EAST NASSAU COMMUNITY PLANNING AREA

DETAILED SPECIFIC AREA PLAN:

CHESTER ROAD

Raydient Places + Properties

August 29, 2016

Owner(s)

TERRAPOINTE LLC

c/o Raydient, Inc.

1901 Island Walkway

Fernandina Beach, Florida 32034

Contact: Dan Camp

Consultants:

Legal

Gunster, Yoakley & Stewart, P.A.

225 Water Street, Suite 1750

Jacksonville, Florida 32202

Contact: Staci Rewis

Community Planning and Transportation Planning

VHB

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

Civil Engineering

Gillette & Associates, Inc.

20 South 4th St.

Fernandina Beach, Florida 32034

Contact: Nick Gillette

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1 Introduction

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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 and visitors to the area. From 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 opportunities. Recognizing these opportunities, Nassau County partnered with Rayonier, the County's largest property owner, to target areas appropriate for future economic growth and to prepare long-term, financially responsible plans for those areas. Together, they established 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 Detailed Specific Area Plan (DSAP) is a component of this larger planning effort. It implements the goals, objectives and policies of the Nassau County Comprehensive Plan and the ENCPA. The DSAP is the second step in the Sector Planning process and follows the preparation of the aforementioned ENCPA 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 Chester Road DSAP has been organized in a manner that logically progresses through the master planning process. Beginning with an analysis of natural resources, it moves cumulatively into the identification of the Conservation Habitat Network (CHN), the establishment of a multimodal transportation network and the designation of complementary land uses in a way which is consistent with the goals, objectives and policies of the ENCPA. The components combine to form a unified "master plan" 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 technical aspects of the plan have been placed in separate appendices document for ease of reference.

ENCPA

In 2007, Nassau County began working with TerraPointe Services (k/n/a Raydient Places + Properties), 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, State Road (SR) 200 / A1A to the south, Chester Road to the east and Interstate 95 to the west, this area would become 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 and urban design.

The ENCPA 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 and has been subsequently amended.

In 2011, significant changes were made to the State legislation allowing the ENCPA master plan to be converted to a state approved Sector Plan. This conversion occurred in 2011, pursuant to the Long Term Master Plan Conversion Agreement for East Nassau Comprehensive Planning Area pursuant to Florida Statutes, Section 163.3245(10) (the Conversion Agreement), 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 outline 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 (DSAPs) for portions 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 of "Master Land Use Plan" (Figure 1.2) is a graphic exhibit intended to identify regionally significant resources, guide the placement and sizing of public facilities and direct the location of land uses.

The Master Land Use Plan (FLUMS-6) is incorporated in the ENCPA Comprehensive Plan provisions, which include a single objective and seventeen (17) policies addressing such topics as green development practices, multimodal transportation district design, transit oriented development (TOD) and the preservation of natural resources. Also included with these policies are specific land use sub-categories and their respective descriptions and general development guidelines. The Chester Road DSAP is consistent with these ENCPA policies, which have been adopted into the Nassau County Comprehensive Plan.

Detailed Specific Area Plan

In 2015, Raydient Places + Properties (Raydient), formerly TerraPointe Services, engaged VHB to initiate the second step in the sector planning process, the preparation of a Detailed Specific Area Plan (DSAP), for the area west of Chester Road. The purpose of the DSAP is to provide detailed planning information for a specific portion of the 24,000 acre ENCPA. This is the second DSAP prepared within the ENCPA. The first DSAP (the Employment Center), which included a Northern, Central and Southern Planning Area was approved in 2013, Ordinance No. 2013-11, and later amended and approved in 2015.

The project team identified approximately 1,080 acres of land to be included in the Chester Road DSAP, herein referred to as the Chester Road Planning Area. The land uses within this area may include residential uses with village and neighborhood center areas generally providing for businesses, offices, stores and services.

The DSAP was designed to promote walkability and transportation options, and intended to promote walkable communities and multimodal transportation options for the residents of the Chester Road Planning Area. The retail and service options are intended to serve the surrounding neighborhoods. Together with a network of bicycle and pedestrian facilities, including sidewalks, bike lanes and trails, the Chester Road DSAP plans for a bikeable and walkable community that encourages alternative modes of transportation. Further details of the transportation network and facilities are provided in Chapter 3 of this plan.

The multimodal transportation network of the Chester Road DSAP is part of the approved overall transportation network for the ENCPA. The ENCPA is intended to develop in individual DSAPs and the Chester Road DSAP will be a fully-functioning part of the approved Sector Plan. As additional DSAPs are approved and facilities are constructed, the Chester Road DSAP will provide multimodal connectivity to the other areas of the ENCPA, including the approved Employment Center DSAP, by the approved transportation network.

Table 1.1 outlines the maximum development program for the Chester Road Planning Area. This development program is an essential element of the DSAP document and guides the preparation of many of its components and is consistent with the development program for neighborhood areas identified in the ENCPA

Sector Plan. The development program for the Chester Road Planning Area is primarily residential development with a Village Center and may contain Neighborhood Centers to provide goods and services to the community. The tiered system of development provides for a walkable community that encourages multimodal transportation options, as well as preserving the rural character of areas outside of the centers.

Table 1.1: Chester Road DSAP Development Program

PLANNING AREA	ACRES	RESIDENTIAL UNITS	NON-RESIDENTIAL SQUARE FOOTAGE
Chester Road	1,080	1,875	91,000

The following sections outline the sequential planning process used to develop the Chester Road DSAP. They contain detailed information regarding natural resources, public facilities, and land use/urban design concepts. A master plan, a series of graphic exhibits, design principles and development standards are provided to guide development within the DSAP. Each section 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 provide consistency between the two plans.

Figure 1.2: ENCPA Master Plan

2 Environmental Conditions

Environmental Conditions

ENCPA Environmental Summary

Consistent with state statutes regarding the preparation of a Sector Plan and DSAPs, regionally significant natural resources within the ENCPA planning area have been identified and designated as part of the Conservation and Habitat Network (CHN) as a land use sub-category within the ENCPA policies. The CHN area within this DSAP is generally depicted in Figure 2.1. The CHN includes a mosaic of wetlands, surface waters and uplands to provide for a connected network of green space throughout the ENCPA and to protect significant natural resources within the planning area. The mix of wetlands and uplands in the CHN will protect a variety of wildlife habitats and retain corridors that connect these habitats, allowing wildlife to move across the property and contribute to the long-term sustainability of the natural communities.

The CHN policies in the Nassau County Comprehensive Plan help to protect wetlands and contiguous upland buffers. Policy FL.13.07(a) is as follows:

