

ORDINANCE NO. 86-10

AN ORDINANCE AMENDING ORDINANCE NO. 83-19. THIS ORDINANCE RE-ZONES AND RE-CLASSIFIES THE PROPERTY HEREIN AFTER DESCRIBED, IN NASSAU COUNTY, FLORIDA, ON STATE ROAD 200 (AIA) BETWEEN THE INTERCOASTAL WATERWAY AND YULEE, FROM PRESENT ZONING CLASSIFICATION OF OPEN RURAL (OR) TO THAT OF A PLANNED UNIT DEVELOPMENT KNOWN AS NASSAU CENTER.

WHEREAS on the 28th day of September, 1983, the Board of County Commissioners did adopt Ordinance 83-19, an Ordinance enacting and establishing a comprehensive zoning code for the unincorporated portion of Nassau County, Florida; and

WHEREAS the present owners of that certain property described in Exhibit "A" do not intend to develop the described property, however, the owners intend to sell the described property according to a master plan, and

WHEREAS this is a unique PUD based upon the fact that the present owner will not be the developer of the property, however, the owner agrees to sell the entire property or parcels thereof subject to the preliminary plan which is attached hereto as Exhibit "B", and

WHEREAS the present owner also agrees to sell the entire property or portions thereof subject to the PUD specifications, and

WHEREAS the Planning Board of Nassau County has considered said application and held public hearings on the same after due notice, and made its findings and recommendations thereof, and

WHEREAS the Planning Board and Board of County Commissioners have determined that this PUD will impact the services of Nassau County beyond its present capabilities.

WHEREAS the County Commission of Nassau County has considered the findings and recommendations of the Planning Board and held its own public hearings on the application after due

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Joyce Bradley

Rec 78.00

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notice and also considered the Comprehensive Land Use Plan and finds that the property described in the attached Exhibit "A" is suitable in location and character for the uses proposed in said application according to the criterion as set forth in Article 24 of Ordinance 83-19 of the County of Nassau.

NOW THEREFORE BE IT ORDAINED by the Board of County Commissioners of Nassau County that the application for the Planned Unit Development to be known as "Nassau Center" is hereby approved and the land shall be re-zoned as a Planned Unit Development (PUD) in accordance with and subject to the provisions of Article 24 of Ordinance 83-19 of the County of Nassau and further subject to the additional conditions and requirements:

Section I: The Planned Unit Development concept shall be as indicated on the land use plan attached hereto as Exhibit "B" and made a part hereof.

Section II: The preliminary development plan is approved as indicated on the land use plan attached hereto as Exhibit "B". Said preliminary development plan is approved subject to conditions for the PUD listed on Exhibit "C" attached hereto.

Section III: This Ordinance shall take effect upon adoption by the Board of County Commissioners and filing in the Secretary of State's office.

ADOPTED this 25th day of February, 1986, by the Board of County Commissioners.

BOARD OF COUNTY COMMISSIONERS  
OF NASSAU COUNTY, FLORIDA

By James E. Testone  
JAMES E. TESTONE, CHAIRMAN

ATTEST:

By T. J. Greeson  
T. J. GREESON  
Its: Ex-Officio Clerk

# EXHIBIT "A"

All that certain tract or parcel of land being a portion of Section 1, Township 2 North, Range 27 East, and a portion of Section 25, Township 2 North, Range 28 East, Nassau County, Florida, being more particularly described as follows: For a point of reference commence at a railroad spike (set) where the right of way centerline of State Road No. 200/A-1-A (A 184-foot right of way as established by Department of Transportation right of way maps, Section No. 74060-2503) intersects the right of way centerline of State Road No. 200-A (a 100-foot right of way as established by Department of Transportation right of way maps, Section 75600-2150 (7460-175) and run North 07 degrees 51'58" East along said State Road No. 200-A centerline, a distance of 93.25 feet to a point; run thence south 72 degrees 46'59" East to and along the Northerly right of way line of said State Road No. 200/A-1-A a distance of 228.78 feet to a concrete monument found at the Southeasterly corner of lands described in deed recorded in Deed Book 95, page 393, public records of said county, for the point of beginning.

