population available to take advantage of these neighborhood serving uses.~~ The northeastern portion of the EC area is designated on Exhibit "B" as a Limited Development Area and manufacturing and industrial uses requiring outdoor storage shall not be permitted within this area. Vehicular access to the Southern Planning Area is from a yet unidentified right of way from William Burgess Boulevard.

mk

- d. Maximum Development Program for each of the DSAP Planning Areas:

Planning Area	Acres	Residential Units	Non-Residential Square Footage
Northern	665	769	75,000
Central	2,938	2,500 <u>3,269</u>	7,000,000 <u>6,236,495</u>
Southern	599	769 <u>0</u>	25,000 <u>788,505</u>
TOTAL	4,202	4,038	7,100,000

- F. Modify General Conditions and Commitments 6(e), 6(f) and 6(h) as follows:

6. **Public Facilities.**

- e. **Schools:** The DSAP is located within the Nassau County School District (School District). The School District and Nassau County have entered into an interlocal agreement (ILA) regarding the location and adequate capacity of public schools. Based upon existing methodologies of the School District and Nassau County, DSAP school demand and potential impacts were projected for both the 5 year and build-out development program scenarios. It was determined

APPROVED
PK

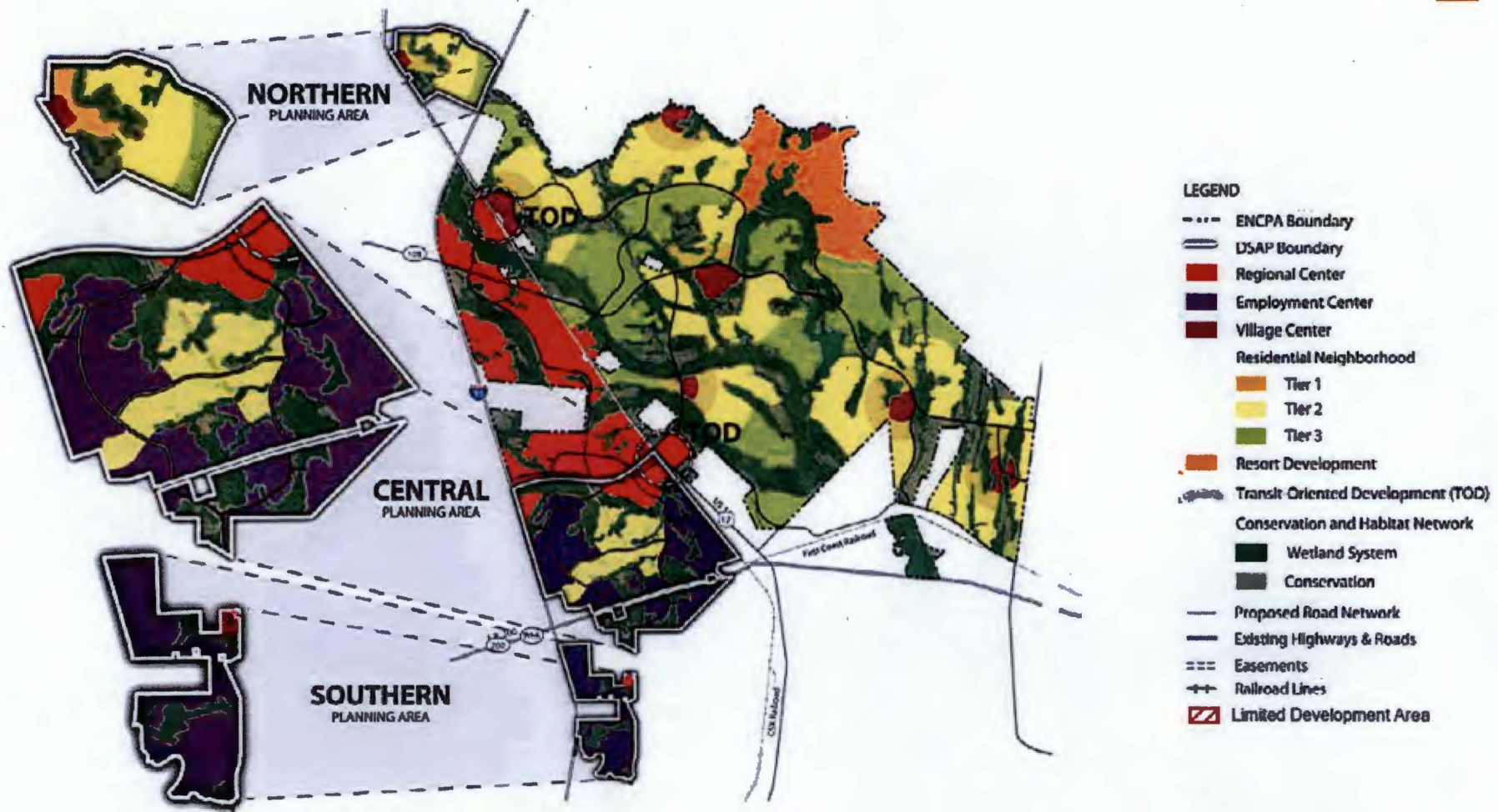
that adequate capacity exists within the current system to accommodate potential impacts under the projected 5-year development program. As shown in the DSAP Application, Figure 4.2 4.8, DSAP Central Planning Area Overall Land Map, a school site of approximately 26 acres is reserved within the Central Planning Area for conveyance to the School District; ~~its precise location and size shall be the subject of an agreement to be entered into between TerraPointe and the School District~~ and such site has been conveyed to the School District for an elementary school.

Additional school capacity at the elementary, middle and high school levels is proposed to accommodate the projected DSAP demand at build-out. At this time, two elementary schools are programmed within the 10 year work program and another elementary school and middle school are programmed in the 20 year work program. If constructed, these facilities should be adequate to address projected needs at the elementary and middle school levels. Development of the DSAP beyond the 5-year milestone should be monitored to determine if the inclusion of new high school facilities within future School District work plans would be needed.

- f. Recreation and Open Space: Nassau County is currently deficient in recreation and open space facilities. The proposed DSAP 5 year and build-out programs are estimated to increase demand by approximately

APPROVED
sh

12 acres and 141 acres, respectively. This demand is being met within the DSAP through the provision of significant open space and an extensive multi-use trail, bike lanes and/or sidewalk system which includes 1,700 acres of open space in the form of interconnected wetlands, surface waters, and upland preserves forming a CHN. The significant open space system provided by the DSAP is capable of not only accommodating DSAP impacts but helping the County address a County-wide deficiency in regional parks through 2030. At build-out, the DSAP is planned to contain over 20 miles of multi-use trails. As shown in the DSAP Application, Figure 4.8 4.2, DSAP Central Planning Area Overall Land Map, a community park of approximately 20 acres is reserved within the Central Planning Area ~~for conveyance to the County~~; its precise location and size is subject to adjustment.



- LEGEND**
- - - ENCPA Boundary
 - == DSAP Boundary
 - Regional Center
 - Employment Center
 - Village Center
 - Residential Neighborhood
 - Tier 1
 - Tier 2
 - Tier 3
 - Resort Development
 - Transit Oriented Development (TOD)
 - Conservation and Habitat Network
 - Wetland System
 - Conservation
 - Proposed Road Network
 - Existing Highways & Roads
 - === Easements
 - +— Railroad Lines
 - ▨ Limited Development Area

Exhibit B

Figure 4.1: ENCPA - Land Use

Exhibit B

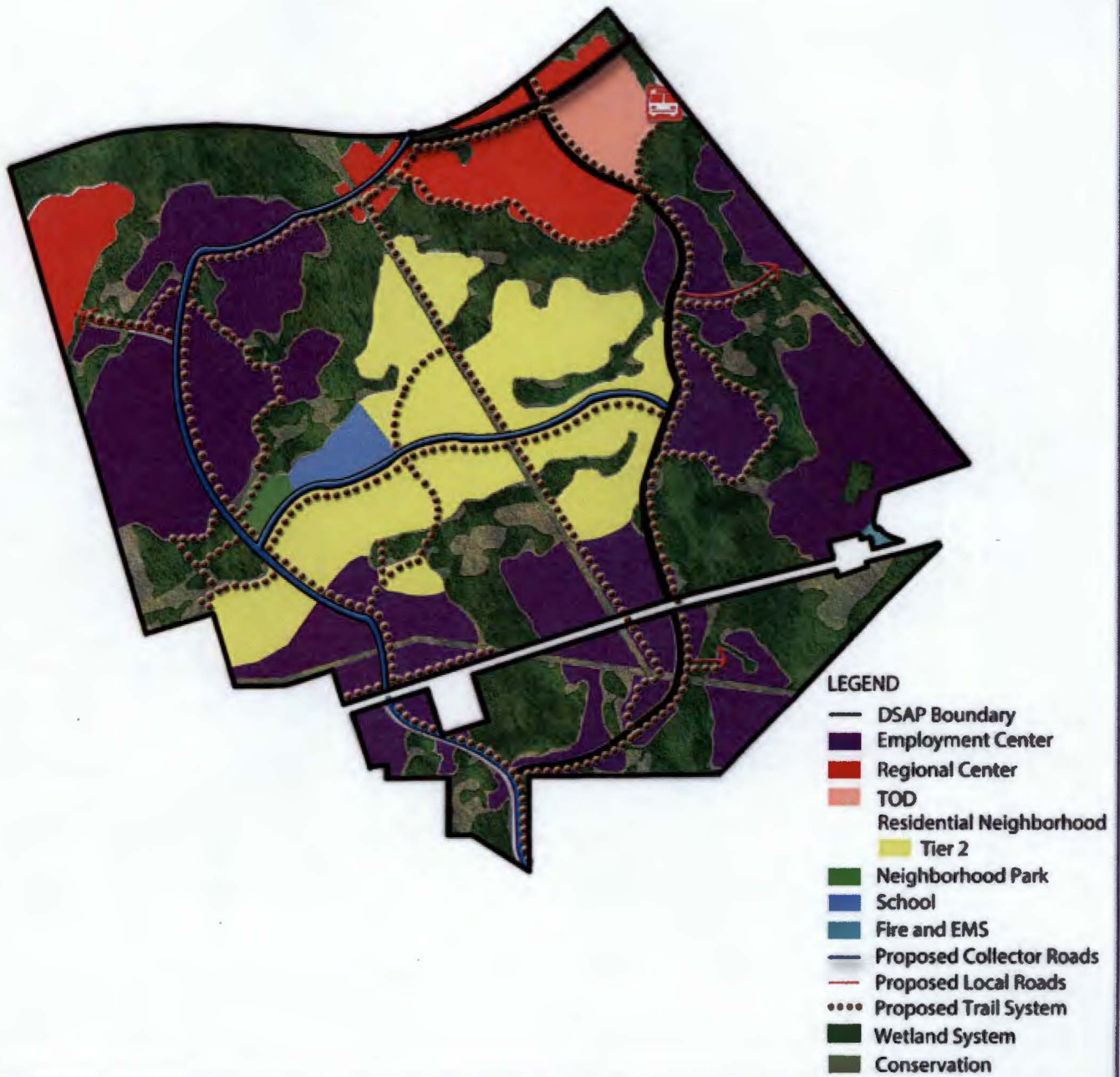


Exhibit B

LEGEND

- DSAP Boundary
- Residential Neighborhood
 - Tier 1
 - Tier 2
 - Tier 3
- Regional Center
- Proposed Collector Roads
- Proposed Local Roads
- Proposed Trail System
- Wetland System
- Conservation



Exhibit B

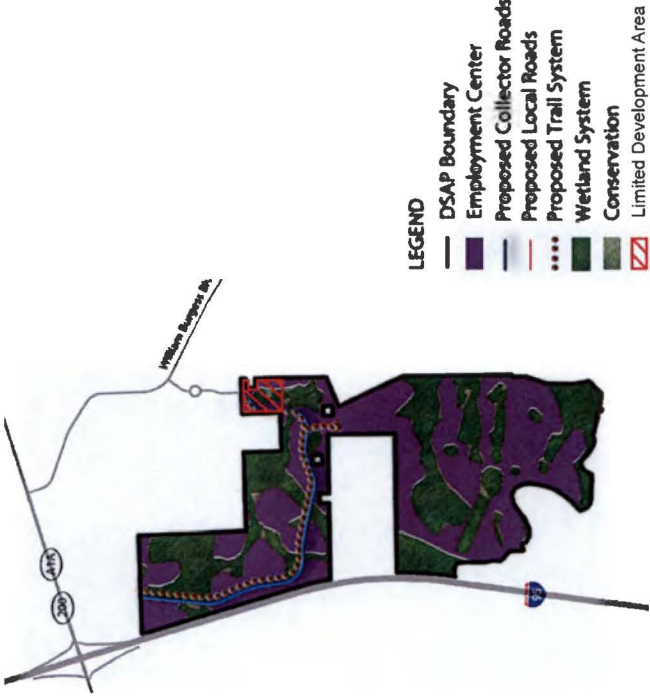


EXHIBIT "C", INCLUDING APPENDICES B AND C TO EXHIBIT "C"

East Nassau Community Planning Area

Detailed Specific Area Plan: East Nassau Employment Center

North, Central & Southern Planning Areas



Owner(s)

TERRAPOINTE LLC

RAYONIER EAST NASSAU TIMBER PROPERTIES I, LLC,
RAYONIER EAST NASSAU TIMBER PROPERTIES II, LLC,
RAYONIER EAST NASSAU TIMBER PROPERTIES III, LLC,
RAYONIER EAST NASSAU TIMBER PROPERTIES IV, LLC,
RAYONIER EAST NASSAU TIMBER PROPERTIES V, LLC,
RAYONIER EAST NASSAU TIMBER PROPERTIES VI, LLC,
RAYONIER EAST NASSAU TIMBER PROPERTIES VII, LLC,
and wholly owned subsidiaries
P.O. Box 723
Fernandina Beach, Florida 32034

Consultants:

Legal

Gunster, Yoakley & Stewart Rogers Towers, P.A.

225 Water Street, Suite 1750 960185 Gateway Blvd., Suite 203

Jacksonville-Amelia Island, Florida 32202-32034

Contact: Staci Rewis-Michael Mullin, Esquire

Community Planning, Transportation Planning and Civil Engineering

VHB MillerSellen

225 E Robinson St., Suite 300

Orlando, Florida 32801

Contact: James A Sellen, Principal

Environmental

Breedlove Dennis Associates, Inc.