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 CNH.*

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:*

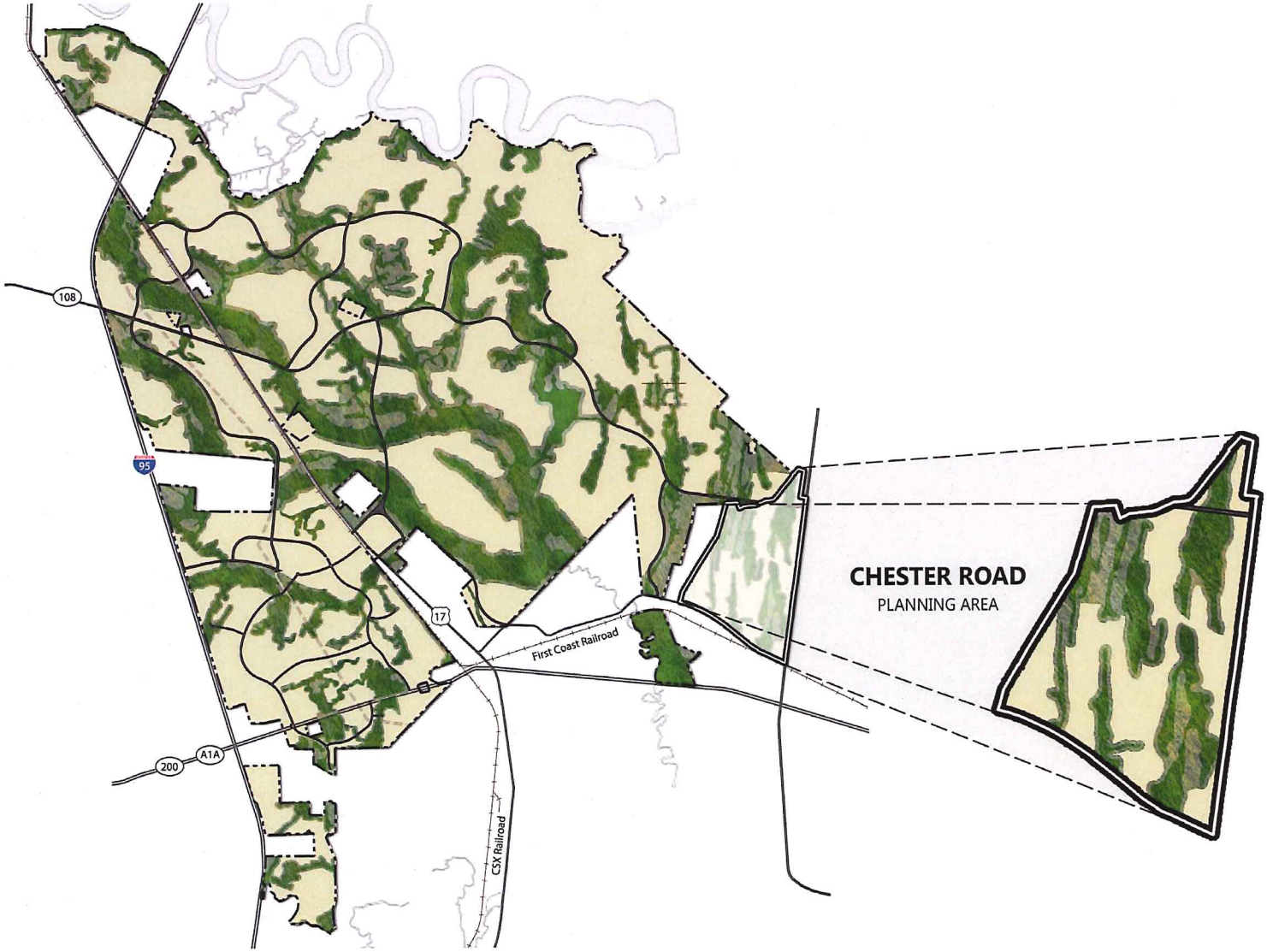
   I. *As to wetland edges forming the CHN boundary, the final boundary shall be consistent with the limits of the jurisdictional wetlands and associated buffers as established in the applicable SJRWMD permits.*

   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 altercation 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 Master 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.



LEGEND

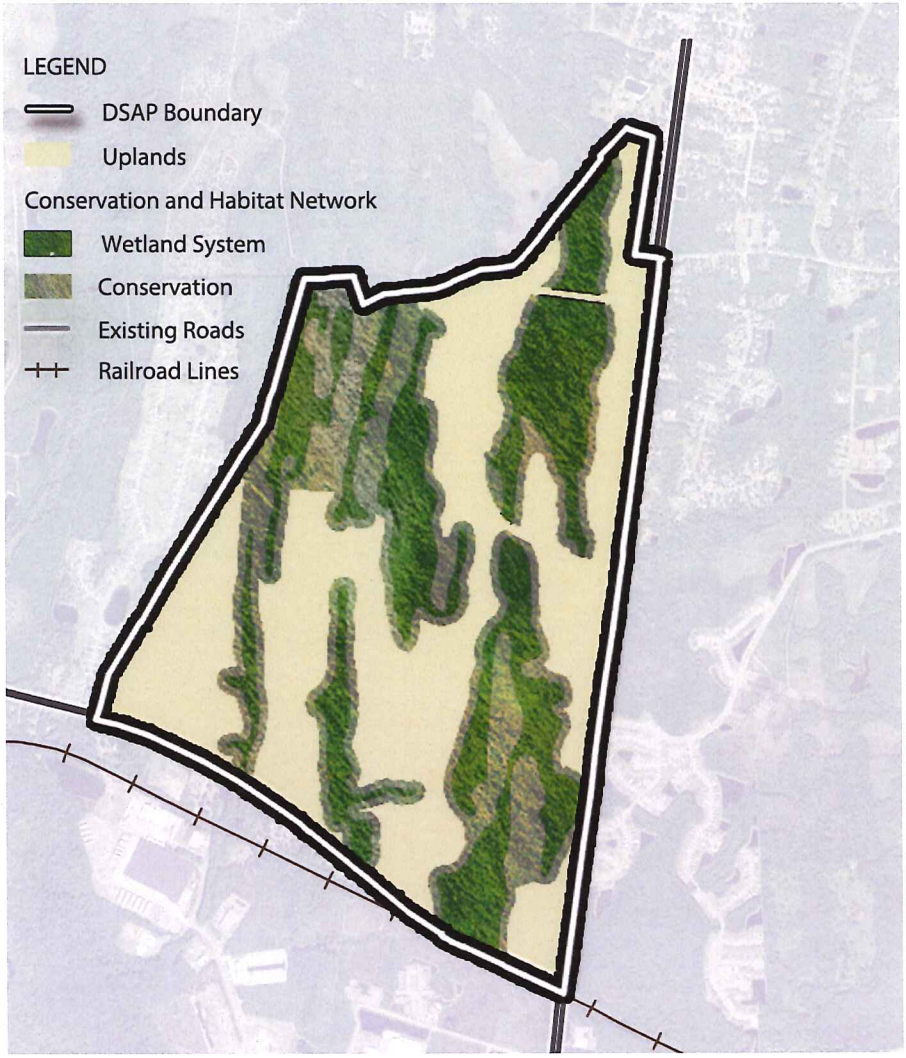
- ENCPA Boundary
- DSAP Boundary
- Uplands

Conservation and Habitat Network

- Wetland System
- Conservation
- Existing Highways & Roads
- Railroad
- Easements

Figure 2.1: ENCPA - Environmental Conditions

Figure 2.2: Chester Road Planning Area Refined Conservation Habitat Network



Chester Road Planning Area

Wetlands

The Chester Road DSAP is approximately 1,080 acres in size. The Property includes approximately 477.67 acres of wetlands and 4.66 acres of surface waters (Figure 2.2).

Surface waters, totaling 3.31 acres within the Chester Road DSAP, are generally ditches and streams/waterways. There is a 1.35 acre man-made reservoir in the southern portion of the property.

Uplands

As described above, provisions for wetlands are also included within the Conservation Habitat Network (CHN) guidelines and standards described in Policy FL.13.07 of the Nassau County Comprehensive Plan. The CHN not only includes wetlands and surface waters, but also a network of adjacent uplands. Uplands designated as Conservation areas within the CHN will serve as a buffer between jurisdictional wetlands and developable tracts. The final boundaries of wetlands and upland buffers will be formally determined when an abutting development parcel undergoes permitting in accordance with requirements of the SJRWMD.