From the point of beginning thus described run North 08 degrees 16'42" East along the Easterly line of last mentioned lands, a distance of 397.12 feet to a concrete monument found at the Northeasterly corner thereof; run thence north 72 degrees 47'43" West along the Northerly line of last mentioned lands, a distance of 180.99 feet to a concrete monument found on the Easterly right of way line of State Road No. 200-A; run thence North 07 degrees 51'58" East along said Easterly right of way line, a distance of 1712.29 feet to a concrete monument (set) where said Easterly right of way line intersects the Southerly right of way line of Seaboard Coastline Railroad (a 200-foot right of way as now established; run thence South 63 degrees 45'25" East along said Southerly right of way line, a distance of 2328.89 feet to a point of where said southerly right of way line is intersected by the centerline of a 100-foot drainage easement; run thence South 12 degrees 27'17" West along said centerline, a distance of 275.49 feet to a point of curvature; run thence in a Southeasterly direction along the arc of a curve in said centerline, said curve being concave to the Northeast, and having a radius of 280.0 feet, a chord distance of 325.5 feet to the point of tangency of said curve, the bearing of the aforementioned chord being South 23 degrees 05'03" East; run thence South 58 degrees 37'23" East continuing

along said centerline, a distance of 644.01 feet to a point of curvature; run thence in an Easterly direction along the arc of a curve said curve being concave to the North and having a radius of 250.0 feet, a chord distance of 245.92 feet to the point of tangency of said curve, the bearing of the aforementioned chord being South 88 degrees 05'03" East; run thence North 62 degrees 27'17" East along said centerline, a distance of 281.19 feet to an angle point in said centerline; run thence South 63 degrees 47'09" East continuing along said centerline, a distance of 1045.55 feet to a point of curvature; run thence in a Southeasterly direction along the arc of a curve in said centerline said curve being concave to the Southwest and having a radius of 282.3 feet, a chord distance of 366.68 feet to the point of tangency of said curve, the bearing of the aforementioned chord being South 23 degrees 27'04" East; run thence South 17 degrees 13'01" West continuing along said centerline, a distance of 326.39 feet to a point on

the Westerly prolongation of the Southerly line of Flying "M" Acres according to map thereof recorded in Plat Book 5, page 61, public records of said county; run thence South 72 degrees 46'59" East East to and along last mentioned Southerly line, a distance of 878.69 feet to a concrete monument (set) at the Southeasterly corner thereof; run thence South 17 degrees 13'01" West, a distance of 237.91 feet to a concrete monument (set) run thence South 72 degrees 46'59" East, a distance of 447.39 feet to a concrete monument (set) on a Westerly line of lands described in deed recorded in Deed Book 359, page 229, public records of said county; run thence South 01 degrees 36'09" East along last mentioned Westerly line, a distance of 464.35 feet to a concrete monument (set) on the Northerly right of way line of said State Road No. 200/A-1-A; run thence North 72 degrees 46'59" West, along said Northerly right of way line, a distance of 2371.46 feet to a found concrete monument; run thence North 17 degrees 13'01" East, a distance of 726.0 feet to a concrete monument found on the Northerly right of way line of said State Road No. 200/A-1-A; run thence North 72 degrees 46'59" West along said Northerly right of way line, a distance of 2219.69 feet to the point of beginning.

Together with: and all that certain tract or parcel of land being a portion of said Section 1 and 25, and being more particularly described as follows: Commence at the point of reference previously described, and run South 00 degrees 23'55" East, a distance of 96.59 feet to a point; run thence South 72 degrees 46'59" East, a distance of 22.55 feet to a concrete monument found at the point where the southerly right of way line of said State Road No. 200/A-1-A intersects the Easterly right of way line of a 60-foot private road at the Northwestern corner of lands described in deed recorded in Deed Book 407, pages 482-484, public records of said county, for the point of beginning.

And further together with: All that certain tract or parcel of land being a portion of said Section 25, and being more particularly described as follows: Commence at the point of reference previously described and run South 00 degrees 23'55" East, a

distance of 96.59 feet to a point; run thence South 72 degrees 46'59" East to and along the Southerly right of way line of said State Road/A-1-A, a distance of 2325.00 feet to a concrete monument (set) at the Northeasterly corner of lands described in deed recorded in Deed Book 402, pages 416 & 417, public records of said county, for the point of beginning.

From the point of beginning thus described continue South 72 degrees 46'59" East along said Southerly right of way line, a distance of 1297.74 feet to a concrete monument found at the Northeast corner of lands described in deed recorded in Deed Book 407, pages 482-484, public records of said county; run thence South 02 degrees 03'59" East along the Easterly line of last mentioned lands, the same being the Westerly line of lands described in deed recorded in Deed Book 375, pages 529 & 530, public records of said county, a distance of 346.44 feet to a concrete monument found on the Southeasterly corner of said lands described in Deed Book 407, pages 482-484; run thence North 89 degrees 54'37" West along the Southerly line of last mentioned lands, a distance of 1536.0 feet to a concrete monument (set) on the Southeasterly corner of said lands described in Deed Book 402, pages 616 & 617; run thence North 21 degrees 18'27" East along the Easterly line of last mentioned lands, a distance of 781.34 feet to the point of beginning. The lands thus described are subject to any portion of any easements of record that lie within. The street address and/or location for the above described property is:

The property is on the North and South sides of S.R. 200, Highway A1A bounded by Chester Road on the West and Blackrock Road on the East.