330 W Canton Ave.

Winter Park, Florida 32789

Contact: Michael Dennis, President

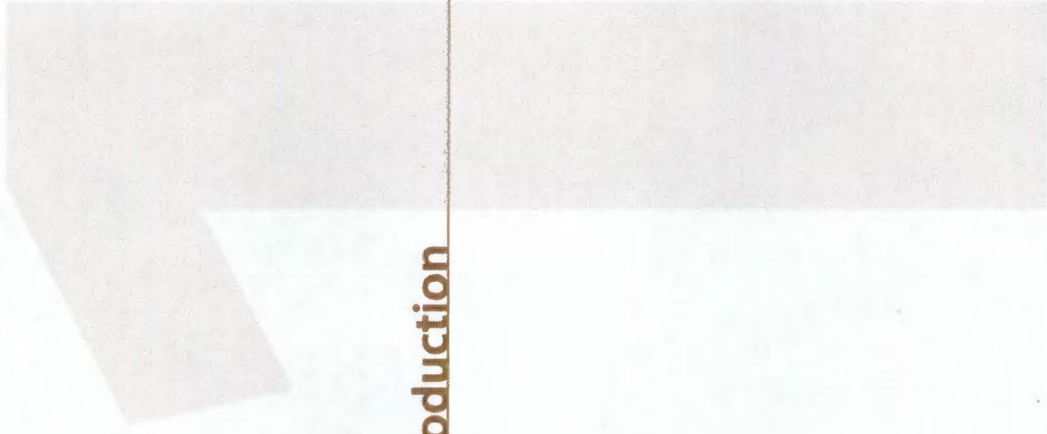


Detailed Specific Area Plan: East Nassau Employment Center

Table of Contents

1. Introduction	5
ENCPA	
Long-Term Master Plan	
Detailed Specific Area Plan	
2. Environmental Conditions	11
ENCPA Environmental Summary	
Central Planning Area	
Northern Planning Area	
Southern Planning Area	
Summary	
3. Mobility	19
Nassau County Transportation Mobility Approach	
Sector Planning and Mobility	
ENCPA Transportation Mobility Approach	
Mobility Plan Overview	
DSAP Master Mobility Network	
Recommended Typical Cross-Sections	
4. Land Use	31
ENCPA Land Use Summary	
Master Planning Principles	
DSAP Land Use Detail Information	
5. Public Facilities Summary	5149
6. Implementation	5553
Implementation Strategies	
Statute Compliance Matrix	

Intentionally Left Blank



Introduction



Intentionally Left Blank



Detailed Specific Area Plan: East Nassau Employment Center

Introduction

Located in Florida's northeastern corner and bisected by Interstate 95, Nassau County serves as a key gateway to the Sunshine State. Sandy beaches, scenic rivers and abundant resources have long attracted residents to the area. From early European settlers to modern working families, the County has and continues to represent hope for a more prosperous future.

Historically, tree farming and pulp production have characterized a large portion of the local economy; however, the County's abundant land assets and proximity to the Jacksonville metropolitan area make it a prime location for accommodating a wide variety of economic development opportunities. Recognizing these opportunities, Nassau County has partnered with Rayonier, the County's largest land owner, to target areas appropriate for future economic growth and prepare long-term, financially responsible plans for those areas.

The Detailed Specific Area Plan (DSAP) is a component of this larger planning effort. It implements the goals, objectives and policies of the East Nassau Community Planning Area (ENCPA), a 24,000 acre, state approved Sector Plan intended to recognize the benefits of long-range planning for specific areas and support innovative and flexible planning and development strategies.

The DSAP is the second step in the Sector Planning process and follows the preparation of the aforementioned ECNPA master plan. Among other things, it provides detailed plans regarding the protection of natural resources, provision of adequate public facilities, and interrelationship of land uses. The East Nassau Employment Center DSAP has been organized in a manner that walks the reader logically through the master planning process. Beginning with an analysis of natural resources, it moves cumulatively into the identification of areas for conservation, the establishment of a multi-modal transportation network and the designation of complementary land uses. These components combine to form a unified "master plan" exhibit and a series of principles and guidelines which address urban form, environmental protection, mobility and economic development.

This document is intended to guide a broad array of individuals in their decision making. Its graphic nature and compact arrangement provide quick, easy reference for everyone from local officials, to future residents and business owners. Several of the more technical aspects of the plan have been placed in a separate appendices document for ease of reference.

ENCPA

Overview

In 2007, Nassau County began working with TerraPointe Services, Rayonier’s real estate services company, to prepare a master plan for 24,000 acres of company owned timberland located within the eastern half of the County. Roughly bounded by the St. Mary’s River to the north, S.R. 200 (A1A) to the south, Chester Road to the east and Interstate 95 to the west, this area would become known as the East Nassau Community Planning Area (ENCPA). The objective of the ENCPA was to comprehensively plan for the future growth of Nassau County in a manner which recognizes the integral relationships between economic development, transportation, land use and urban design.

The ENCPA master plan was formed over the course of several years and was the direct result of Nassau County’s Vision 2032 Plan. Once complete, the plan was included in the County’s regular comprehensive plan update, formally known as the Evaluation and Appraisal Report (EAR) amendment. The amended comprehensive plan, including the ENCPA master plan, was subjected to rigorous review by state and regional regulatory agencies and ultimately adopted by Nassau County in 2011.

Later that same year, significant changes were made to State legislation allowing the ENCPA master plan to be converted to a state approved Sector Plan. This conversion occurred in 2011 and was intended to take advantage of the unique benefits of sector planning. More specifically, it allowed for a higher level of detail in planning for the area; therefore, providing greater certainty to both the property owner (TerraPointe) and Nassau County.

Long-Term Master Plan

State statutes outlines a two-step sector planning process. This process includes the adoption of a long-term master plan for the entirety of the planning area and the subsequent preparation of detailed specific area plans (DSAP) for subsections of this area. The adopted ENCPA master plan fulfills the former requirement. It is comprised of both a framework map and policies intended to guide development of the area.

The framework map or “Master Land Use Plan” (Figure 1.1) is a graphic exhibit intended to identify regionally significant natural resources, guide the placement and sizing of public facilities and direct the location of land uses.

Accompanying the Master Land Use Plan are a single objective and seventeen (17) policies addressing such topics as green development practices, multi-modal transportation district design, transit oriented development (TOD) and the preservation of natural resources. Also included within the policies are specific land use sub-categories and their respective descriptions and general development guidelines.

Detailed Specific Area Plan

In late 2011, TerraPointe Services engaged VHB MillerSellen (VHB-MS) to initiate the second step in the sector planning process, the preparation of a Detailed Specific Area Plan (DSAP). The purpose of the DSAP is to provide detailed planning information for a specific portion of the 24,000 acre ENCPA; thereby, allowing property within that area to advance towards preservation or development.

The project team identified approximately 4,202 acres of land to be included within the first DSAP. This acreage is divided into three (3) planning areas (see Figure 1.1). Herein referred to as the Northern, Southern and Central Planning Areas. They were specifically selected for their unique economic development potential and their context within ENCPA when viewed in totality. The land uses included in this initial DSAP are primarily focused on job creation and the diversification of the local economy. While some areas are dedicated primarily to employment generating uses, others are predominantly residential and/or retail in nature and intended to provide the support services necessary to ensure the overall success of the larger Employment Center.

Table 1.1 outlines the maximum development program for each of the DSAP Planning Areas. This development program is an essential element of the DSAP document and guides the preparation of many of its components. This program is weighted heavily towards non-residential development, anticipating that the East Nassau Employment Center DSAP will provide the majority of employment for the remainder of the ENCPA; therefore, future DSAPs will be predominantly residential in nature and serve to balance the sector plan’s jobs-to-housing ratio.

Table 1.1 East Nassau Employment Center DSAP Development Program

PLANNING AREA	ACRES	RESIDENTIAL UNITS	NON-RESIDENTIAL SQUARE FOOTAGE
Northern	665	769	75,000
Central	2,938	2,500 3,269	7,000,000 6,236,495
Southern	599	769 0	25,000 788,505

The following sections outline the sequential planning process used to develop the East Nassau Employment Center DSAP. They contain detailed information regarding natural resources, public facilities and land use/urban design culminating in both a master plan exhibit and a series of principles and guidelines intended to guide the development of the DSAP. Each of the sections begins with a brief description of the ENCPA as it pertains to the respective topic. This is intended to reinforce the relationship of the DSAP to the overall master plan and ensure consistency between the two plans.

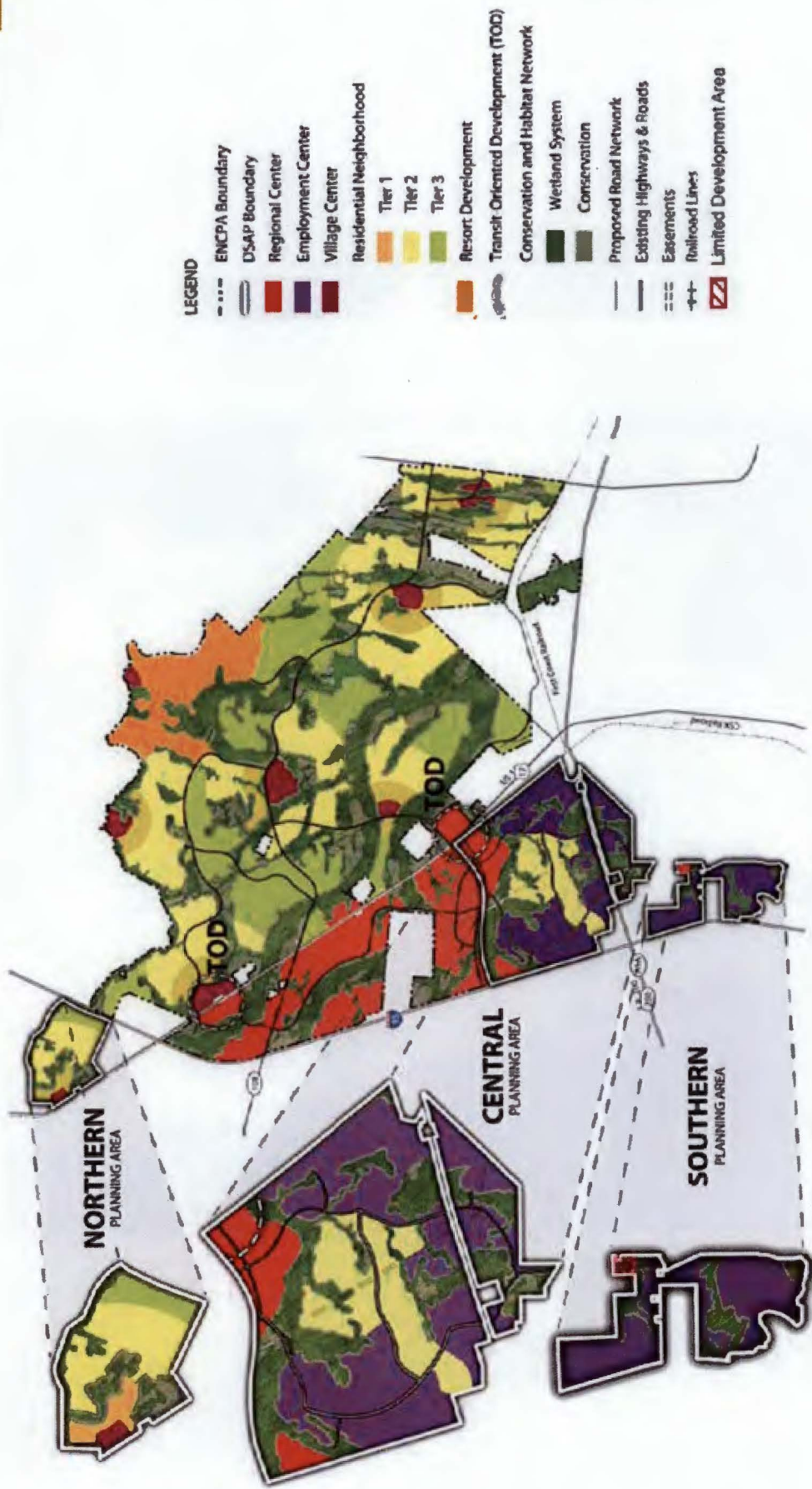


Figure 1.1: ENCPA Master Plan

Intentionally Left Blank

Environmental Conditions



Environmental Conditions

ENCPA Environmental Summary

Consistent with state statutes regarding the preparation of a Sector Plan, regionally significant natural resources within the ENCPA planning areas were identified and designated as part of a Conservation Habitat Network (CHN). The CHN was included as a land use sub-category contained within the ENCPA policies and depicted on the Master Land Use Plan (see Figure 2.1). It was designed to include a mosaic of wetlands, surface waters and uplands to provide for landscape connectivity and protection of significant natural resources within the 24,000 acre planning area. Preserving this mix of wetland and uplands within the proposed CHN will ensure the protection of a variety of wildlife habitats, retain corridors that connect major habitats allowing indigenous wildlife to move across the property and contribute to the long-term sustainability of the natural communities. It also ensures that conserved wetlands and contiguous uplands are protected.

Per Nassau County Comprehensive Plan Policy FL.13.07(A)(1), the CHN is to be subject to the following general guidelines and standards:

- a) *Prior to development of portions of the ENCPA that abut boundaries of the CHN which preserve wildlife habitat, a management plan shall be developed that promotes maintenance of native species diversity in such areas and which may include provision for controlled burns.*
- b) *New roadway crossings of wildlife corridors within the CHN for development activity shall be permitted in conjunction with the design of the internal road network, but shall be minimized to the greatest extent practical.*
- c) *Road crossings within the CHN will be sized appropriately and incorporate fencing or other design features as may be necessary to direct species to the crossing and enhance effectiveness of such crossings.*
- d) *Prior to commencement of development within the ENCPA, an environmental education program shall be developed for the CHN and implemented in conjunction with a property owners association, environmental group or other community association or governmental agency so as to encourage protection of the wildlife and natural habitats incorporated within the CHN.*
- e) *The boundaries of the CHN are identified on Map FLUMS-6. The boundaries of the CHN shall be formally established as conservation tracts or placed under conservation easements when an abutting development parcel to*

portions of the CHN undergoes development permitting in accordance with the requirements of the St. John's River Water Management District (SJRWMD) and pursuant to the following criteria:

- i. *As to wetland edges forming the CHN boundary, the final boundary shall be consistent with the limits of the jurisdictional wetlands and associated buffers as established in the applicable SJRWMD permit;*
- ii. *As to upland edges forming the CHN boundary, the final boundary shall be established generally consistent with Map FLUMS-6, recognizing that minor adjustments may be warranted based on more or refined data and any boundary adjustments in the upland area shall (i) continue to provide for an appropriate width given the functions of the CHN in that particular location (i.e., wetlands species or habitat protection), the specific site conditions along such boundary and the wildlife uses to be protected and (ii) ensure that the integrity of the CHN as a wildlife corridor and wetland and species habitat protection area is not materially and adversely affected by alteration of such boundary; and*
- iii. *Boundary modifications meeting all of the criteria described in this Policy sub section shall be incorporated into the Conservation and Habitat Network and the ENCPA Master Land Use Plan upon issuance of the applicable SJRWMD permits and shall be effective without the requirement for an amendment to the Nassau County Future Land Use Map, ENCPA Future Land Use Element Policies or any other Nassau County Comprehensive Plan Elements defined in Chapter 163, F.S.*
- f) *Silvicultural and agricultural activities allowed in the Agricultural classification of the Future Land Use Element of the Nassau County Comprehensive Plan, excluding residential land uses, shall continue to be allowed within the CHN. When the final boundaries of any portion of the CHN are established as described above, a silvicultural management plan will be developed in accordance with best management practices to protect the overall conservation objective of such portion of the CHN.*

As part of the DSAP process, a full natural resource analysis was completed by Breedlove, Dennis & Associates (BDA). This analysis is included as Appendix A of this document and contains specific information regarding ecological communities and protected species relative to the DSAP planning area. The findings of this analysis have been incorporated into the design of the DSAP and, consistent with Policy FL.13.07(A)(1)(e), have guided the refinement of the CHN boundaries.