Refined Conservation Habitat Network

ENCPA Policy FL.13.07(A)(1)(e) requires the adjustment of CHN boundaries as more accurate information becomes available. A majority of the extent of wetlands and surface waters with the Chester Road DSAP Area (Property) was approved on August 10, 2010 through the Florida Department of Environmental Protection (FDEP) Formal Wetland Determination Process (DEP File No. 45-282311-002-FD). The approximate extent of wetland and surface waters in the western portion of the Property were field delineated in November 2015 in accordance with the Florida unified wetland delineation methodology (Chapter 62-340, Florida Administrative Code [F.A.C.]) and located with a Global Positioning System (GPS) unit for mapping purposes. These wetland flags will be surveyed by a Florida licensed land surveyor and were verified by St. Johns River Water Management District (SJRWMD) on January 7, 2016.

This information was used to guide both the creation of the DSAP Master Plan and the CHN boundaries consistent with the aforementioned ENCPA policy. The proposed revisions to the CHN within this DSAP result 10.20 acres of additional environmentally significant land within the CHN than shown on the ENCPA Master Plan. Per ENCPA Policy FL.13.07(A)(1)(e), this acreage may be further refined during the Preliminary Development Plan and Site Planning process as better information becomes available.

Table 2.1: Chester Road Planning Area Environmental Site Data

GROSS AREA ACRES	WETLANDS ACRES	UPLAND ACRES	CHN TOTAL AREA ACRES	CHN WETLANDS ACRES	CHN UPLANDS ACRES
1,080	477.67	583.03	553.57	402.10 and 1.77 of surface water	149.70

All acreage are estimated based on photo interpretation.

Summary

The refinements to the CHN boundary for the Chester Road DSAP are based upon more detailed analysis and information, and are consistent with ENCPA Policy FL.13.07(A)(1)(e). As described in the ENCPA, the CHN protects regionally significant natural resources and includes a mosaic of wetlands, surface waters and uplands within the Chester Road DSAP. The CHN provides long-term benefits to wildlife within the DSAP, protects the DSAP's largest and highest quality wetlands systems and preserves natural drainage systems.

Wetland protection within the Property is regulated by the SJRWMD, the Department of the Army, Corps of Engineers (ACOE), and Nassau County. 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. The ACOE regulates the depositing of dredged or fill material within "waters of the United States, including wetlands" through the Clean Water Act §404 permitting process.

In addition to state and federal regulations, wetlands within the Property are also regulated by Nassau County. Field-verified jurisdictional wetlands are designated as Conservation on the County FLUM. 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" in accordance with the Nassau County Comprehensive Plan. Provisions for wetland protection are also included within the Conservation Habitat Network (CHN) guidelines and standards described in Policy FL.13.07 of the Nassau County Comprehensive Plan.

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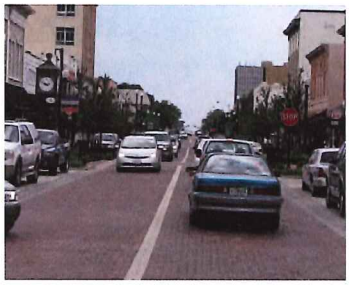


3 Mobility

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 personal automobile. A 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 that promotes integrated land use patterns, maximizes multimodal transportation options, including bicycle, pedestrian and transit, fosters healthy, sustainable communities, and funds a range of improvements for all modes of transportation.

In response to the sprawling development patterns, the state legislature adopted Florida's Growth Management Act in 1985. One troublesome provision of this act was that comprehensive plans were required to include a transportation concurrency management system. This provision required that roadway capacity be available concurrent with the impacts of development. This requirement carried an unintended consequence. It forced new development to pay for transportation problems caused by past development processes and properties that were already entitled. The expansion and widening of roadways was the only solution with concurrency; facilities for alternatives modes of transportation, such as biking and walking, were not addressed. This discouraged urban infill and redevelopment, thus it contributed to an even further expansion of sprawl.

Recognizing the proliferation of these issues in Nassau County, the Nassau County Board of County Commissioners (Board) amended Article 2 of the Land Development Code. The Board replaced traffic concurrency within an Interim Adequate Public Facilities System Ordinance. Furthermore, the Board appointed a task force to investigate replacing concurrency with mobility, a holistic approach to planning and funding a multimodal transportation system intended to serve the future needs of Nassau County.

As a result of the County task force, in August 2014, the Nassau County Board of County Commissioners adopted Ordinance 2014-16, a Mobility Fee Ordinance. This Ordinance acknowledges that a multimodal County Transportation System benefits all residents of the County. In order to further this purpose the Mobility Fee Ordinance provides a source of revenue to fund the construction of the County Transportation System including improving the connectivity of the transportation network for vehicles, bicycles and pedestrians. The Ordinance also helps to achieve adopted Comprehensive Plan goals that encourage multimodal transportation options and providing capital improvements to accommodate future growth.

The ENCPA Mobility Plan, which will be discussed in further sections, identifies similar goals, purposes, and strategies as the County's Mobility Fee Ordinance. The ENCPA Mobility Plan, was adopted prior to Ordinance 2014-16, and remains an independent ordinance. Per Section 2.05(B) of Ordinance 2014-16, "the East Nassau Community Planning Area Mobility Network Fund established by the Commission in Ordinance No. 2013-10 shall remain a separate Mobility Fee fund as provided in that ordinance and shall not be subject to the provisions of this Ordinance."