From the point of beginning thus described continue South 72 degrees 46'59" East along said Southerly right of way line, a distance of 1372.75 feet to a concrete monument (set) at the Northwestern corner of lands described in deed recorded in Deed Book 402, pages 616 & 617, public records of said county; run thence South 16 degrees 16'25" West along the Westerly line of last mentioned lands a distance of 1043.37 feet to a concrete monument (set) at the Southerly line line of said lands described in deed recorded in Deed Book 407, pages 482-484; run thence North 89 degrees 54'37" West along last mentioned Southerly line, a distance of 1009.08 feet to a concrete monument found at the Southwesterly corner thereof; run thence North 00 degrees 23'55" West along said Westerly line of last mentioned lands, the same being the Easterly right of way line of said 60-foot private road, a distance of 1406.33 feet to the point of beginning.

**Legend:**

- COMMERCIAL
- INDUSTRIAL / COMMERCIAL
- COMMERCIAL / INDUSTRIAL
- INDUSTRIAL

**Location Map:**

**Notes:**

1. SUBJECT SITE CURRENTLY ZONED OPEN RURAL. PROPOSED ZONING: P.D.P.
2. ACCELERATION AND DECELERATION LINES FORMED BY THREE FEET AND FOUR FEET DISTANCE TO NEIGHBORHOOD.
3. PLANNED LOCATION OF PARALLEL NUMBER OF PAVEMENT ACCESS ROAD ARE INDICATED AS: 1 - 4

**PRELIMINARY DEVELOPMENT PLAN**  
**NASSAU CENTER, NASSAU COUNTY, FLORIDA**

Prepared for: Rayland Company, Inc. Prepared by: Harland Bartholomew and Associates, Inc.

EXHIBIT "B"

EXHIBIT C

CONDITIONS

This is a unique PUD which shall be subject to the following conditions:

1. Rayland shall notify the DCA as to the general plan for said site so that the DCA can monitor the status of the development for compliance with the DRI threshold. Rayland shall provide the Planning Board and Board of County Commissioners with copies of all correspondence between them and the DCA

2. Each and every entity within the development indicated on the attached Exhibit B shall be bound and be required to comply with these conditions and requirements as well as the requirements set forth in Article 24 of Ordinance 83-19 of the County of Nassau.

3. All documents of conveyance by Rayland shall contain a reference that the property described in Exhibit A is a PUD and that all subsequent owners shall be subject to conditions of said PUD ordinance.

4. Rayland shall notify the County, in writing, as to each conveyance or granting of an option, indicating the name and address of each individual or entity.

5. The master plan attached as Exhibit B is approved as a preliminary development plan, except as to the easterly four acres (+ or -) of Parcel G which shall be approved as a final development plan subject to a site plan review.

6. The uses allowed in each parcel shall be as follows:

A. Parcels A, B, C, and the northern portion of F shall be designated for IW and CI uses, pursuant to Ordinance 83-19 with IH uses permitted uses permitted based upon site plan review by the Planning Board and Board of County Commissioners.

B. Parcel M - Public service uses -- fire and rescue.

C. Parcel G - The easterly four acres (+ or -) shall be approved for a new and used car dealership with the specifics as to the site to be determined based upon site plan review and approval by the Planning Board and Board of County Commissioners.

D. Parcels D, E, H, I, J, K, L and the remainder of G and the southern half of F: CG as permitted use with CI, IW and IH uses permitted only based upon a site plan review.

7. Each parcel or portion of the parcels shall be subject to a site plan review and final development plans shall be filed on each parcel except as stated herein.

8. Each developer and or owner of the designated parcels shall be subject to impact fees that shall be determined based upon negotiations between Rayland and/or its successors and the Board of County Commissioners; said negotiations shall be to determine impact fees as to police, fire, safety, recreation and transportation and such negotiations shall commence immediately after the approval of the PUD ordinance. No site plan or final development plan shall be approved, except the easterly four acres (+ or -) defined herein until the negotiations are completed and impact fees have been negotiated or established.