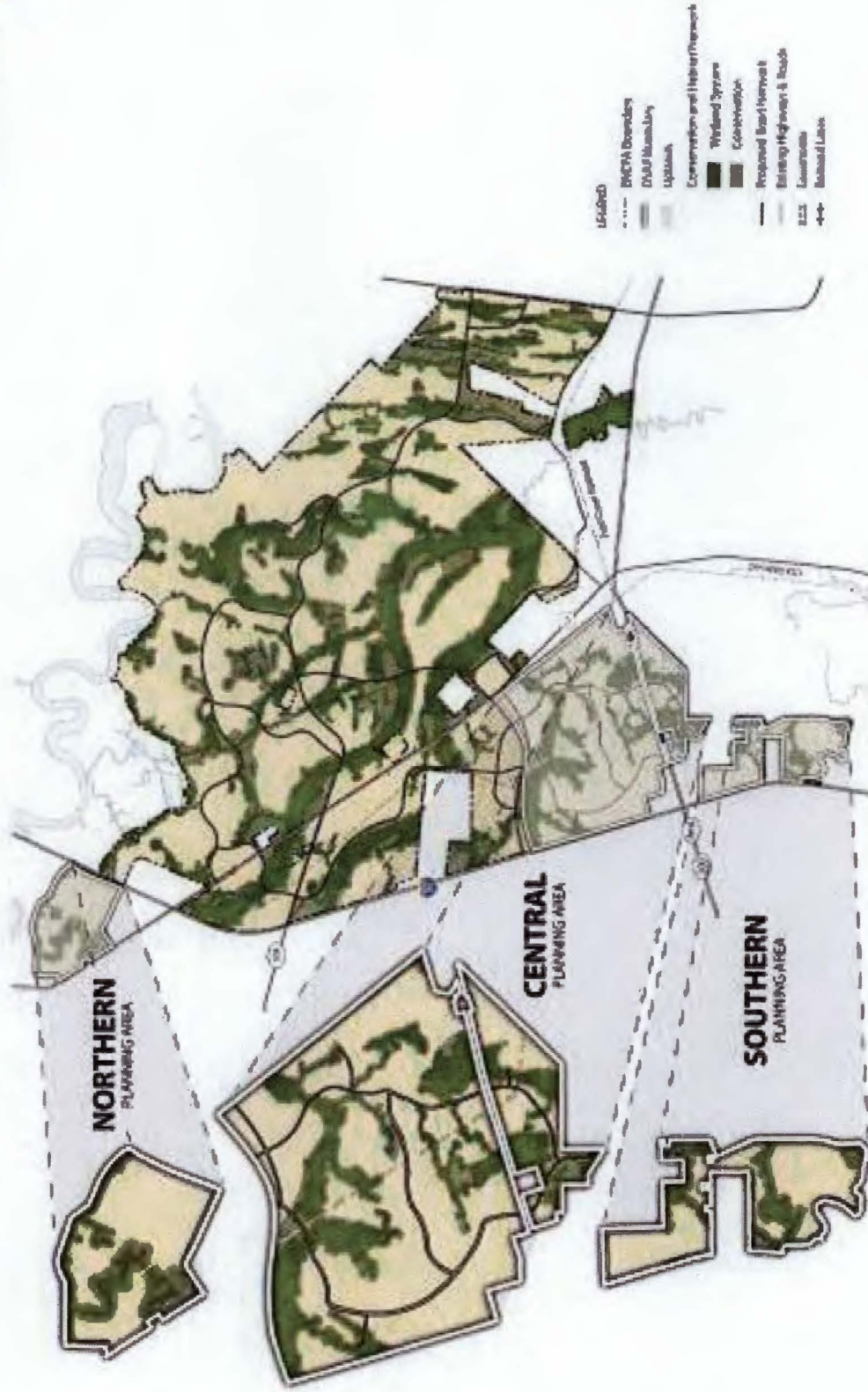


Figure 2.1: ENCPA - Environmental Conditions

Figure 2.2: Central Planning Area Refined Conservation Habitat Network



Central Planning Area

Wetlands

The East Nassau Employment Center DSAP's Central Planning Area is approximately 2,938 acres in size and consists primarily of upland coniferous plantation. In addition to these uplands, the area also contains an estimated 1,188 acres of surface waters and wetlands. The approximate extent of these wetlands and surface waters has been determined through photo interpretation and selective groundtruthing.

Surface waters within the Central Planning Area are limited (<10 acres) and generally associated with man-made drainage structures, borrow areas and reservoirs. Site wetlands total approximately 1,179 acres and consist of a variety of ecological communities. The most prevalent wetland communities found on the site are mixed forested wetlands (~867 acres), wet coniferous plantation (~100 acres) and hydric pine flatwoods (~75 acres).

Uplands

As previously mentioned, the Central Planning Area is dominated by coniferous plantations which represent approximately 97% of total upland acreage. These are actively managed silvicultural areas comprised primarily of planted slash pine. Given the predominance of planted pine within the site, there are few distinctive upland ecological communities towards which to direct conservation efforts; therefore, the site's upland conservation areas are primarily intended to protect and enhance the preserved wetlands through buffering and provide interconnectivity between systems.

Refined Conservation Habitat Network

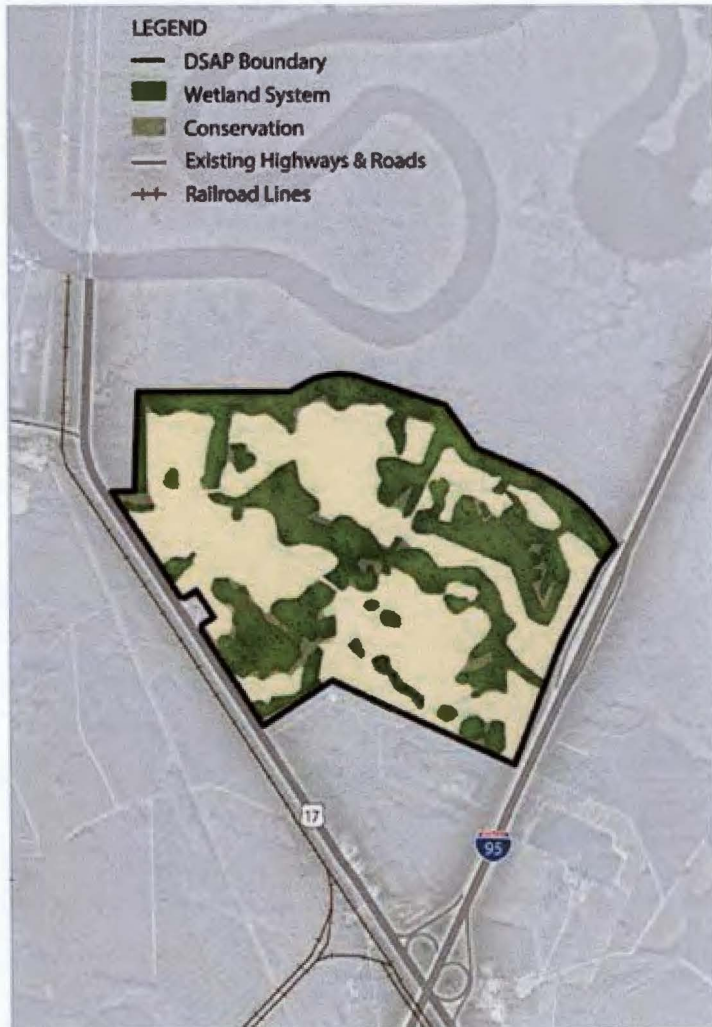
ENCPA Policy FL.13.07(A)(1)(e) requires the adjustment of CHN boundaries as more accurate information becomes available. During the development of the DSAP, additional analysis of the Central Planning Area's wetlands was conducted via photo interpretation and selective groundtruthing. This information was used to guide both the creation of the DSAP master plan and adjust the CHN boundaries consistent with the aforementioned policy. The proposed revisions to the CHN result in the conservation of approximately 120 additional acres of environmentally significant land in the CHN then shown on the ENCPA Master Plan (see Table 2.D).

Table 2.A: Central Planning Area Environmental Site Data

GROSS AREA Acres	WETLANDS Acres	UPLAND Acres	CHN TOTAL AREA Acres	CHN WETLANDS Acres	CHN UPLANDS Acres
2,938	1,188	1,750	1,116	833	233

All acreage are estimated based on photo interpretation.

Figure 2.3: Northern Planning Area Refined Conservation Habitat Network



Detailed Specific Area Plan: East Nassau Employment Center

Northern Planning Area

Wetlands

The East Nassau Employment Center DSAP's Northern Planning Area is approximately 665 acres in size and, like the Central Planning Area, primarily consists of upland coniferous plantation. The approximate extent of wetlands and surface waters was determined through photo interpretation and selective groundtruthing. Little, if any, surface waters exist within the Northern Planning Area. Site wetlands were determined to total approximately 257 acres and consist primarily of mixed forested wetlands (~176 acres), emergent aquatic vegetation (~25 acres) and wet coniferous plantation (~20 acres).

Uplands

Like the Central Planning Area, the Northern Planning Area is dominated by coniferous plantations which represent approximately 98% of total upland acreage. These are actively managed silvicultural areas comprised primarily of planted slash pine. Given the predominance of planted pine within the site, there are few distinctive upland ecological communities towards which to direct conservation efforts; therefore, the site's upland conservation areas are primarily intended to protect and enhance the preserved wetlands through buffering and provide interconnectivity between systems.

Refined Conservation Habitat Network

As with the Central Planning Area, the Northern Planning Area's CHN boundaries have been adjusted per ENCPA Policy FL13.07(A)(1)(e). Additional analysis of the Northern Planning Area's wetlands was conducted via photo interpretation and selective groundtruthing. The proposed revisions to the CHN result in the conservation of approximately 45 additional acres of environmentally significant lands in the CHN then shown on the ENCPA Master Plan (see Table 2.D).

Table 2.B: Northern Planning Area Environmental Site Data

GROSS AREA (ACRES)	WETLANDS (ACRES)	UPLAND (ACRES)	CHN TOTAL AREA (ACRES)	CHN WETLANDS (ACRES)	CHN UPLANDS (ACRES)
665	257	408	312	251	61

All acreage are estimated based on photo interpretation.

Figure 2.4: Southern Planning Area Revised Conservation Habitat Network



Southern Planning Area

Wetlands

The East Nassau Employment Center DSAP's Southern Planning Area is approximately 599 acres in size and, like the DSAP's other Planning Areas, primarily consists of upland coniferous plantation. The approximate extent of wetlands and surface waters was determined through photo interpretation and selective groundtruthing. Surface waters within the Planning Area are total less than 2 acres. Site wetlands were determined to total approximately 216 acres and consist primarily of mixed forested wetlands (~146 acres), freshwater marsh (~31 acres) and wet coniferous plantation (~17 acres).

Uplands

Like the DSAP's other Planning Areas, the Southern Planning Area is dominated by coniferous plantations which represent approximately 98% of total upland acreage. These are actively managed silvicultural areas comprised primarily of planted slash pine. Given the predominance of planted pine within the site, there are few distinctive upland ecological communities towards which to direct conservation efforts; therefore, the site's upland conservation areas are primarily intended to protect and enhance the preserved wetlands through buffering and provide interconnectivity between systems.

Refined Conservation Habitat Network

As with the other Planning Areas, the Southern Planning Area's CHN boundaries have been adjusted per ENCPA Policy FL.13.07(A)(1)(e). Additional analysis of the Southern Planning Area's wetlands was conducted via photo interpretation and selective groundtruthing. The proposed revisions to the CHN result in the conservation of approximately 85 additional acres of environmentally significant land in the CHN then shown on the ENCPA Master Plan (see Table 2.D).

Table 2.C: Southern Planning Area Environmental Site Data

GROSS AREA ACRES	WETLANDS ACRES	UPLAND ACRES	CHN TOTAL AREA ACRES	CHN WETLANDS ACRES	CHN UPLANDS ACRES
599	216	383	266	216	50

All acreage are estimated based on photo interpretation.

Summary

In conclusion, the CHN boundary for each of the DSAP's Planning Areas has been refined consistent with ENCPA Policy FL.13.07(A)(1)(e). These refinements were based upon more detailed analysis of the respective Planning Area's natural resources and included photo interpretation and selective groundtruthing of ecological communities. A full description of the DSAP's environmental opportunities and constraints are contained in Appendix A: Natural Resource Analysis.

The refined CHN is consistent with the ENCPA Master Plan's primary goal of promoting sustainable and efficient regional land use. As with the original ENCPA CHN, the DSAP CHN conserves regionally significant natural resources and includes a mosaic of wetlands, surface waters and uplands which will provide long-term benefits to aquatic, wetland dependent and terrestrial wildlife that currently utilize these habitats and contribute to the long-term sustainability of these wildlife communities. It ensures that the DSAP's largest and highest quality wetland strands are protected in perpetuity and preserves natural drainage systems.

Table 2.D summarizes the impacts of the proposed refinements to each of the DSAP's Planning Areas. Overall, the refinements to the CHN boundary are anticipated to result in a net increase of approximately 250 acres of conserved lands. Per ENCPA Policy FL.13.07(A)(1)(e), this acreage may be refined further during the Preliminary Development Plan and Site Planning process as better information becomes available.