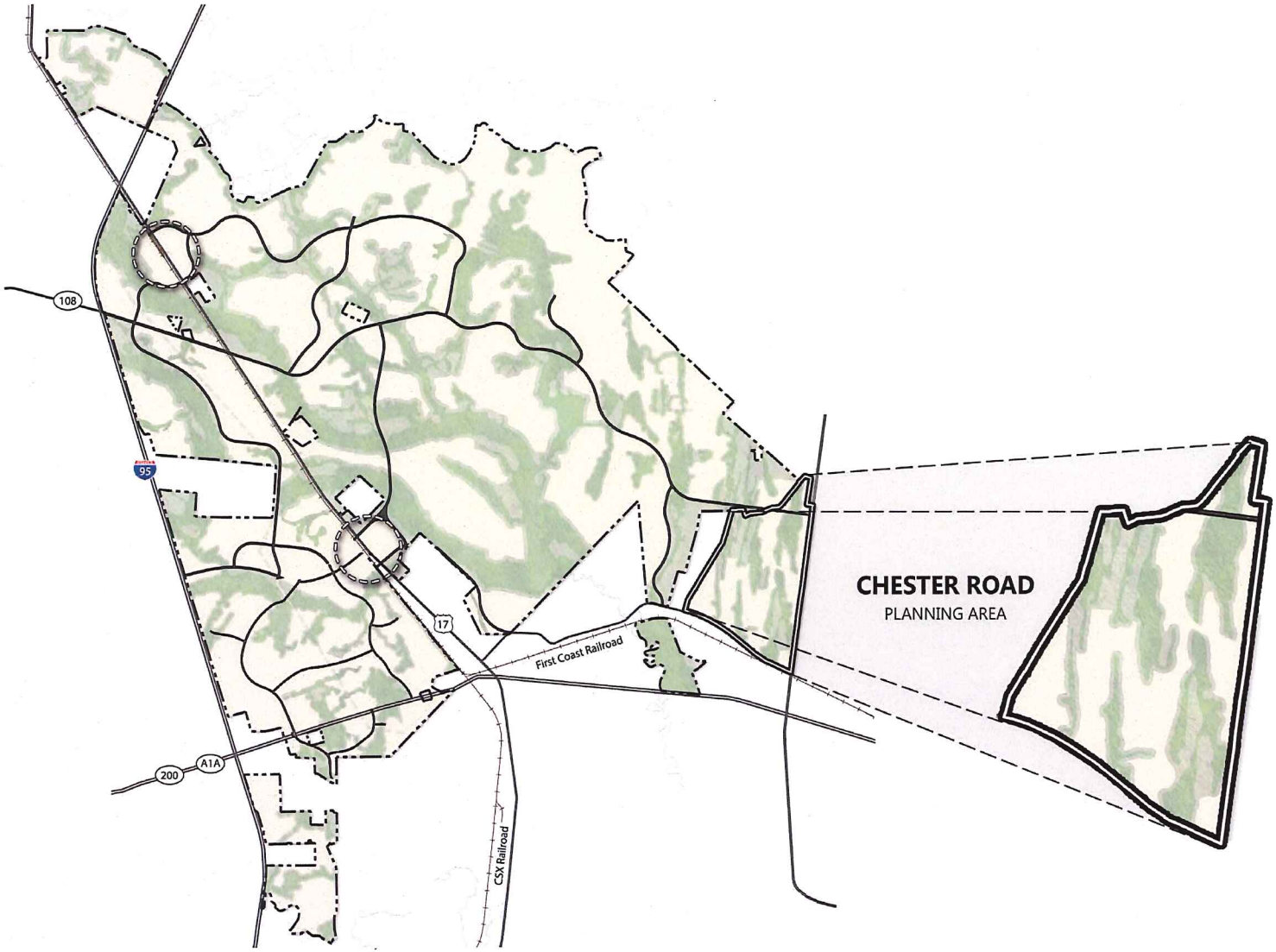
Sector Planning and Mobility

The ENCPA Sector Plan was adopted into the Nassau County Comprehensive Plan. It was adopted in conjunction with the provisions of Chapter 163.3245 Florida Statutes and is a long-term plan intended to "promote and encourage long-term planning for conservation, development, and agriculture on a landscape scale; to support innovative and flexible planning and development strategies."

The Sector Plan provides a general identification of the transportation facilities to serve the future land uses in the overall Master Land Use Plan, including guidelines to be used in establishing each modal component intended to optimize mobility. This DSAP will provide detailed identification of the transportation facilities to serve the DSAP, including any applicable developer contribution in the County 5 year capital improvement, as well as principles and guidelines that promote community design to encourage travel by multiple transportation modes.

The transportation improvements, and long-range master plan of the Sector Plan help form the basis for future transportation facility improvements and transportation plans of the metropolitan planning organization (MPO) within the ENCPA. Section 163.3245(4)(a), Florida Statutes states that upon effect "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". This furthers the mobility-based approach of Nassau County and the ENCPA to optimize mobility in the planning area and encourage a range of transportation options.

Policy FL13.04 of the Nassau County Comprehensive Plan requires the integration of recreational and multi-use pathways within the ENCPA to further enhance the multimodal system. These multimodal transportation options and facilities are encouraged and required in the ENCPA and are a critical component of a sustainable community and of the ENCPA. These improvements are anticipated to lead to the average vehicle miles travelled (VMT) within the ENCPA being lower than in Nassau County as a whole.



LEGEND

- ENCPA Boundary
- DSAP Boundary
- Transit-Oriented Development (TOD)
- Proposed Road Network
- Existing Highways & Roads
- Railroad
- Easements

Figure 3.1: ENCPA - Mobility

ENCPA Transportation Mobility Approach

The purpose of the ENCPA Sector Mobility Plan is to provide incentives for the development of projects that use alternative modes of transportation. These projects, being located in more concentrated, mixed use locations are consistent with the long-term master plan, and reduce vehicle miles travelled (VMT) and greenhouse gas emissions.

The ENCPA Mobility Plan was developed in conjunction with the Regional Transportation Plan prepared by the Metropolitan Planning Organization (MPO), as well as Nassau County's Comprehensive Plan. Vehicle, transit, bicycle and pedestrian facilities are all addressed in the Mobility Plan, which has a horizon date of 2035.

The goals of the Mobility Plan include establishing a multimodal transportation system for the ENCPA; reducing vehicle miles travelled; and, promoting a compact, interconnected and mixed use land development pattern. These goals will help to create a sustainable community that improves the health and quality of life of the residents of the ENCPA and of Nassau County.

A key component of the Mobility Plan is that it established a mobility fee. This system encourages enhanced urban design standards and multimodal components of development. By creating walkable and bikeable communities, and incorporating multimodal transportation facilities, a proposed development can reduce the number of vehicle trips. A reduction in vehicle trips results in a decrease in fees based on the Mobility Plan, thus the mobility fee system encourages the pedestrian-oriented compact form of development desired in the ENCPA.

The Mobility Plan and related DO will require every new development or redevelopment within the ENCPA, which is not otherwise vested or exempt, to be assessed a mobility fee prior to approval of final building permits. The adopted Mobility Plan for the ENCPA defines 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.

Applicants will still be subject to the Adequate Public Facilities System for public schools, water, wastewater, solid waste, drainage and recreation, as provided in Article 2 of the Nassau County Land Development Code, prior to issuance of final development permit or order.

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

- 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 2-lane road. This road has since been widened to a four-lane road.
- Interstate 95/SR A1A Interchange ramps – over capacity in single-lane diamond configuration

The Florida Department of Transportation (FDOT) has programmed for the widening of SR A1A and the reconstruction of the Interstate 95/SR A1A Interchange ramps, designed as a diverging diamond interchange. Construction of the interchange project is expected to begin in 2017.

These volumes and deficiencies were used as a starting point for identifying transportation improvements associated with the ENCPA and DSAP. Per House Bill (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, and independent of any development within the ENCPA, improvements to these segments were not included as part of the Mobility Network of funded improvements.

The Mobility Network is based on the transportation demand for the adopted ENCPA development program, which consists of 24,000 residential units and 11 million square feet of non-residential uses, including retail, office and industrial. Based on trip generation analysis, using the Institute of Transportation Engineers' (ITE) Trip Generation, 9th edition rates, the ENCPA development program is projected to generate 369,577 daily trips. This analysis is detailed in Appendix B.

The estimated cost for the infrastructure improvements associated with the ENCPA development program is $138.9 million in Year 2012 dollars. These improvements consist of the following:

1. CR 108 Extension
2. New I-95 Interchange at Interchange Road
3. Interchange Road
4. US 17 widening
5. N-S Regional Center Arterial
6. [East Nassau Employment Center] DSAP Western Loop Collector
7. Traffic signals at major intersections
8. SR A1A Intersection improvements
9. SR A1A/I-95 Interchange improvements
10. SR A1A and William Burgess Boulevard Intersection improvements
11. Internal trail system

Mobility Plan Overview

This section summarizes the transportation mobility recommendations for the ENCPA based on the adopted development program and transportation network for the ENCPA. Each DSAP will further discuss the improvements needed to support the specific development program, including associated costs.

The mobility approach used to identify infrastructure improvements represents the coordination between land use patterns and transportation infrastructure. The benefits of this approach include a more efficient transportation system with reduced infrastructure needs. Additionally, the mobility approach emphasizes a multimodal system with pedestrian, bicycle and transit facilities. It encourages land use patterns and development standards that help create a viable and sustainable multimodal transportation system. The transportation mobility approach accounts for the following elements:

- Balance of housing and employment – Per the adopted Sector Plan, the overall development program levels were identified to maintain a balance between housing units and employment square footage. This approach strengthens the employment base in Nassau County, and will seeks to maximize the number of trips that stay internal to the ENCPA due to the mix of land uses within the Sector. This reduces the 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. The Employment and Regional land uses have similar requirements. These guidelines intend to locate non-residential uses adjacent to residential areas to encourage alternative modes of transportation and allow for trips to occur via walking or bicycling.

- Interconnected network of local streets – The Sector Plan provides guidelines for local streets in order to create a connected system both within and between neighborhoods; thus reducing the need for internal trips to use the primary street network.