9. A minimum of a twenty-five (25) foot landscape buffer shall be reserved along the perimeter of the site adjacent to public right-of-ways and in the areas where vehicular parking is located adjacent to right-of-ways, the landscaped area shall be bermed and landscaped to lessen the visual impact.

10. The recommendations of the County Engineer, as of his letter of March 8, 1985, attached hereto as Exhibit D and made a part hereof.

11. (a) A 50' buffer shall be located on the north side of Parcel G and said buffer shall be uncut and in a natural state. The east side of Parcel G shall only have a 25' buffer.

(b) An additional 25' natural buffer shall be provided for Parcels A and F. In addition, the 100' drainage easement located on these parcels shall be kept in its natural state.

12. If the DCA makes a future determination that the development of any part of the land affected by this PUD ordinance must be reviewed, pursuant to Florida Statutes, Chapter 380.06, the adoption of this PUD ordinance shall not estop Nassau County from considering all local, state and regional issues properly raised within the scope of any such Chapter 380.06 review and, if necessary, from amending and conforming the terms and conditions of the PUD ordinance to the resolution of such issues.

13. The Developer shall regularly and routinely consult with the Public Safety Director, Sheriff, County Engineer and Planning and Zoning Director regarding the final development plans and include, when possible, the suggestions of the aforementioned officials in all final development plans. Each final development plan shall be reviewed by each of the aforementioned individuals and their comments shall be attached to each final site plan approval.

14. Parcel G and L's drives shall be a minimum of 200' apart.

15. Shared entrances shall be utilized where feasible.



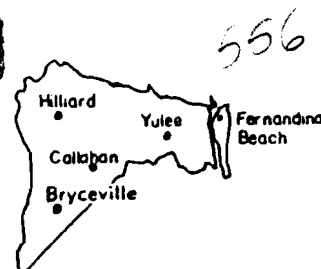
EXHIBIT "D"

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3/11/85

# NASSAU COUNTY

DEPARTMENT OF TRANSPORTATION

RICHARD L. KING, P. E. County Engineer



## BOARD OF COUNTY COMMISSIONERS

GENE R. BLACKWELDER  
DIST. NO. 1 Fernandina Beach

HAZEL JONES  
DIST. NO. 2 Fernandina Beach

JOHN F. CLAXTON  
DIST. NO. 3 Yulee

JAMES E. TESTONE  
DIST. NO. 4 Hilliard

CHARLES A. PICKETT  
DIST. NO. 5 Callahan

March 8, 1985

JERRY GREESON  
Ex-Officio Clerk

Michael S. Mullin  
County Attorney

TO: Zoning Board, Doug Jones, County Attorney

FROM: R. L. King, Nassau County Engineer *RLK*

REGARDING: Nassau Center, P.U.D.

I have reviewed the site plan and have had three conferences with the planners on Nassau Center and have derived the following concerns.

With the basis of commercially developed property and the possible heavy commercial vehicles, I am strongly opposed to a service road in front of the property and adjacent to the right of way. I believe this will give unusual traffic jams and problems on service roads connecting to AlA. This will be explained further at the hearing.

The concept I would prefer would be service roads at the mid-block locations and provide access for the employees and truck deliveries. In turn these service roads would be connected to access roads to AlA.

I believe when commercial vehicles are permitted to have access to AlA at multiple locations it could lower the service level of AlA to less than what would be desired. The conceptual drawing of major-minor streets that was presented to me has merit regarding access to AlA at these locations. There will be future needs for turn lanes, deceleration lanes, cross-over areas and signalization.

It is my and the developer's understanding that the conceptual drawing is being submitted as a suggestion and will not necessarily be his actual proposal. Therefore, speaking to the concept of industrial and commercial property, it is my recommendation that all commercial vehicles and employee entrances which use service roads at mid-block locations rather than direct access on AlA at individual business sites.

cont.

REPLY TO ☐

P. O. Box 386  
Hilliard, Florida 32046  
(904) 356-2003  
(904) 845-3610

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REPLY TO ☐

Route 4, Box 171-B  
Fernandina Beach, FL 32034  
(904) 356-6670  
(904) 261-6041



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PAGE II

RE: Nassau Center, P.U.D.

It should be our understanding the initial builders will be granted temporary access until proper service roads can be constructed.

My major concern is when will permanent access roads be constructed and how will they be financed. Initial builders should not be totally responsible for this type of improvement. Therefore, special assessment for street construction may be required for construction costs.

SUBMITTED BY: R. L. King, P. E.  
Nassau County Engineer