Table 2.D: CHN Refinement Summary (acres)

PLANNING AREA	ENCPA	DSAP	APPROXIMATE NET CHANGE
Central	996	1,116	120
Northern	267	312	45
Southern	181	266	85
TOTAL	1,444	1,694	250

It is important to note that wetland protection within the Property is regulated by the SJRWMD, the Department of the Army, Corps of Engineers (ACOE), and Nassau County. Prior to development, the extent of state jurisdictional wetlands and surface waters will be determined based on the Florida unified wetland delineation methodology (Chapter 62-340, Florida Administrative Code [F.A.C.]). Dredge and fill activities and mitigation for these activities, are regulated by the state through the Environmental Resource Permit (ERP) program, and implemented jointly by the Florida Department of Environmental Protection (FDEP) and the five water management districts.

In addition to state and federal regulations, wetland protection within the DSAP is also regulated by Nassau County. Per the County's comprehensive plan, proposed development must be directed away from wetlands "...by clustering the development to maintain the largest contiguous wetland area practicable and to preserve the pre-development wetland conditions". As previously described, provisions for wetland protection are also included within the Conservation Habitat Network (CHN) guidelines and standards outlined in ENCPA Policy FL.13.07.

10

11

12

3

Mobility



Mobility

Nassau County Transportation Mobility Approach

The continued escalation of housing and transportation costs in Northeast Florida is unsustainable and fostered by sprawling development patterns, separation of uses and a single focus on the use and movement of the automobile. In fact, Nassau County households spend over 45% of the median income on costs related to housing and transportation. The solution to this problem is the integration of land use and transportation programs, strategies and policies through the development of a mobility plan. A mobility plan is a long range plan promoting development that integrates land uses, maximizes mobility choices (bike, pedestrian, transit and auto/truck), fosters healthy sustainable communities and funds a range of improvements for all modes of transportation.

The unsustainable pattern of development in Northeast Florida, and for that matter Florida in general, was further encouraged in response to provisions of Florida's Growth Management Act adopted by the state legislature in 1985. Specifically, the most problematic provisions required comprehensive plans include a concurrency management system, that required transportation capacity be available concurrent with the impacts of development. While philosophically sound, the concurrency requirement carried unintended consequences that in the real world caused the further sprawl of development and forced new development to pay for the transportation problems created by past development practices that had already completed the entitlement process. Sole reliance on the expansion of roadway capacity and the lack of public and private investment in alternative modes of transportation have discouraged urban infill and redevelopment and contributed to the proliferation of urban sprawl.

In recognition of the land use and development pattern issues caused by applying the concept of transportation concurrency in Nassau County, the Nassau County Board of County Commissioners amended Article 2 of the Nassau County Land Development Code eliminating the requirements for transportation concurrency and proportionate fair share. In its place, the Board created an interim Adequate Public Facilities System. Further the Board of County Commissioners appointed a task force to look into the options for replacing concurrency with mobility, or some other more holistic approach to planning and funding a multi-modal transportation network to serve the future needs of Nassau County.

Sector Planning and Mobility

As part of the latest update of the Nassau County Comprehensive Plan, the County adopted a Sector Plan for the ENCPA. The Sector Plan adopted in conjunction with the provisions of Chapter 163.3245 Florida Statutes provides for a long-term plan intended to "promote and encourage long-term planning for conservation, development, and agriculture on a landscape scale; to further the intent of Section 163.3177(11), which supports innovative and flexible planning and development strategies."

The Sector Plan encompasses two levels: a long-term master plan for the entire planning area as part of the Nassau County Comprehensive Plan and adoption by local development order of two or more detailed specific area plans (DSAP's) that implement the long-term master plan. The long-term master plan for the ENCPA Sector is required to provide a general identification of the transportation facilities to serve the future land uses in the long-term master plan, including guidelines to be used to establish each modal component intended to optimize mobility. The detailed specific area plan (DSAP) is required to provide detailed identification of the transportation facilities to serve the future land uses in the DSAP. The legislation also requires that the DSAP identify public facilities necessary to serve the DSAP, including developer contributions in a 5 year capital improvement schedule of the affected local government as well as principles and guidelines addressing... "quality communities of a design that promotes travel by multiple transportation modes."

One of the unique aspects of the Sector Plan legislation is the requirement, per 163.3245 (4) (a), that upon effect:

- i. (4)(a) "Any long-range transportation plan developed by a metropolitan planning organization pursuant to s.339.175(7) must be consistent, to the maximum extent feasible, with the long-term master plan, including, but not limited to, the projected population, and the approved uses and densities and intensities of use and their distribution within the planning area. The transportation facilities identified in adopted plans pursuant to subparagraphs (3)(a) 3 and (b) 4 must be developed in coordination with the adopted MPO long-range transportation plan.

In summary the Sector Plan encourages and authorizes an approach for the ENCPA that is "intended to optimize mobility" for each modal component. As a result of these improvements, the average vehicle miles traveled (VMT) within the ENCPA Sector is lower than Nassau County as a whole.

ENCPA Transportation Mobility Approach

The ENCPA Sector Plan provides an approach that will replace transportation concurrency requirements with a Mobility Plan. The purpose of the ENCPA Sector Mobility Plan is to provide incentives for the development of projects that, consistent with the long-term Sector Master Plan, will use alternative modes of transportation and locate in more concentrated, mixed use locations to reduce vehicle miles traveled (VMT) and greenhouse gas emissions. The Mobility Plan has been developed in conjunction with the Regional Transportation Plan prepared by the Metropolitan Planning Organization (MPO), as well as the recent update of the County's Comprehensive Plan. The horizon year for the Mobility Plan is 2035 and the modes addressed include car/truck, transit, bicycle and pedestrian facilities.

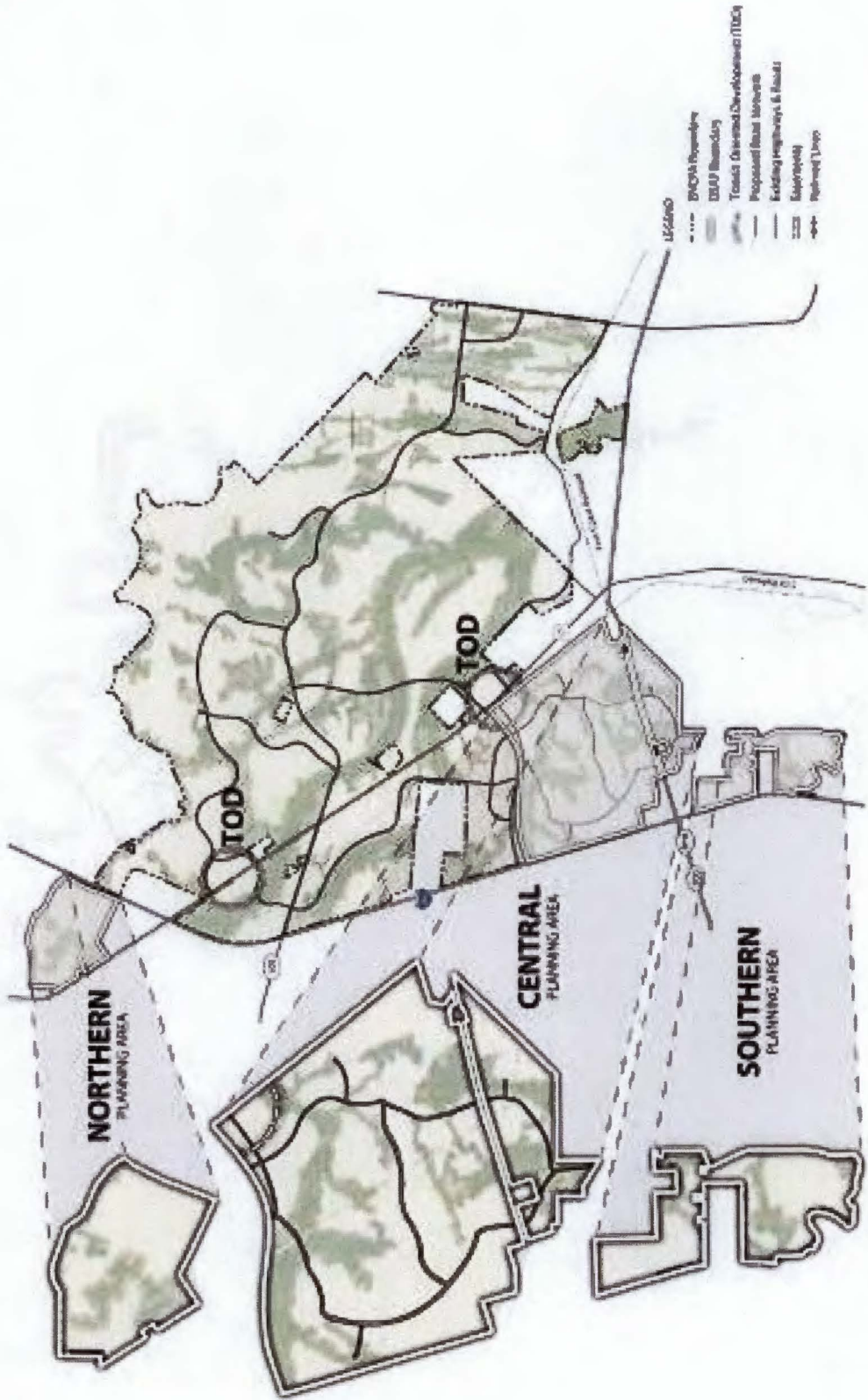


Figure 3.1: ENCPA - Mobility

The goals of the Mobility Plan are to establish a multi-modal transportation system for the ENCPA Sector; reduce vehicle miles traveled; and, to promote compact, interconnected and mixed-use land development patterns to improve the health, quality of life and sustainability of the residents of the ENCPA Sector and Nassau County.

A key component of the plan is the creation of a mobility fee, based on the total cost for recommended improvements divided by the total daily trip generation for the ENCPA Sector. The mobility fee system is designed to incentivize quality growth by allowing a proposed development to qualify for trip generation reductions, and therefore lower fees, based on adherence to site design performance standards or the construction of improvements that will result in the reductions to vehicle trips.

The Mobility Plan and related DSAP development order will require every new development or redevelopment within the ENCPA Sector, that is not otherwise vested or exempt, to be assessed a mobility fee prior to approval of final building permits. This system is intended to eliminate inequities in the former transportation concurrency system whereby all new development or redevelopment pays regardless of available capacity, or lack thereof, within the ENCPA transportation network. Applicants will still be subject to concurrency as applied in the Nassau County Adequate Public Facilities System for public schools, water, wastewater, solid waste, drainage and recreation prior to issuance of a final development permit or order.

To establish background roadway volumes in the study area, the Northeast Florida Regional Planning Model (NERPM) was run for baseline conditions without the ENCPA development. The NERPM is the adopted MPO model and is recommended by both FDOT and the Northeast Florida Regional Planning Council. This analysis shows the following roadways are projected to operate over capacity without ENCPA development:

- Interstate 95 from Duval County Line to SR 200/A1A – over capacity as a 6-lane road
- SR 200/A1A from US 17 to Chester Road – over capacity as a 6-lane road
- US 17 from Duval County Line to [Harts Sowell Road](#) – over capacity as a 2-lane road
- [Interstate 95/ SR A1A interchange ramps - over capacity in single-lane diamond configuration](#)

These volumes and deficiencies are used as a starting point for identifying transportation improvements associated with the ENCPA and DSAP. Per HB 7207, development cannot be held responsible for addressing existing backlogs. Since these roadway segments are projected to operate over capacity based on other development approved within Nassau County (prior to approval of the ENCPA development program), improvements to these segments are not included as part of the Mobility Network of funded improvements.

The Mobility Network is based on the transportation demand for the approved total development program of 24,000 residential units and 11 million square feet of non-residential uses (retail, office and industrial). Based on trip generation calculations using ITE rates, this development program is expected to generate ~~379,721~~ [369,577](#) daily trips, as

detailed in Appendix B.

The estimated ENCPA cost for infrastructure improvements in the Mobility Network is ~~\$24.134~~ [\\$138.9](#) million in Year 2012 dollars, consisting of the following components:

1. CR 108 Extension
2. New I-95 Interchange [at Interchange Road](#)
3. Interchange Road
4. US 17 widening
5. [Employment-Center north-south road N-S Regional Center Arterial](#)
6. [Employment-Center collector roads DSAP Western Loop Collector](#)
7. Traffic signals at major intersections
8. [Intersection left turn lane improvements SR A1A Intersection Improvements](#)
9. [SR A1A/I-95 Interchange Improvements](#)
10. [SR A1A and William Burgess Blvd Intersection Improvements](#)
11. Internal trail [system](#)

Next Steps

The Development Order for the Detailed Specific Area Plan will address the methodology for computing the mobility fee, the criteria for receiving credits, the review process, the time table, application fee and method for paying mobility fees.

The Mobility Plan for the ENCPA should be updated with the processing of each Detailed Specific Area Plan and changes to the mobility fee made accordingly.

Intentionally Left Blank

Mobility Plan Overview

This section summarizes the transportation mobility recommendations for the DSAP. The transportation analysis and recommendations were developed based on the approved development program and transportation network for the overall ENCPA Sector Plan. From there, the pieces of the transportation network needed to support the DSAP were then identified. The costs associated with needed improvements are also addressed through this analysis.

Complete documentation of the transportation analysis assumptions and results is provided in Appendix B, Transportation Analysis.

The mobility approach used to identify infrastructure improvements represents the coordination between land use patterns and transportation infrastructure. The benefits of this approach are a more efficient transportation system with reduced infrastructure needs. In addition, the mobility approach promotes the use of transportation options such as walking, bicycling and transit, and employs land use design standards to ensure that these options are viable. The transportation mobility approach accounts for the following elements:

- Balance of housing and employment – Per the approved ENCPA Sector Plan, the overall development program levels were identified to maintain a balance between housing units and employment square footage. In addition to strengthening the employment base for Nassau County, this balance maximizes the number of trips that stay internal to the ENCPA and reduces impacts on surrounding roadways.
- Mix of residential and non-residential land uses – Each of the residential neighborhoods contains non-residential land uses such as small-scale retail, office, and schools. These uses are located within and adjacent to residential areas, allowing many of these trips to occur by walking or bicycling. The Employment Center and Regional Center areas contain similar requirements for maintaining a mix of uses and incorporating residential and civic uses.
- Interconnected network of local streets – The Sector Plan also provides guidelines for local streets to ensure that they form a connected system between and within neighborhoods. This reduces the need for internal traffic to use the primary street network.
- Internal trails network – The ENCPA is proposed to contain approximately ~~100~~ 100.50 miles of multi-use trails that can accommodate pedestrians, bicyclists and golf carts. Within the DSAP area, 20 miles of trails are planned.
- Transit-Oriented Development (TOD) – As part of long-range plans for the First Coast region, commuter rail connecting Nassau County and downtown Jacksonville has been identified for the CSX and First Coast Railroad corridors. The ENCPA plan incorporates opportunities for TOD along the First Coast Railroad located next to US 17.