- Internal trails network – The ENCPA is proposed to contain approximately 50 miles of multi-use trails that can accommodate pedestrians, bicyclists and golf carts. This trail network will provide a safe trail network that encourages residents to utilize alternative modes of transportation for internal trips.

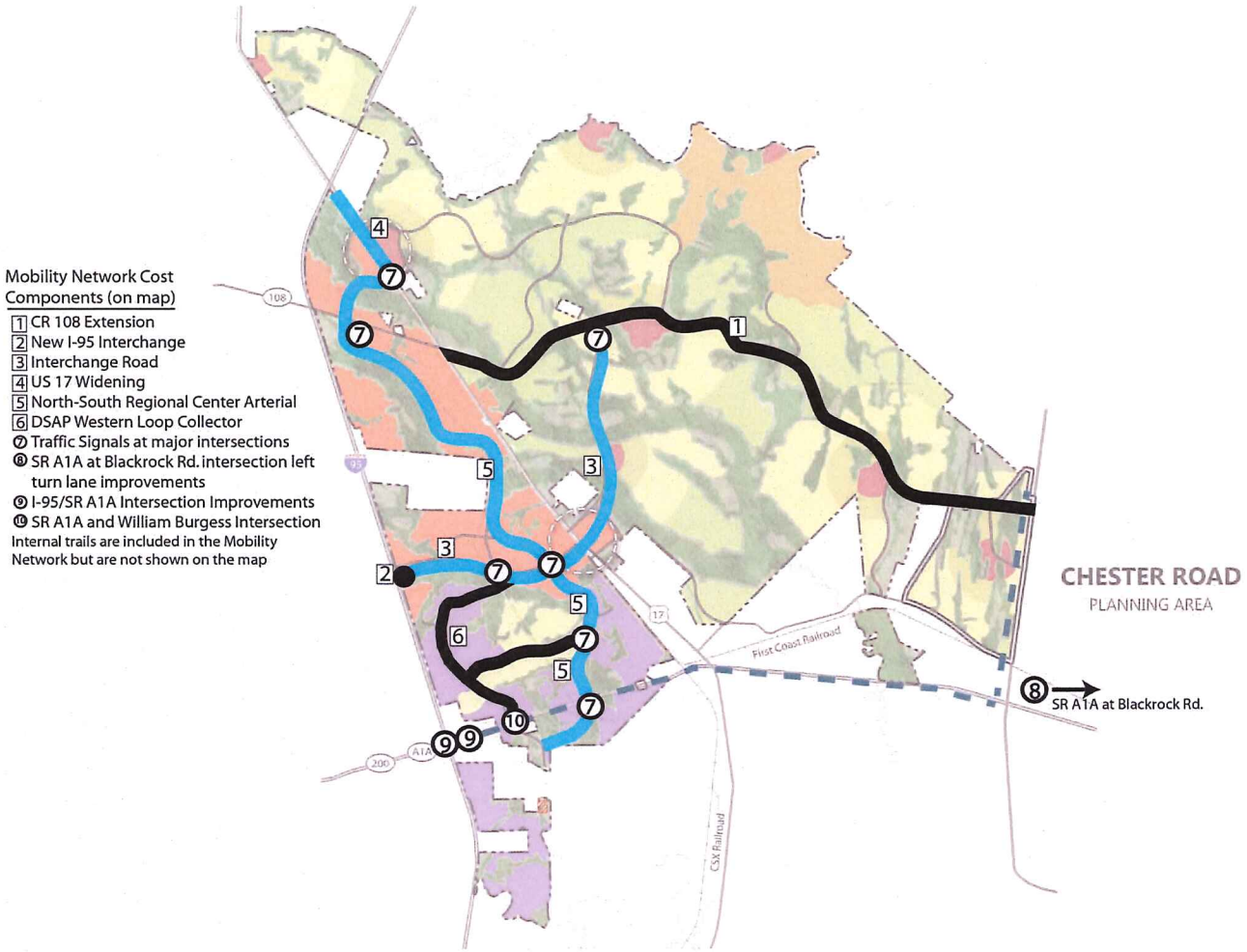
- Transit-Oriented Development (TOD) – As part of long range plans for the First Coast region, commuter rail connecting Nassau County and downtown Jacksonville has been identified for the CSX and First Coast Railroad corridors. The ENCPA plan incorporates opportunities for TOD along the First Coast Railroad located next to US 17. The TOD opportunity is not located within the Chester Road DSAP, but will eventually be connected by the network of local streets and pedestrian and bicycle facilities.

Figure 3.1 shows the transportation network for the ENCPA Sector Plan. Figure 3.2 depicts the recommended Mobility Network to support the overall ENCPA. Detailed planning and analysis may further refine the mobility network and roadway alignments as the distribution of land uses within each DSAP is defined. Raydient 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 components of the Mobility Network listed previously in this section 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 in Figure 3.2, improvements to SR A1A, the Interstate 95/SR A1A Interchange and Chester Road are funded through construction as part of the adopted FDOT Five-Year Work Program. Therefore, 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 three 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



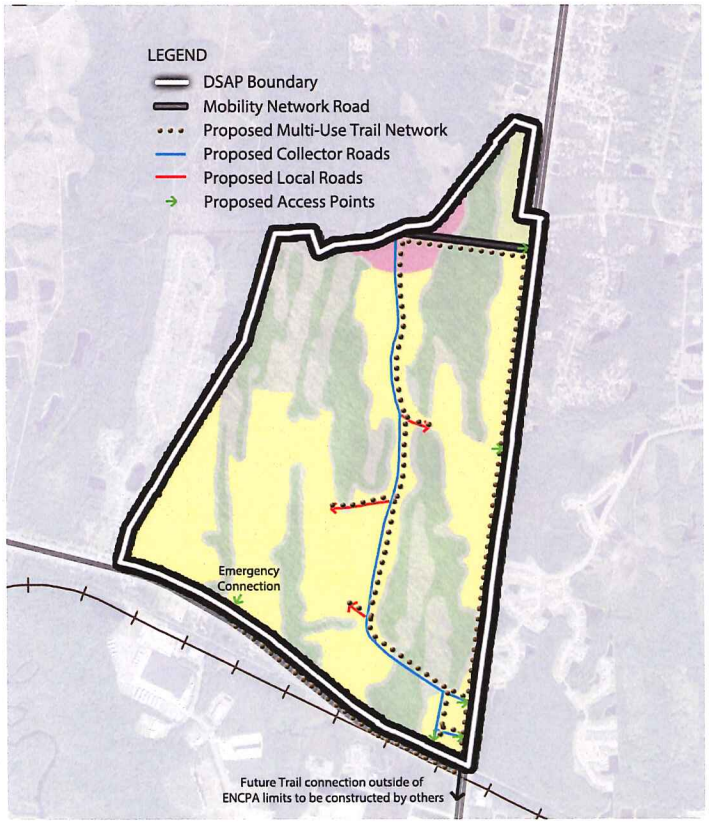
Improvements

- 4-Lanes
- 2-Lanes w/ Turn Lanes at Major Intersections
- Committed Funding Roadway
- Interchange
- Traffic Signal

Notes

1. All 4-lane roadways are assumed to be implemented in phases, with 2 lanes constructed initially.
2. The cross-sections for all the Mobility Network roadways also include 10' multi-use trails.
3. In addition to the roadways shown, the Mobility Network includes 50 miles of separate multi-use trails.
4. Roadways shown in dashed lines have committed funding through FDOT for additional lanes. These roadways are not included in the costs for the recommended mobility plan.
5. This figure is intended depict in the Mobility Network improvements. For the Master Land Use Plan, see FLUM-6 of the Future land Use Map Series.

Figure 3.3: Chester Road Planning Area Mobility Plan



DSAP Master Mobility Network

This section summarizes the Mobility Network improvements associated with the buildout of the Chester Road DSAP. These improvements are based on the development program of the Chester Road DSAP and the components needed to support development of this portion of the ENCPA. Complete documentation of the transportation analysis assumptions and results is provided in Appendix B.

Chester Road Planning Area

The transportation network to support the Chester Road Planning Area consists of local roadways and trails as shown in Figure 3.3. These roadway locations and alignments are approximate and may be refined subject to final survey and permitting. The final design may be varied based on natural features or other operational considerations.

The total development program for the Chester Road Planning Area consists of 1,875 dwelling units and 91,000 square feet of non-residential uses. The development program identifies 1,200 single family homes and 675 multifamily dwelling units. This development program is estimated to produce 18,629 daily trips and 1,723 PM Peak Hour trips. Appendix B discusses the traffic analysis in greater detail. Access to the Chester Road Planning Area is provided along Chester Road and Pages Dairy Road. Four access points along Chester Road, ~~and~~ one along Pages Dairy Road, and one emergency connection along Pages Dairy Road are proposed. The Chester Road Planning Area is a portion of the overall ENCPA and will be connected to the other areas in the ENCPA by Mobility Network roadways and internal trails. The Traffic Impact Analysis (TIA) identifies that no mobility network improvements are required to accommodate the Chester Road Planning Area development program.

The Phase 1 Preliminary Development Plan (PDP) is being submitted in conjunction with the Chester Road DSAP. The Phase 1 PDP includes a proposed development program of 700 dwelling units and 31,000 square feet of non-residential uses. Notwithstanding this proposed mix of uses, the ultimate mix of uses in the short-term may be modified pursuant to the equilvalency standards set forth ~~conversion matrix, which matrix (if utilized) will be included~~ in the DSAP DO. The Pages Dairy Road access point and emergency connection, and two of the Chester Road access points are identified in the Phase 1 PDP. Refer to the DSAP Short-Term Transportation Impact Analysis (TIA) for short-term (five-year) conditions. ~~Connections for emergency vehicles are allowed along Chester Road and Pages Dairy Road.~~

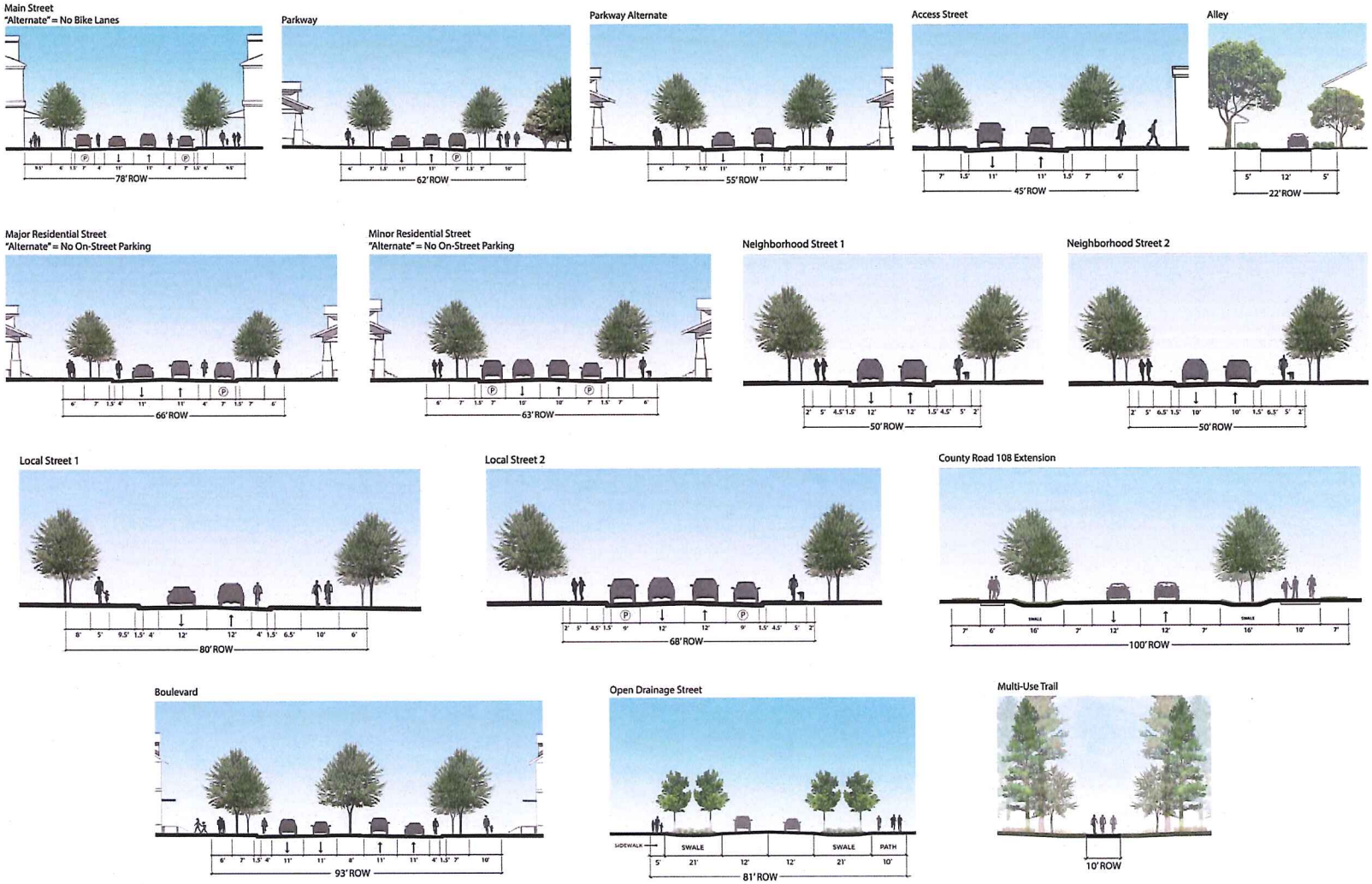
The Chester Road DSAP is intended to connect to the commercial development south of the planning area by a multi-use trail. This is consistent with Policy T.04.03 of the Nassau County Comprehensive Plan, which states that "the County shall work with private developers to establish an interconnected system for the same,

convenient and efficient movement of pedestrian[s] and bicycle[s]." The Chester Road DSAP indicates a connection to this proposed trail.

Recommended Typical Cross-Sections

Figure 3.4 indicates the recommended cross sections within the Chester Road DSAP. The intent of providing recommended cross sections is to provide the basis for the final design of the Chester Road Planning Area. 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 of all ages and abilities. The final design may be varied based on natural features or other operational considerations. These typical cross sections may be modified in coordination with Nassau County without the need to modify this DSAP, associated Development Order, or any relevant PDP as set forth in Section 27.10 of the Nassau County Land Development Code.

Figure 3.4: Recommended Cross-Sections



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4 Land Use

Land Use

ENCPA Land Use Summary

The ENCPA Master Plan, adopted in the Nassau County Comprehensive Plan, includes specific land use categories for the ENCPA. The Master Plan also includes density and intensity standards and development guidelines for these sub-categories. The sub-categories include a full mixture of uses, including industrial, commercial, residential, civic and CHN. By creating a functional mix of uses and allocation of these sub-categories, the ENCPA Master Plan (Figure 4.1) supports a long-term jobs-to-housing balance for both the ENCPA and Nassau County. 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 described in the Chapter 2, Environmental Conditions, the Conservation Habitat Network (CHN) land use sub-category is intended to identify regionally significant natural resources. The CHN consists of surface waters, wetlands, buffers and other uplands and will allow for a variety of passive and active nature-oriented recreational uses as well as timber management.