A transportation mobility approach has been developed and adopted in other communities in Florida, including Pasco County, Alachua County, and Duval County.

Figure 3.1 shows the transportation network ~~included in the previously adopted for the~~ ENCPA Sector Plan

Figure 3.2 shows the ~~revised~~ recommended Mobility Network to support the overall ENCPA. ~~In comparison to Figure 3.1, this~~ The revised network reflects modifications and refinements to the roadway alignments as a result of further detailed planning and analysis, but maintains the intent of the approved ENCPA transportation system. As the distribution of land uses within each DSAP is defined, TerraPointe may work with Nassau County to refine the mobility improvements associated with each phase of development. ~~Roadways will be in general conformance with Figure 3.2 and with applicable Nassau County criteria. Exact locations will be based on final survey and engineering and determined at the time of detailed site plans or construction plans without the need to adjust this DSAP or any associated DOs and/or PDPs. Variances to design standards may be considered at the time of detailed site plans or construction plans.~~

The estimated ENCPA cost for the Mobility Network is ~~\$124.113~~ \$138.9 million in Year 2012 dollars, consisting of the following components as shown on Figure 3.2:

1. CR 108 Extension
2. New I-95 Interchange ~~at Interchange Road~~
3. Interchange Road
4. ~~US 17 widening~~
5. ~~Employment Center north-south road~~ N-S Regional Center Arterial
6. ~~Employment Center collector roads~~ DSAP Western Loop Collector
7. Traffic signals at major intersections
8. ~~Intersection left turn lane improvements~~ SR A1A Intersection Improvements
9. ~~SR A1A/I-95 Interchange Improvements~~
10. ~~SR A1A and William Burgess Blvd Intersection Improvements~~
11. Internal trail ~~system~~ (not shown on exhibit)

These improvements will be funded and implemented over time based on the construction of development within the ENCPA and the trips generated by this development.

As noted on Figure 3.2, improvements to both SR A1A and Chester Road are funded through construction as part of the adopted FDOT Five-Year Work Program. Consequently, these projects were not included in the calculation of total costs. With the inclusion of these improvements in the Work Program, they will be constructed sooner than if tied to development activity within the ENCPA as part of the Mobility Network. The inclusion of the two items in the Work Program also allows mobility fee funds received in the short term to go towards other improvements.

Figure 3.2: Recommended ENCPA Mobility Network

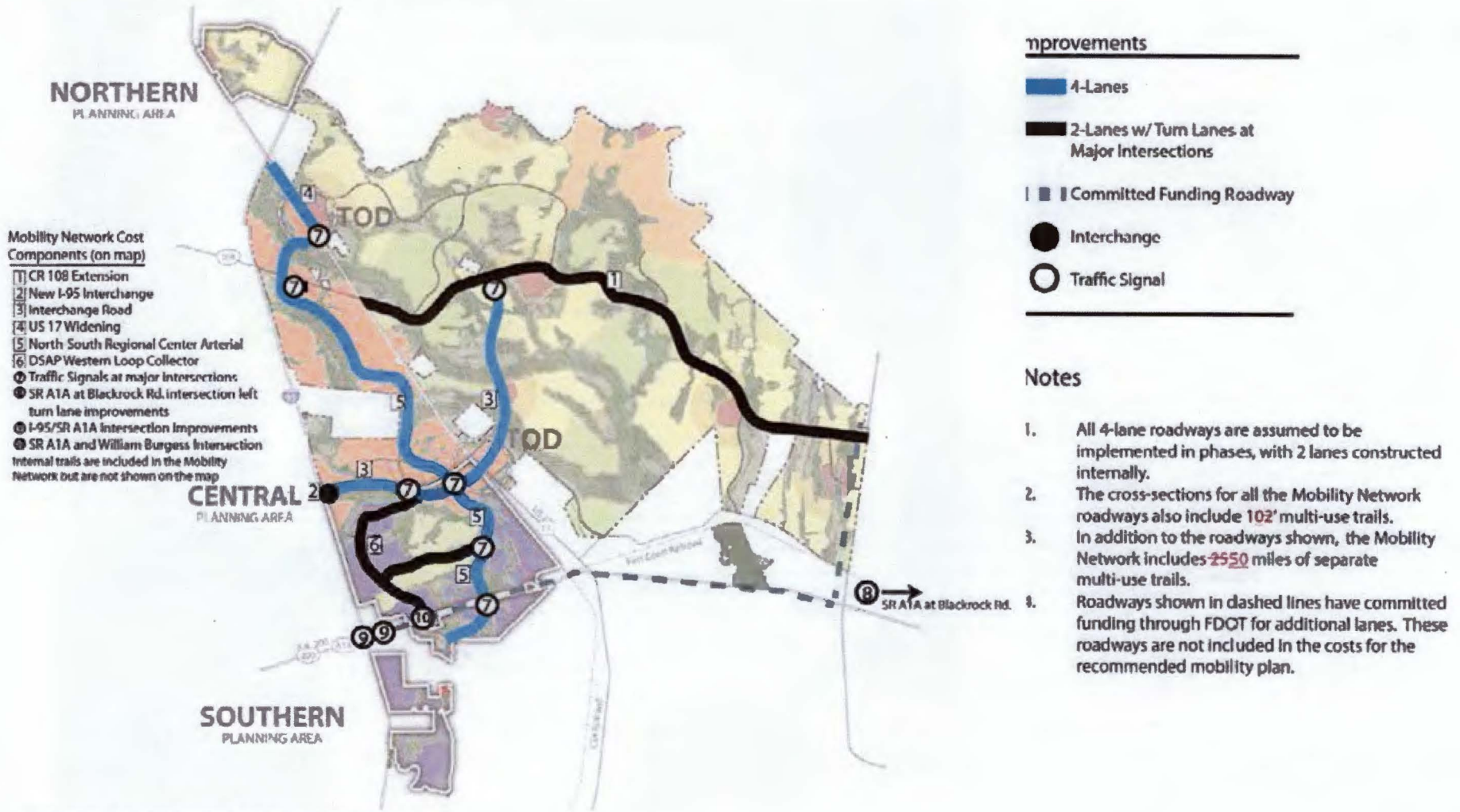
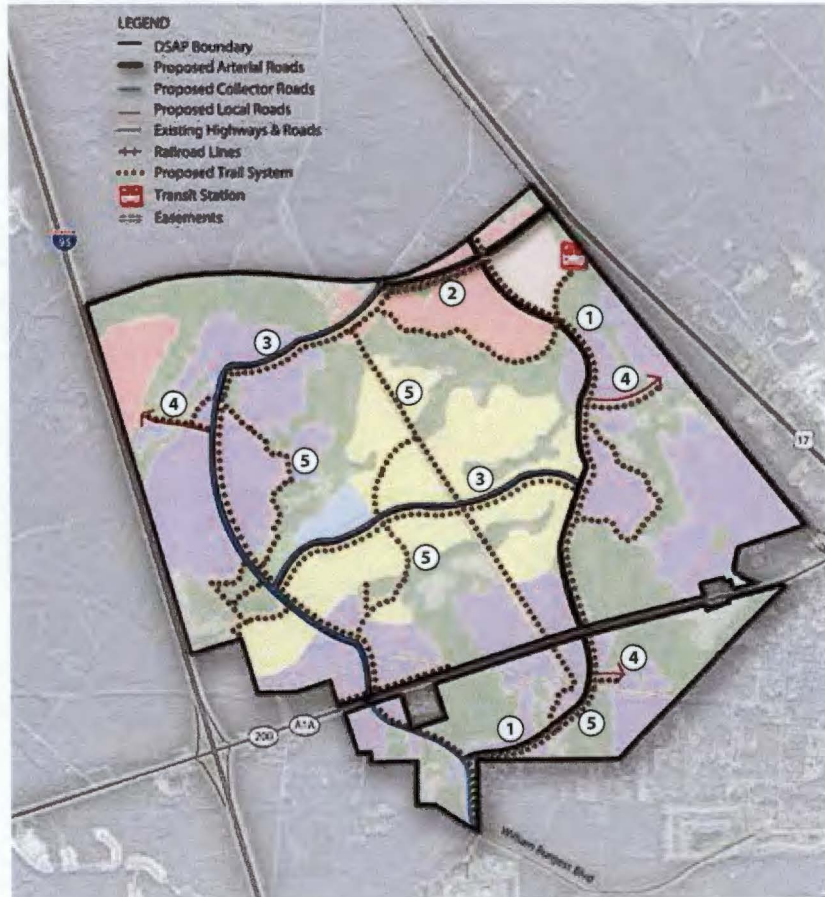


Figure 3.3: ENCPA DSAP Central Planning Area Mobility Plan



DSAP Master Mobility Network

This section summarizes the Mobility Network improvements associated with the buildout of the DSAP. As stated earlier, these improvements were identified based on the components needed to support development of this portion of the ENCPA. The improvements are discussed for each of the three Planning Areas (Central, Northern and Southern) associated with the DSAP.

Central Planning Area

Figure 3-3 summarizes the mobility improvements associated with the Central Planning Area. These improvements were identified based on the revised development program of ~~2,500~~ **3,269** multi-family residential units and ~~7,000,000~~ **6,236,495** square feet of non-residential uses (retail, office and industrial). This program for the Central Planning Area generates an estimated ~~91,400~~ **95,657** daily trips at buildout. The development program and its assumptions are summarized in Appendix B and in the Land Use section of this document.

Within the Central Planning Area, the following transportation improvements have been identified:

1. **North – South Regional Center Arterial Road (4 lanes, initially constructed as 2 lanes)** – This roadway will extend through the Central Planning Area (the Employment Center) and continue north through the Regional Center and connect to US 17. This roadway will serve as the spine of the ENCPA for areas between US 17 and Interstate 95. A traffic signal is assumed at the intersection of this roadway and SR A1A.
2. **East–West Interchange Road (4 lanes, initially constructed as 2 lanes)** – This roadway will provide access to the Central Planning Area from US 17. An interchange with Interstate 95 is assumed at the buildout of the Central Planning Area. As areas of the ENCPA east of US 17 are developed, the Interchange Road will be extended to the east.
3. **Collector Roadways (2 lanes with turn lanes)** – The collector roadways for the Central Planning Area provide a second access point to and from SR A1A, as well as the East - West Interchange Road, Turn lanes at intersections will be provided as needed, connections to the TOD area near US 17.
4. **Local Roadways (2 lanes)** – In addition to the arterial and collector roadways included in the Mobility Network, a supporting network of local streets will be completed to provide access to parcels within the Central Planning Area. Connectivity standards for the network of arterial, collector and local streets are defined as part of the ENCPA Sector Plan.

5. **Trail System** – A system of multi-use trails is planned to provide non-auto travel choices within the Central Planning Area. The trail system will accommodate pedestrians, and bicyclists and may accommodate golf carts. Approximately 20 miles of trails are included as part of the Mobility Network for this area.
6. **Transit Oriented Development** – The Central Planning Area provides opportunities for TOD around any future stations developed as part of an envisioned commuter rail system between within the Central Planning Area.

~~Since the Market Street Preliminary Development Plan (PDP) is being submitted in conjunction with this DSAP amendment, refer to the Market Street PDP Transportation Impact Analysis for short-term (five-year) conditions, 2012-2017, the total development program for the Central Planning Area consists of 250 multi-family residential units, 100 single-family units, 40,000 square feet of retail, and 400,000-80,000 square feet of office. This development is expected to occur around along the north-south arterial road near SR A1A. Based on ITE trip generation calculations, this development program generates a total of 6,216 7,676 daily trips.~~

~~For short-term conditions, all access will be via SR A1A. As discussed earlier, SR A1A through the Central Planning Area is funded for widening to six lanes as part of FDOT's adopted Five-Year Work Program. This improvement provides the additional capacity necessary to accommodate short-term development; therefore, no additional short-term regional improvements are necessary. In terms of internal Mobility Network needs, the short-term improvements are limited to roadway segments and intersection improvements to provide access to development parcels, at an estimated cost of 5700,000. A signal at SR A1A and the North-South Arterial Road may be needed and should be evaluated as development occurs. This intersection aligns with the existing intersection of SR A1A and William Burgess Boulevard, where the County desires to add a traffic signal. Any consideration of the need for a traffic signal should also address traffic volumes from this southern leg.~~

Figure 3.4: ENCPA DSAP Northern Planning Area Mobility Plan



Northern Planning Area

The transportation network to support the Northern Planning Area consists of local streets and internal trails as shown on Figure 3.4.

The total development program for the Northern Planning Area consists of 769 single-family residential units and 75,000 square feet of retail; this program produces an estimated ~~12,425-12,493~~ daily trips. (The development program is discussed in more detail in Appendix B and in the Land Use chapter). Access to the Northern Planning Area is limited to a single roadway, US 17, with two access points recommended. Environmental constraints to the north and Interstate 95 to the east restrict the opportunity for additional connectivity.

For short-term (five-year) conditions, ~~2012-2017~~, no development is projected within the Northern Planning Area. Therefore, no short-term transportation improvements have been identified for this area.

Figure 3.5: ENCPA DSAP Southern Planning Area Mobility Plan



Southern Planning Area

The transportation network to support the Southern Planning Area consists of local streets and internal trails as shown on Figure 3.5.

The total development program for the Southern Planning Area consists of ~~769 single-family residential units and 25,000-788,505~~ square feet of ~~retail~~ **Employment Center development**; this program produces an estimated ~~9,550-5,386~~ daily trips. (The development program is discussed in more detail in Appendix B and in the Land Use chapter). Existing access to the Southern Planning Area is limited to a single roadway, William Burgess Boulevard, to the northeast. Additional connections to the north to SR A1A have been identified as possible, but are not required to support development of this area. Environmental constraints to the south and Interstate 95 to the west restrict the opportunity for additional connectivity.

~~For short-term (five-year) conditions, 2012-2017, no development is projected within the Southern Planning Area. Therefore, no short-term transportation improvements have been identified for this area. For short-term (five-year) conditions, a development program of 100 single family units is identified for the Southern Planning Area. This development program generates approximately 957 daily trips. Based on this low development intensity and the available capacity on William Burgess Boulevard, no short-term transportation improvements have been identified for this area. The analysis results are discussed in Appendix B.~~

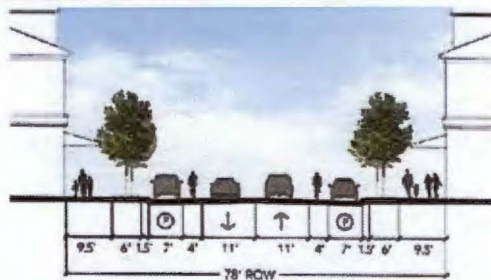
East Nassau Employment Center

Recommended Typical Cross-Sections

Figure 3-6 shows recommended cross sections for streets within the Employment Center DSAP. These sections may be modified in coordination with Nassau County without the need to adjust the DSAP associated DO and/or PDP as set forth in section 27.10 of the Nassau County Land Development Code. The intent of the cross sections is to provide the basis for the final design included in the Planned Development document for the Employment Center. These cross sections illustrate how mobility planning principles will be integrated into the design of Complete Streets that provide safe and comfortable accommodations for pedestrians, bicyclists and motorists. The final design may be varied based on natural features or other operational considerations.

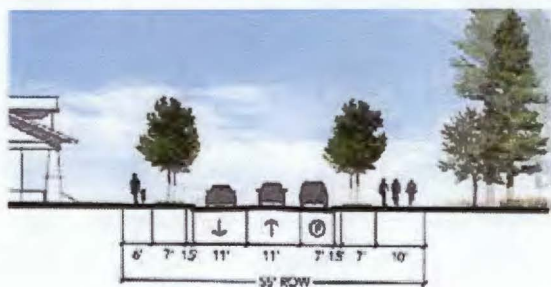
Figure 3.6: Recommended Cross-Sections
Residential-Neighborhood Local Road Cross-Section

Main Street
 "Alternate" = No Bike Lanes



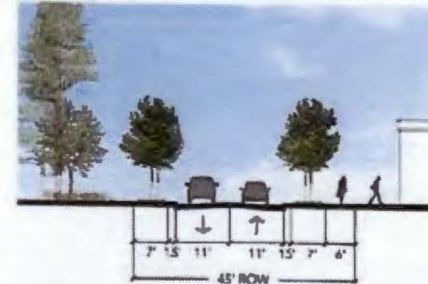
TOD/Village-Center Primary Road Cross-Section

Parkway Street
 "Alternate" = No On Street Parking

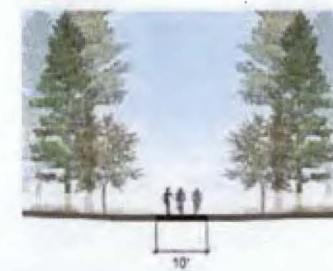


TOD/Village-Center Alternative Typical Cross-Section

Access Street

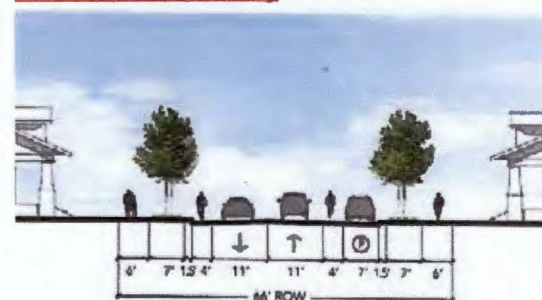


Multi-Use Trail



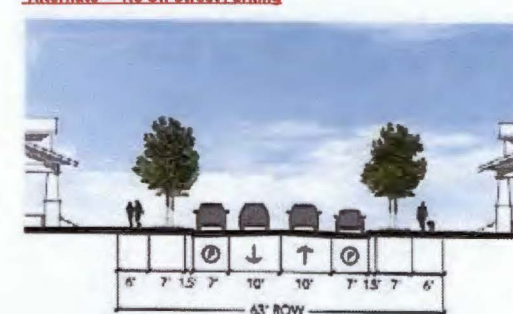
Employment-Center Secondary Road Cross-Section

Major Residential Street
 "Alternate" = No On-Street Parking



TOD/Village-Center Secondary Road Cross-Section

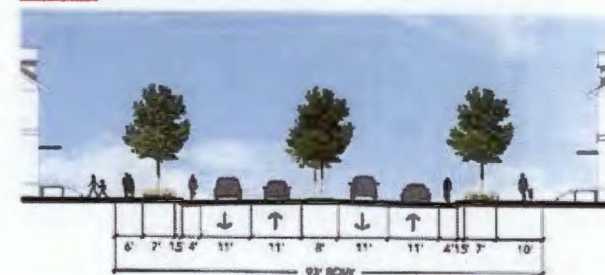
Minor Residential Street
 "Alternate" = No On-Street Parking



Open Drainage Street



Employment-Center Primary Road Cross-Section
Boulevard



Land Use



Land Use

ENCPA Land Use Summary

The ENCPA Master Plan includes specific land use sub-categories and their respective general development guidelines. Combined, these sub-categories comprise a full mixture of uses including industrial, commercial, residential, civic and conservation. This functional mix of land uses has been allocated in a manner which supports a long-term jobs-to-housing balance for both the ENCPA and the County as a whole (see Figure 4.1). Land use boundaries shall generally be located as depicted in Figure 4.1. Final determination of boundaries based on final survey and engineering shall be determined along with associated Site Plans without the need to adjust this DSAP or any associated DOs and/or PDPs. A brief description of each land use sub-category is contained below.

Conservation Habitat Network (CHN)

As previously described in the environmental conditions section, the Conservation Habitat Network (CHN) land use sub-category is intended to identify regionally significant natural resources to be conserved during and after development of the ENCPA. The CHN consists of surface waters, wetlands, buffers and other uplands designated for conservation.

Regional Center (RC)

The Regional Center (RC) land use sub-category identifies areas suitable for the location of a broad mix of uses including, high density residential, high way commercial/interchange-related uses, regional scale retail, commercial, hotel, office, business/research parks and light industrial. Included within the RC sub-category are areas designated for Transit Oriented Development (TOD) districts.

Transit Oriented Development (TOD)

Transit Oriented Development (TOD) areas are designated on the ENCPA Master Plan along U.S. 17 and adjacent to the CSX rail line. The TOD designation is intended to identify areas appropriate for the development of multi-modal transportation centers. These areas are approximately 50 acres in size and are to be designed to accommodate a full range of uses (residential, retail, office and civic) and organized in a manner that encourages walking as the primary form of transportation.

Employment Center (EC)

The Employment Center (EC) land use sub-category identifies areas suitable for the location

of employment generating uses intended to serve both Nassau County and the region. These may include industrial (manufacturing, warehousing and distribution), office, research/technology and business service related uses. In addition, secondary supporting uses such as multi-family residential, retail, lodging and civic/public facilities may be permitted.

Village Center (VC)

The purpose of the Village Center (VC) land use sub-category is to identify areas which may serve as higher density/intensity, mixed-use centers for surrounding residential neighborhoods. The range of permitted uses includes residential, commercial, office and civic.

Residential Neighborhood (RN)

The purpose of the Residential Neighborhood (RN) land use sub-category is to create a hierarchical pattern of residential neighborhoods radiating outward from Village Centers. The RN land use sub-category is divided into three "Tiers". Tier 1 neighborhoods are mid-density, residential areas adjacent to Village Centers. Tier 2 neighborhoods are lower density in character and generally located ~~1/4~~ 1/4 to 1 mile from Village Centers. Tier 3 represents the lowest density neighborhoods generally located beyond 1 mile from a designated Village Center. In addition, small, mixed-use Neighborhood Centers are also permitted within the RN. These centers may serve as a focal point for a neighborhood and provide limited, neighborhood-serving uses.

Resort Development (RD)

The Resort Development (RD) land use sub-category is intended for a mixture of seasonal and year-round housing types in a neighborhood-like setting. Non-residential uses such as hotels, restaurants and resort-serving commercial, retail and service uses shall be permitted in the Resort Development land use sub-category. It should be noted that no RD is proposed as part of the East Nassau Employment Center DSAP.

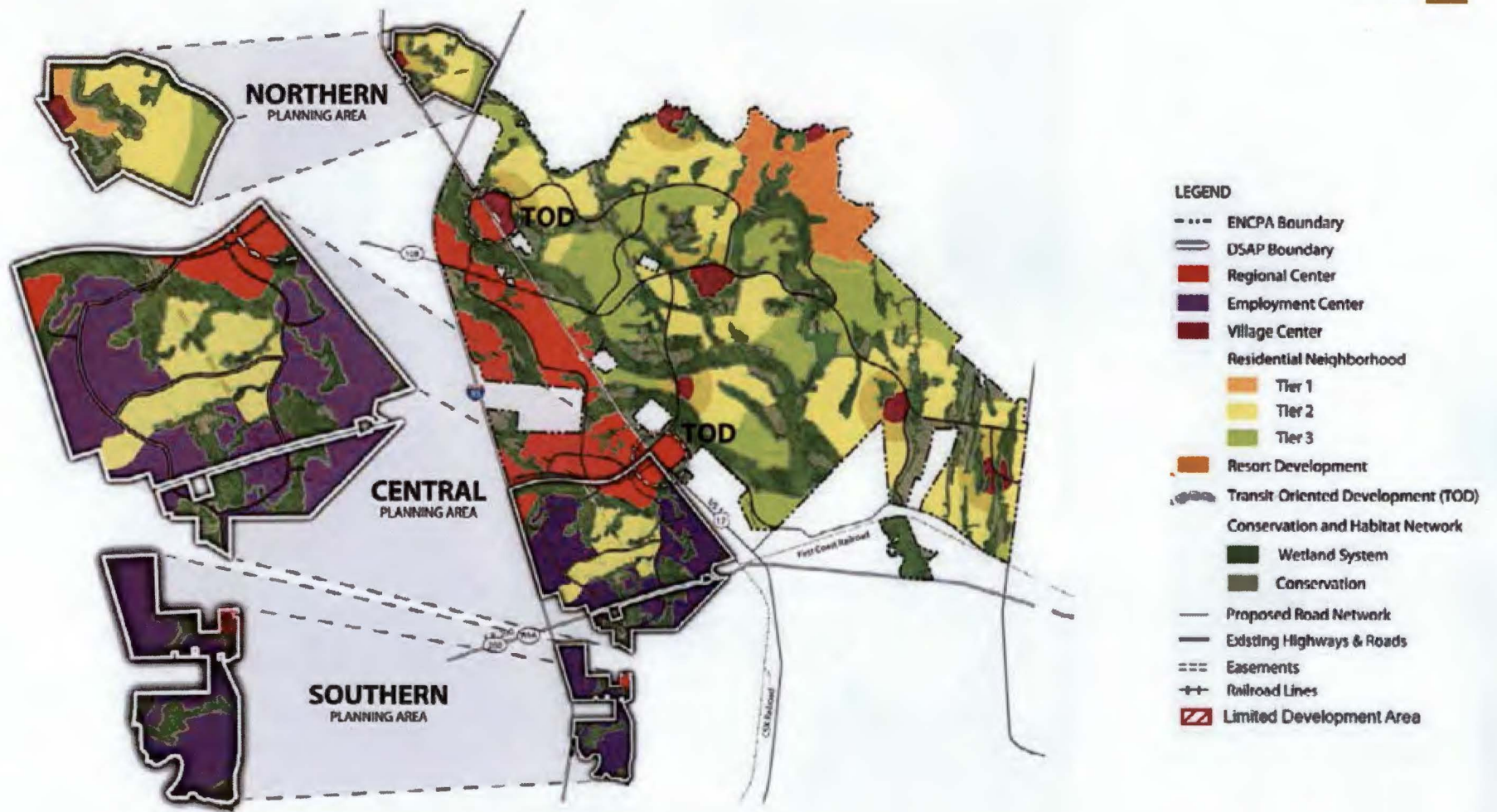


Figure 4.1: ENCPA - Land Use

Master Planning Principles (Central, Northern and Southern Planning Areas)

Consistent with the ENCPA master plan, the East Nassau Employment Center DSAP contains a broad mixture of land uses connected by a multi-modal transportation system. It preserves large areas of regionally significant natural resources and organizes development in a compact and fiscally efficient manner. A summary of the specific aspects of each of the DSAP's planning areas is contained below.

Central Planning Area

The primary component of the Central Planning Area master plan is a +1,000 acre Conservation Habitat Network (CHN) comprised of regionally significant ecological communities and other open space. This mosaic of surface water, wetlands and upland buffers arranges development within the planning area into compact nodes while preserving critical wildlife habitat and natural drainage systems. It is critical to both the environmental sustainability of the site as well as the organization of the built environment.

Developable land within the Central Planning Area has been connected both internally and externally through a multi-modal transportation network. This network incorporates pedestrian, bicycle, transit and automobile facilities to form a functionally and fiscally efficient transportation system focused on accessibility as well as mobility. Key components of this system include an extensive multi-use path system providing safe and attractive pedestrian and bicycle access throughout the Planning Area and a Transit Oriented Development (TOD) district intended to accommodate future transit service.

The DSAP development program calls for ~~2,500~~ **3,269** dwelling units and ~~7,000,000~~ **6,236,495** square feet of non-residential development within the Central Planning Area. ~~Two~~ **Four** land use districts serve to organize this program in a compatible and sustainable manner. The ~~1,441-acre~~ Employment Center (EC) district is specifically intended to encourage economic development and allows such uses as manufacturing, warehousing and distribution, technological and medical research, and business services. Secondary supportive uses, including retail, lodging and multi-family residential, are also permitted. The development standards for this district are broad and intended to allow for significant flexibility; thereby, further encouraging job-creating development.

Centered around the school site, in the southwest quadrant of the Central Planning Area is a Tier 2 Residential Neighborhood (RN). The Residential Neighborhood - Tier 2 classification allows for residential development at a minimum average net density of 2.5 dwelling units per acre. Establishing a residential neighborhood around the school will help to create a safe, pedestrian friendly community that is connected to the school, so that children can walk or bike to school, thereby enhancing the sustainable, multi-modal transportation network.

Also include within the Central Planning Area is a ~300 Regional Center (RC) district and associated Transit Oriented Development (TOD) area. While the Regional Center allows for many of the same employment generating uses as the Employment Center, it is primarily intended to accommodate large-scale retail and residential uses. Approximately 50 acres of the district has been designated for Transit Oriented Development or "TOD". This TOD sub-area contains specific design principles intended to guide the development of the area in a compact, mixed-use and walkable manner. This development pattern both accommodates and encourages future transit service to the area.

Figure 4.82: DSAP Central Planning Area Overall Land Map



Table 4.A: Central Planning Area Development Program

GROSS AREA (ACRES)	CHN (ACRES)	UPLAND (ACRES)	RESIDENTIAL (DU)	NON RESIDENTIAL USES (SQ. FT.)
2938	1,116	1,822	2,500 3,269	7,000,000 6,236,495

Figure 4.93: DSAP Northern Planning Area Overall Land Map



Northern Planning Area

As with the Central Planning Area, the primary component of the Northern Planning Area master plan is a Conservation Habitat Network (CHN). Comprised of regionally significant ecological communities and other open space, this network encompasses approximately 312 acres of the 665 acre Planning Area and arranges development within the planning area into compact nodes while preserving critical wildlife habitat and natural drainage systems.