Regional Center (RC)

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

Transit Oriented Development (TOD)

Transit Oriented Development (TOD) districts are designated on the ENCPA Master Plan along US 17 and adjacent to the CSX and First Coast Railroad corridors. The TOD designation is intended to identify areas appropriate to support multimodal transportation centers. These areas are designed to accommodate a full range of uses, including residential, retail, office and civic. Design principles are provided in Policy FL.13.06 which focus on creating a community that provides multimodal transportation options and encourages walking, biking and transit.

Employment Center (EC)

The Employment Center (EC) land use sub-category identifies areas of the ENCPA that are suitable for employment generating uses. It is these areas which intend to serve as a center for jobs in Nassau County and the region. These may include industrial, office research/technology and businesses service uses. The EC land use sub-category also allows for a mix of uses and permits secondary supporting uses such as multi-family residential, retail, lodging and civic/public facilities.

Village Center (VC)

The Village Center (VC) land use sub-category identifies land areas that are intended to develop as mixed-use centers. These Village Centers may provide a higher density/intensity than the surrounding residential neighborhoods. The VC land use sub-category allows a mix of uses that includes residential, commercial, office and civic.

Residential Neighborhood (RN)

The Residential Neighborhood (RN) land use sub-category is intended to create a hierarchical pattern of residential neighborhoods radiating outward from Village Centers. The RN land use is divided into three tiers. Tier 1 residential is generally located adjacent to and within ¼-mile from a Village Center and provides for medium density residential development. Tier 2 residential areas are generally located between ¼-mile and one (1) mile from Village Centers. Tier 2 areas are intended to develop at a lower density than Tier 1. Tier 3 represents the lowest density neighborhoods and is generally located further than one (1) mile from a Village Center. Tier 3 allows for very low density development as well as low density clustered development that encourages preservation of open space.

The RN land use sub-category also allows for small, mixed-use Neighborhood Centers that provide for limited, neighborhood-serving retail and services as well as civic or park space. These Neighborhood Centers may serve as a focal point for a neighborhood. Providing for neighborhood-serving non-residential uses, within a residential neighborhood encourages trips made by walking or bicycles.

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 are permitted in the RD land use.

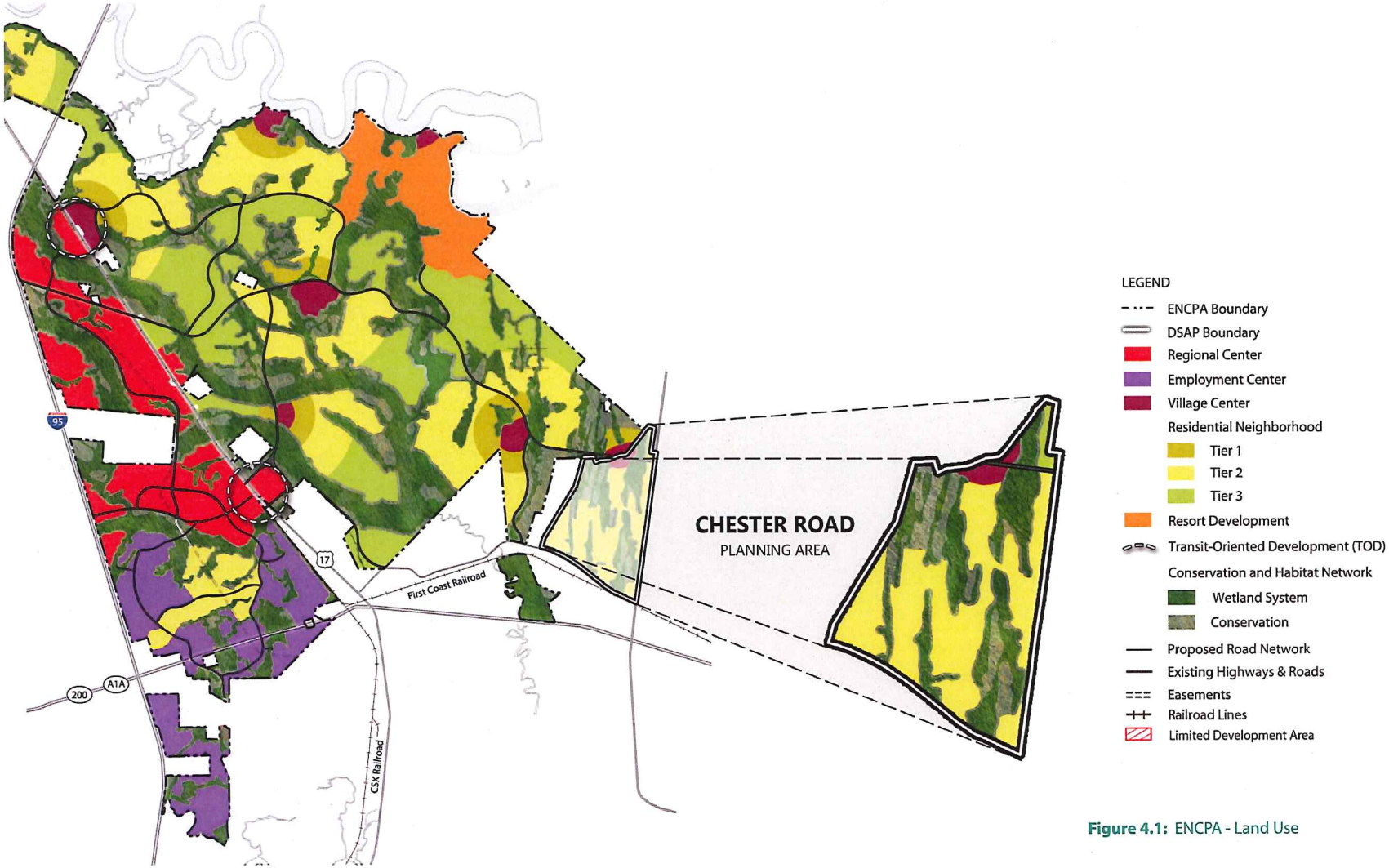


Figure 4.1: ENCPA - Land Use

Chester Road Planning Area Principles

Consistent with the ENCPA Sector Plan standards, the Chester Road DSAP contains a mixture of land uses, with a focus on the hierarchy of residential neighborhoods connected to a Village Center by a multimodal transportation system to create a walkable and bikeable community. Development is planned to organize around Village and Neighborhood Centers to provide retail and service uses near the residential neighborhoods with the highest density. It also preserves regionally significant natural resources.

The overall ENCPA Master Plan was intended to develop in phases. The Chester Road DSAP is one of these phases and the planning principles in this DSAP recognize that the Chester Road Planning Area will be connected to the overall ENCPA as it continues to develop. The Village Center district is located along the future CR 108 extension, internal to the overall ENCPA, as a future location for retail and services to serve development within the ENCPA. Residential uses are planned for the majority of the remaining developable land area. A Neighborhood Center may be developed to provide limited, neighborhood serving land uses designed to support the ENCPA residents' daily needs. By connecting to the residential areas by the multimodal transportation network, a Neighborhood Center encourages the uses of multiple modes and transportation and allows for limited retail and service options for ENCPA residents without the need to access roads that are external to the ENCPA.

The DSAP development program calls for 1,875 dwelling units and 91,000 square feet of non-residential development within the Chester Road Area. The Village Center (VC) and Residential Neighborhood (RN) land use districts serve to organize this program in a compatible and sustainable manner. The development standards for this district are broad and intended to allow for significant flexibility; thereby, further the goals of the Nassau County Comprehensive Plan.