The ENCPA's multi-modal transportation theme carries through to the Northern Planning Area. The Planning Area's developable lands have been connected both internally and externally with a multi-modal transportation network incorporating pedestrian, bicycle, and automobile facilities.

The DSAP development program calls for 769 dwelling units and 75,000 square feet of non-residential development within the Northern Planning Area. Two primary land use districts guide future development of this Area: Village Center and Residential Neighborhood. A ~26 acre Village Center (VC) district serves as a major organizing element and provides retail and service opportunities within close proximity to the Planning Area's residential neighborhoods. The Area's Residential Neighborhood (RN) district is divided into three tiers to ensure an appropriate transition of densities. Small, mixed-use Neighborhood Centers are also permitted within the Residential Neighborhood district and are intended to serve as focal points for the neighborhoods and provide limited, neighborhood-serving retail and service uses.

Table 4.B: Northern Planning Area Development Program

GROSS AREA (ACRES)	CHN (ACRES)	UPLAND (ACRES)	RESIDENTIAL (DU)	NON-RESIDENTIAL USES (SQ. FT.)
665	312	353	769	75,000

Detailed Specific Area Plan: East Nassau Employment Center



Southern Planning Area

As with the other Planning Areas, the primary component of the Southern Planning Area master plan is a Conservation Habitat Network (CHN) comprised of regionally significant ecological communities and other open space. This network encompasses approximately 266 acres of the 599 acre Planning Area and arranges development within the planning area into compact nodes while preserving critical wildlife habitat and natural drainage systems.

Once again, the ENCPA's multi-modal transportation theme carries through to the Southern Planning Area. The Planning Area's developable lands have been connected both internally and externally with a multi-modal transportation network incorporating pedestrian, bicycle, and automobile facilities.

The DSAP development program calls for 769 dwelling units and 25,000 788,505 square feet of non-residential development within the Southern Planning Area. This entire Planning Area is comprised of a single primary land use district: **Employment Center. As in the Central Planning Area, the Employment Center (EC) district is specifically intended to encourage economic development and allows such uses as manufacturing, warehousing and distribution, technological and medical research, and business services. The development standards for this district are broad and intended to allow for significant flexibility; thereby, further encouraging job-creating development.** Residential Neighborhood (RN)—Tier 2. The Residential Neighborhood—Tier 2 classification allows for residential development at a minimum average net density of 2.5 dwelling units per acre. As with the Northern Planning Area, small, mixed-use Neighborhood Centers are also permitted within the Residential Neighborhood district and are intended to serve as focal points for the neighborhoods and provide limited, neighborhood-serving retail and service uses.

Table 4.C: Southern Planning Area Development Program

GROSS AREA (ACRES)	CHN (ACRES)	UPLAND (ACRES)	RESIDENTIAL (DU)	NON-RESIDENTIAL USES (SQ. FT.)
599	266	333	769	25,000-788,505

Figure 4.25: Central Planning Area DSAP Employment Center

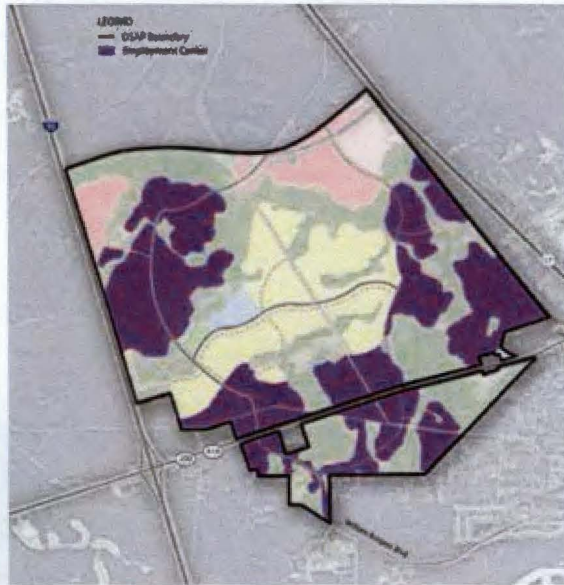


Figure 4.6: Southern Planning Area DSAP Employment Center



DSAP Land Uses

There are five proposed land use districts within the East Nassau Employment Center DSAP: Employment Center (EC), Regional Center (RC), Transit Oriented Development (TOD), Village Center (VC), and Residential Neighborhood (RN). Principles and guidelines for each of the land use districts are contained in the following sections.

Employment Center (EC) (Central and Southern Planning Areas)

The Central Planning Area's primary land use is a 1,441-acre Employment Center (EC). The Southern Planning Area consists of 333 acres of Employment Center. This EC is intended to provide significant economic development opportunities and improve the overall jobs-to-housing ratio within Nassau County. The EC has immediate access to higher level transportation facilities (I-95, US 17, SR 200 and the CSX rail corridor) and is to be comprised primarily of office/research, light industrial and commercial uses. A variety of secondary uses are also permitted and are intended to augment and support the Employment Center's primary uses.

Permitted Uses

Multi-family residential dwellings (whether free standing or part of a mixed use structure), office, personal services, research park, high technology, high value business industry and service uses, manufacturing, warehousing distribution, commercial, hotel and civic uses, public facilities, transit stations and other land uses that are similar and compatible. Employment Center's primary uses.

DSAP Development Standards: Employment Center

Non-Residential Standards

Minimum Lot Requirements:

- Minimum lot width: 60 feet
- Minimum lot area: 7,500 square feet
- For government uses, minimum lot area shall be consistent with the type of activity conducted on the site

Minimum Yard Requirements:

- Front yard: 20 feet
- Side yard: 10 feet
- Rear yard: 10 feet
- No minimum lot requirements for public and/or private recreation or open space uses

Building Restrictions:

- Maximum Building Height: 5 stories
- Minimum FAR: None
- Maximum FAR: 1.00
- The minimum landscape area shall not be less than ten (10) percent of the total lot area and shall be in conformance with the standards in article 37.

Residential Standards

- Minimum Lot Requirements:
 - Townhouses
 - Minimum lot width:
 - Interior lot: 20 feet
 - Exterior lot: 30 feet
 - Minimum lot area:
 - Interior lot: 2,000 square feet
 - Exterior lot: 3,000 square feet
 - Multiple-family dwellings and other permitted structures:
 - Minimum lot width: 100 feet
 - Minimum lot area: 10,000 square feet
- Minimum Yard Requirements:
 - Townhouses
 - Front yard: 10 feet
 - Rear yard: 10 feet
 - Side yard:
 - Interior units: 0 feet
 - Exterior units: 10 feet
 - Multiple-family dwellings and other permitted structures:
 - Front yard: 20 feet
 - Rear yard: 20 feet
 - Side yard: 20 feet
- Building Restrictions:
 - Maximum building height:
 - Duplexes and townhouses: 3 stories

- Multiple-family dwellings: 5 stories
- Minimum Average Net Density: 5 du/ac
- Maximum Average Net Density: 20 du/ac

Town Center Non-Residential Standards

- **Minimum Lot Requirements:**
 - **Minimum lot width:** None
 - **Minimum lot area:** None
- **Minimum Yard Requirements:**
 - **Front yard:** 0 feet, 15 feet maximum
 - **Side yard:** 0 feet
 - **Rear yard:** 5 feet
- **Building Restrictions:**
 - **Maximum building height:** 5 stories
 - **Minimum FAR:** None
 - **Maximum FAR:** 1.00
 - **Minimum Average Net Density:** 5 du/ac
 - **Maximum Average Net Density:** 20 du/ac

Policy FL.13.07(C)(1) specifies the following general design guidelines for the Employment Center sub-category.

- a) *Development in the Employment Center land use sub-category shall be subject to the following land use mix percentage requirements (% max is based on developable land area - Gross acreage less CHN, wetlands, waterbodies, wetland buffers and public utility easements):*
 - i. *Office, research park and business service - 15% to 90%;*
 - ii. *Industrial (manufacturing and warehousing distribution) - 0% to 60%;*
 - iii. *Support retail, hotel and services - 0% to 10%;*
 - iv. *Civic, public facilities and transit stations - 10% minimum; and*
 - v. *Residential - 0% to 10%*
- b) *Shared parking areas and garages shall be permitted for all Employment Center uses, including any civic and public facilities.*
- c) *Development shall be designed to incorporate landscaping and pedestrian amenities such as benches and bicycle parking along sidewalks and multi-use paths and streets.*
- d) *Development shall be designed to accommodate feeder bus, bus rapid transit and other transit stops.*

This policy are hereby incorporated into the DSAP and shall apply to all future development within the EC district.

Employment Center (EC) Guidelines

A Preliminary Development Plan (PDP) shall be submitted for individual development parcels within the Employment Center of this DSAP. The PDP shall include design and architectural standards as required for a Planned Development for East Nassau Community Planning Area (PD-ENCPA). Each PDP within the Employment Center shall be consistent with the applicable policies, development principles, general guidelines and standards stipulated in Future Land Use Objective FL .13 of the Nassau County 2030 Comprehensive plan and the Employment Center development standards and guidelines of this DSAP. Percentages identified in Policy FLU.13.07 shall be applied to the entire Employment Center land use area, and not individual parcels. The PDP shall show how compatibility between land uses within the Employment Center will be achieved including, but not limited to building massing, scale fenestration, landscape, hardscape, use of the CHN, recreation areas and open spaces to define land use areas and provide buffers. Where conflicts exist between DSAP standards and the Nassau County Land Development Code, the DSAP shall control. All PDPs shall be subject to the SR200/A1A overlay regarding signage and landscape buffers adjacent to SR200. Multimodal pathway standards within this district shall be described in the PDP and shall include golf cart use.

Employment Center Non Residential Guidelines

- a) *Buildings should be designed to support their primary uses and incorporate design elements of scale and massing to create an attractive frontage to the primary public roadway network.*
- b) *To the extent possible, the primary employee and customer entrances shall be clearly articulated in the building design and face the primary street.*
- c) *A pedestrian sidewalk or passage way should connect employee and customer entrances to the primary street.*
- d) *Where truck service areas and parking are located between buildings and the primary street frontage, landscaping for screening purposes should be placed between the primary frontage and the service/ parking areas.*
- e) *Site and landscape design should provide for safe pedestrian access through parking areas to a public right of way.*
- f) *Non-Residential development within the employment center should be designed to permit connections of the CHN and open space networks.*
- g) *Industrial uses shall be as specified in the Permitted Uses section, except that manufacturing and industrial uses that require outdoor storage shall not be permitted in the Limited Development Area located in the SPA.*

Employment Center Residential Guidelines

- a) Residential areas should be buffered from manufacturing and industrial areas to the extent practical by the CHN or office, institutional, open space or recreational uses.
- b) Residential areas may be gated when pathway access is provided and the project does not prevent connectivity of the multi use pathway and open space networks.
- c) Residential development within the employment center should encourage connections to the CHN, open space and trail networks.
- d) Site and landscape design should provide for safe pedestrian access through parking areas to a public right of way and a transit stop as applicable.
- e) Multifamily residential developments within the Employment Center should be connected where feasible by both vehicular and non vehicular travel modes to retail or office uses.
- f) Residential projects may incorporate retail and office as supporting uses and amenities in free standing or vertically integrated buildings.

Employment Center Town Center Guidelines

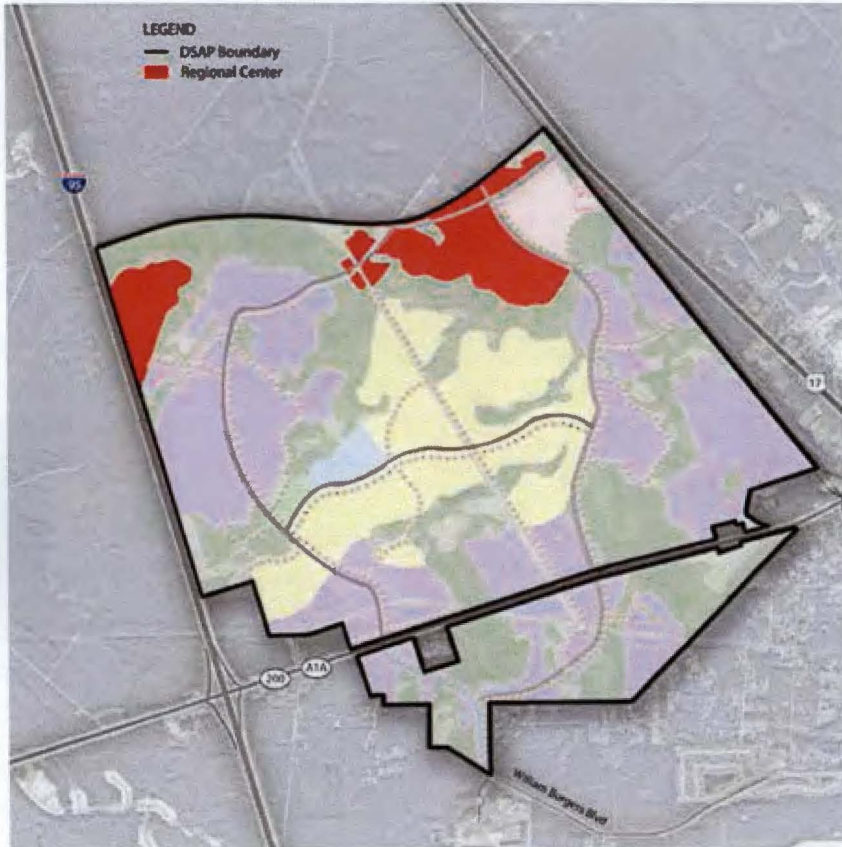
Town Center areas within the Employment Center land use are intended as mixed-use districts characterized by pedestrian-friendly development guidelines. The Town Center sub-category of the Employment Center land use furthers the ENCPA policies and Article 27 of the Land Development Code by providing public uses, streets and squares that are safe and comfortable for the pedestrian with adjoining buildings open to the streets and by allowing a more economical and concentrated use of building areas to increase open space.

Town Centers shall be characterized by the following:

- a) Compact building and site design;
- b) A walking and biking environment;
- c) A mix of transit-supportive uses;
- d) Attention to pedestrian access;
- e) On-site parking for commercial and office land uses shall be located behind or beside buildings fronting on primary streets (excluding internal access lanes).

Intentionally Left Blank

Figure 4.37: Central Planning Area DSAP Regional Center



Regional Center (RC) (Central Planning Area)

In addition to the Employment Center (EC), Residential Neighborhood (RN) and Transit Oriented Development (TOD sub-categories, the Central Planning Area also contains a 254 acre Regional Center (RC). The Regional Center is intended to identify areas suitable for locating a broad mix of uses including, residential, highway commercial/interchange-related uses, regional scale retail, commercial, hotel, office, business/research parks and light industrial. Like the Employment Center, the Regional Center has immediate access to higher level transportation facilities including, US 17 and the CSX rail corridor. To capitalize on the Center's proximity to the existing rail corridor and the potential for future passenger rail transit, a portion of the area has been designated as a Transit Oriented Development (TOD) district. Specifics regarding the TOD district are contained in a subsequent section.

Permitted Uses

Residential, retail (including highway-oriented, regional malls), vehicle sales, restaurants, big box retailers, hotels/motels, office, research parks, personal services, business service and light industrial, parks/plazas and other civic uses, public facilities, transit stations and other land uses that are similar and compatible.

DSAP Development Standards: Regional Center

Non-Residential Standards

- Minimum Lot Requirements:
 - Minimum lot width: 60 feet
 - Minimum lot area: 7,500 square feet
 - For government uses, minimum lot area shall be consistent with the type of activity conducted on the site
 - No minimum lot requirements for public and/or private recreation or open space uses
- Minimum Yard Requirements:
 - Front yard: 20 feet
 - Side yard: 10 feet
 - Rear yard: 10 feet
- Building Restrictions:
 - Maximum Building Height: 5 stories
 - Minimum FAR: 0.25
 - Maximum FAR: 0.50
 - The minimum landscape area shall not be less than ten (10) percent of the total lot area and shall be in conformance with the standards in article 37.

Residential Standards

- Minimum Lot Requirements:
 - Single-family dwellings and duplexes
 - Minimum lot width: 30 feet
 - Minimum lot area: 3,800 square feet
 - Townhouses
 - Minimum lot width:
 - Interior lot: 20 feet
 - Exterior lot: 30 feet
 - Minimum lot area:
 - Interior lot: 2,000 square feet
 - Exterior lot: 3,000 square feet
 - Multiple-family dwellings and other permitted structures:
 - Minimum lot width: 100 feet
 - Minimum lot area: 10,000 square feet
- Minimum Yard Requirements:
 - Single-family dwellings and duplexes
 - Front yard: 10 feet
 - Rear yard: 10 feet
 - Side yard: 5 feet
 - Townhouses
 - Front yard: 10 feet
 - Rear yard: 10 feet
 - Side yard:
 - Interior units: 0 feet
 - Exterior units: 10 feet
 - Multiple-family dwellings and other permitted structures:
 - Front yard: 10 feet
 - Rear yard: 10 feet
 - Side yard: 5 feet
- Building Restrictions:
 - Maximum building height:
 - SFR, duplexes, townhouses: 3 stories
 - Multiple-family dwellings: 5 stories
 - Minimum Average Net Density: 7 du/ac
 - Maximum Average Net Density: 20 du/ac

Policy FL.13.07(B)(1) specifies the following general design guidelines for the Regional Center sub-category.

- a) *The Regional Center shall be designed to incorporate the key elements of a Multi-Modal Transportation District, pursuant to Policy FL.13.05.*
- b) *Residential development shall be permitted as detached single family units, attached townhomes, multi-family units; and live-work units; residential units may be located above ground floor commercial and professional office. Residential development within the Regional Center is not subject to density bonuses found elsewhere in the Comprehensive Plan.*
- c) *Subject to a binding agreement, shared parking areas shall be permitted for all Regional Center uses, including any public and civic land uses. The County's land development regulations may provide reduced minimum parking ratios for development located with a 15-minute walk of a rail transit stop or within a 5-minute walk of a feeder transit line.*
- d) *Development shall be designed to incorporate landscaping and pedestrian amenities such as benches and bicycle parking along neighborhood sidewalks and multi-use paths.*
- e) *Development shall be designed to incorporate high quality plazas and parks that serve residents, employees and visitors of the Regional Center.*
- f) *Development shall be designed to accommodate feeder bus/transit stops.*

These policies are hereby incorporated into the DSAP and shall apply to all future development within the RC district.

Regional Center (RC) Guidelines

A Preliminary Development Plan (PDP) shall be submitted for individual development parcels within the Regional Center of this DSAP. The PDP shall include design and architectural standards as required for a Planned Development for East Nassau Community Planning Area (PD-ENCPA). Each PDP within the Regional Center shall be consistent with the applicable policies, development principles and general guidelines and standards stipulated in Future Land Use Objective FL .13 of the Nassau County 2030 Comprehensive plan and the Regional Center development standards and guidelines of this DSAP. The PDP shall show how compatibility between land uses within the Regional Center will be achieved including, but not limited to building massing, scale fenestration, landscape, hardscape and use of the CHN, recreation areas and open spaces to define land use areas and provide buffers. Where conflicts exist between DSAP standards and the Nassau County Land Development code, the DSAP shall control. Multimodal pathway standards within this district shall be described in the PDP and shall include golf cart use.

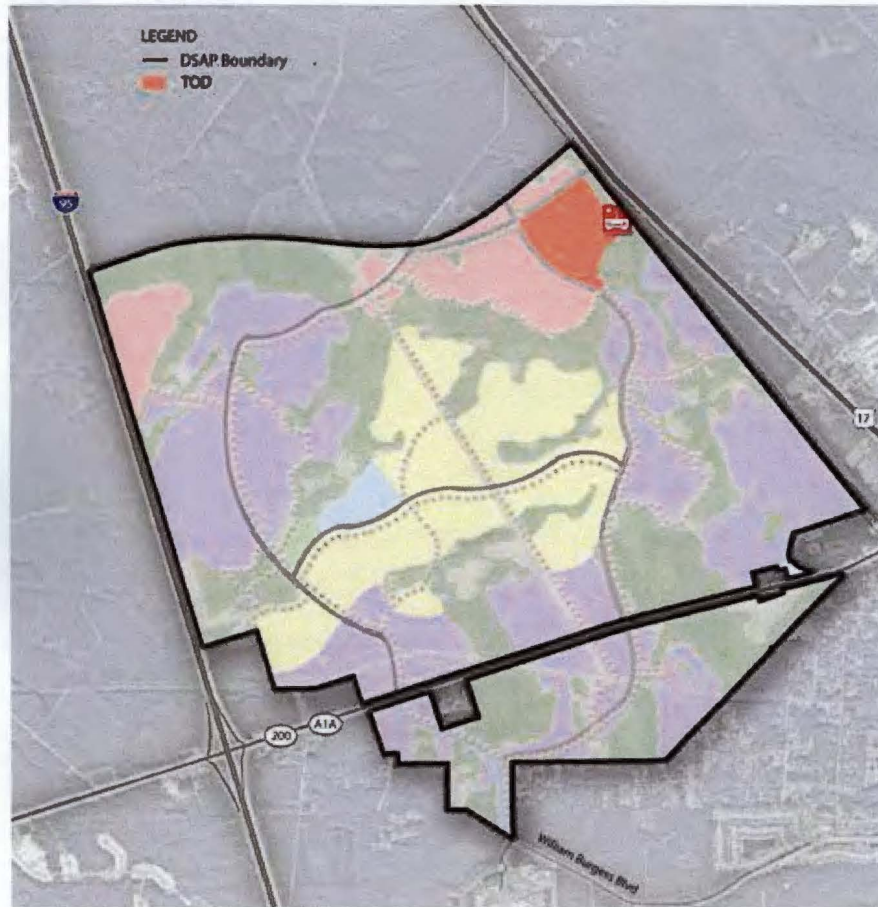
Regional Center Non Residential Guidelines

- a) *Buildings should be designed to support their primary uses and incorporate design elements of scale and massing scale, massing and fenestration with surrounding development, adaptive reuse and to create an attractive frontage to the primary public roadway network.*
- b) *To the extent possible, the primary employee and customer entrances should be clearly articulated in the building design and face the primary street.*
- c) *A pedestrian sidewalk or passage way should connect employee and customer entrances to the primary street.*
- d) *Where parking and service areas are located between buildings and the primary street frontage landscaping for screening purposes should be placed between the primary frontage and the parking/service areas.*
- e) *Site and landscape design should provide for safe pedestrian access through parking areas to a public right of way.*
- f) *The primary facades and entrances for buildings should be oriented to primary street frontages.*
- g) *Loading and service areas should be screened and located at the rear or side of buildings away from the main building entrance.*
- h) *Trash and recycling storage, mechanical equipment, transformers and similar above ground utilities where practical should be screened and located away from the primary building and street frontages.*
- i) *Permanent outside storage areas should be screened and integrated within the overall building design. This should not preclude outside display of goods for marketing purposes such as associated with garden centers, farmers markets etc.*

Regional Center Residential Guidelines

- a) *Residential areas should be buffered from highway oriented and big box retail to the extent practical by the CHN, office, institutional or recreational uses.*
- b) *Residential areas may be gated when access is provided to the multi use pathway and open space networks.*
- c) *Development should encourage connections of the CHN and open space networks.*
- d) *Site and landscape design should provide for safe pedestrian access through parking areas.*
- e) *Multifamily residential developments should be connected by both vehicular and non vehicular travel modes to retail or office uses where practical.*
- f) *Residential projects may incorporate retail and office as supporting uses and amenities in free standing or vertically integrated buildings.*

Figure 4.8: Central Planning Area DSAP TOD



Transit Oriented Development TOD (Central Planning Area)

Approximately 50 acres of the Regional Center (RC) has been designated as a Transit Oriented Development (TOD) District. This area was chosen due to its proximity to the CSX rail corridor and the potential for future commuter rail service. The TOD district is intended to be developed as a multi-modal transportation center accommodating a full range of uses (residential, retail, office and civic) and organized in a manner that encourages walking as the primary form of transportation.

As a component of the Regional Center (RC), the general guidelines contained in ENCPA Policy FL.13.07(B)(1) apply to the TOD district. In addition, the following guidelines contained in ENCPA Policy FL.13.06 apply as well.

Permitted Uses

Residential, retail, office, restaurants, hotels/motels, personal services and business services, parks/plazas and other civic uses, public facilities, transit stations and other land uses that are similar and compatible.

DSAP Development Standards: Transit Oriented Development

- Minimum Lot Requirements:
 - Minimum lot width: None
 - Minimum lot area: None
- Minimum Yard Requirements:
 - Front yard: 0 feet, 15 ft maximum
 - Side yard: 0 feet
 - Rear yard: 5 feet
- Building Restrictions:
 - Maximum Building Height: 6 stories

The TOD (district) shall be characterized by the following:

- a) Compact building and site design;
- b) A walking and biking environment;
- c) A mix of transit-supportive uses;
- d) Attention to pedestrian access;
- e) Highest concentration of population and employment will be located closest to transit stations;
- f) Transit-supportive parking;
- g) Development within an area designated as TOD shall contain the following percentage of block types.
 - 1) Mixed Use Blocks - 15% to 80%
 - 2) Retail Blocks - 0% to 50%

- 3) Office Blocks - 0% to 60%
- 4) Residential Blocks - 15% to 60%
- 5) Civic Blocks - 5% to 30%; and
- h) On-site parking for commercial and office land uses shall be located behind or beside buildings fronting on primary streets (excluding internal access lanes).

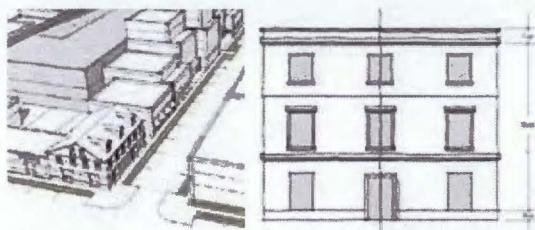
These policies are hereby incorporated into the DSAP and shall apply to all future development within the TOD district.

Transit Oriented Guidelines

A Preliminary Development Plan (PDP) shall be submitted for individual development parcels within the TOD areas of this DSAP. The PDP shall include design and architectural standards as required for a Planned Development for East Nassau Community Planning Area (PD-ENCPA). Each PDP within the TOD area shall be consistent with the applicable policies, development principles and general guidelines and standards stipulated in Future Land Use Objective FL .13 of the Nassau County 2030 Comprehensive Plan and the TOD area development standards and guidelines of this DSAP. Where conflicts exist between DSAP standards and the Nassau County Land Development Code, the DSAP shall control. Multimodal pathway standards within this district shall be described in the PDP and shall include golf cart use.

Building Design Guidelines

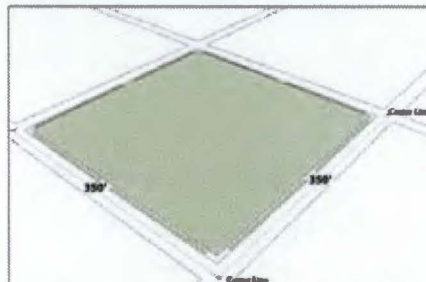
- Buildings within the TOD sub-district should be oriented to street rights-of-way and have minimal building setbacks.
- Covered walkways, terraces, balconies, awnings and street trees should be utilized to provide shaded walkways for pedestrians.



- Doorways and windows should be oriented toward a street or other public space to provide visual interest and increased security.
- All trash collection should be located to the rear of buildings or within parking areas.

Block and Street Design Guidelines

- The TOD sub-district should be designed around a connected grid or curvilinear grid street network with a typical block length of three hundred and fifty feet (350'). Block length is measured from intersection centerline to intersection centerline.



- Traffic calming measures should be incorporated into street design. These measures may include bulb-outs, raised crosswalks, textured paving materials, chicanes and round-a-bouts. Speed bumps shall not be permitted.
- On-street parking should be utilized throughout the sub-district to both minimize off-street parking needs and provide a buffer between travel lanes and sidewalks.

Pedestrian and Bicycle Facilities Design Guidelines

- All streets should be designed with an emphasis on pedestrian and cyclist circulation and safety
- Crosswalks should be clearly defined through the use of distinct paving materials or techniques.
- All streets should incorporate pedestrian level lighting and street furniture such as planters, seating and trash receptacles.

- The TOD sub-district should contain a complete and continuous bicycle facility network which may be comprised of designated shared lane facilities, bike lanes and multi-use paths.
- Bicycle parking should be provided at a ratio of one (1) space per 3,000 square feet of retail or office use. Bicycle parking facilities should be provided at all transit stops.

Off-street Parking and Circulation Design Guidelines

- Off-street parking should be minimized, located at the rear or sides of buildings and visually screened in order to promote a walkable, pedestrian friendly environment.



- Cross access connections should be provided between adjacent parcels and parking areas.
- Parking structures fronting roadways should include ground floor retail or service uses with street access.
- Pedestrian paths through parking facilities should be clearly delineated.

Civic, Recreation and Open Space Design Guidelines

- The TOD sub-district should be organized around a centrally located public park, plaza or civic facility.
- Civic buildings should be located at a roadway intersection or the termini of roads to provide a focal point or landmark.

Signage

- Poles signs are prohibited within the TOD sub-district.