Table 4.1: Chester Road Planning Area Development Program

GROSS AREA ACRES +/-	CHN ACRES +/-	UPLAND ACRES +/-	RESIDENTIAL DU'S	NON RESIDENTIAL USES SQUARE FEET
1,080	553.57	583.03	1,875	91,000

Figure 4.2: Chester Road Planning Area Overall Land Map

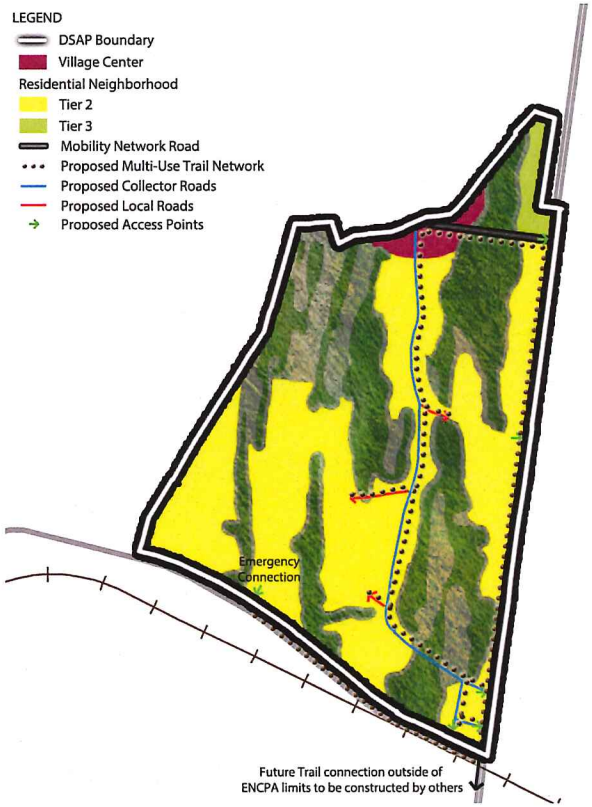
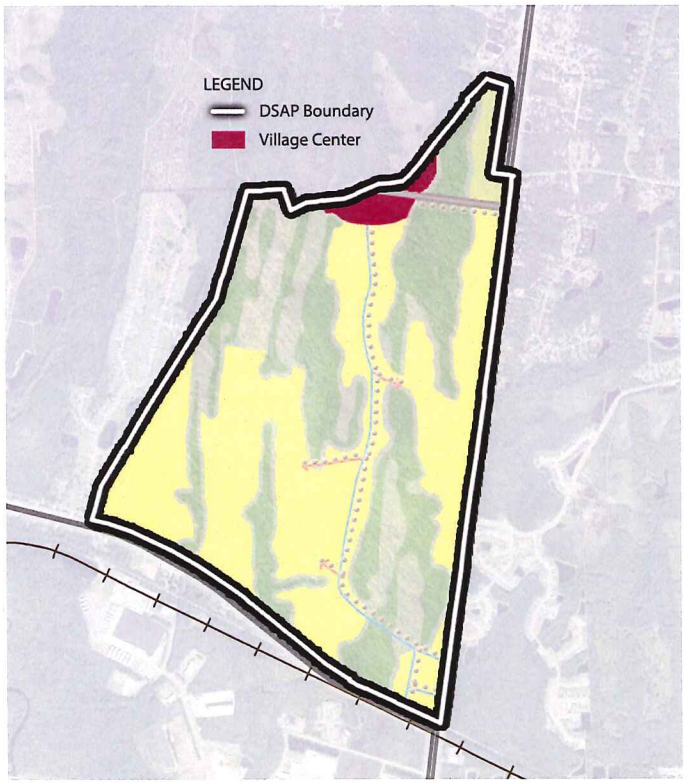


Figure 4.3: Chester Road Planning Area Village Center



Chester Road DSAP Land Uses

Village Center (VC)

Approximately 26 acres of the Chester Road DSAP has been designated as Village Center (Figure 4.3). The Village Center (VC) land use sub-category is intended to identify areas which may serve as higher density/intensity, mixed-use centers for surrounding residential neighborhoods. By providing a range of uses, Village Centers encourage the use of the multimodal transportation network for trips within the Chester Road DSAP. The following table identifies the development program for the Village Center, which may be modified ~~consistent with~~ pursuant to the equivalency standards set forth in the DSAP DO. ~~a conversion matrix as set forth herein.~~

Table 4.2: Cheaster Road DSAP Village Center Development Program

GROSS AREA ACRES +/-	MULTI-FAMILY DWELLINGS	NON-RESIDENTIAL
26	375 units	60,000 sf

Permitted Uses

Single family, two-family and multi-family residential (either free-standing or in mixed-use structures), ancillary (accessory) dwelling units, continuing care retirement communities, schools, retail sales, personal services, businesses and professional offices, recreation and commercial-working waterfront uses, parks/plazas, recreation and open space, government and other public/civic uses and other land uses that are similar and compatible.

DSAP Development Standards: Village 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

- Typical setbacks for a development site:
  - Front yard: 10 feet
  - Side yard: 10 feet
  - Rear yard: 10 feet. No side yard shall be required where two (2) or more buildings adjoin side by side.

- Building Restrictions:
  - Maximum building height: 5 stories
  - Minimum FAR: 0.20
  - 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 (Ordinance 2008-01).

Residential Standards

- Minimum Lot Requirements:
  - Single-family dwellings and duplexes
    - Minimum lot width: 30 feet
    - Minimum lot area: 3,000 square feet
  - Townhouses
    - Minimum lot width:
      - Interior lot: 18 feet
      - Exterior lot: 25 feet
    - Minimum lot area:
      - Interior lot: 1,600 square feet
      - Exterior lot: 2,500 square feet
    - Multiple-family dwellings and other permitted structures:
      - Minimum lot width: 100 feet
      - Minimum lot area: 10,000 square feet
- Typical setbacks for a development site:
  - Accessory buildings may encroach up to five feet (5') into the rear yard setback.
  - Porches, window bays, stairs, eaves and similar archietctural features may encroach up to five feet (5') into setbacks.
  - Single-family dwellings and duplexes
    - Front yard: 10 feet
    - Rear yard: 10 feet
    - Side yard: 5 feet
  - Townhouses
    - Front yard: 0 feet
    - Rear yard: 5 feet
    - Side yard:
      - Interior units: 0 feet
      - Exterior units: 5 feet
      - Exterior units (Street): 10 feet
      - The exterior street setback shall not apply to townhomes that are adjacent to alleys.
  - 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: 7 stories
  - Maximum lot building coverage:
    - SFR and duplexes: 65%
    - Townhouses: 65%
    - Multiple-family dwellings: 25%
  - Minimum Average Net Density: 7 du/ac
  - Maximum Average Net Density: 20 du/ac

Consistency with Comprehensive Plan

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

a) *Residential development shall be permitted as single family, multi-family or attached live-work units and shall be permitted above ground floor commercial and professional office.*
b) *On-site parking for commercial and office land uses shall be located behind or beside buildings fronting on primary streets.*
c) *Shared parking areas shall be encouraged for all Village Center uses, including any public and civic land uses.*
d) *Sites shall be designed to incorporate landscaping and pedestrian amenities such as benches and bicycle parking along neighborhood sidewalks and multi-use paths.*
e) *Sites shall be designed to incorporate plazas and parks that serve the Village Center and surrounding neighborhoods.*
f) *Sites shall be designed to accommodate existing or future feeder bus/transit stops.*

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

Chester Road Village Center (VC) Guidelines)

A Preliminary Development Plan (PDP) shall be submitted for individual development parcels within the Village Center district of this DSAP. Each PDP 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 VC development standards and guidelines of this DSAP. Where conflicts exist between DSAP standards and the Nassau County Ordinance Code and related regulations (e.g. Land Development Code), the DSAP shall control.

Building Design Guidelines

a) *Buildings should be designed to support mixed uses and incorporate design elements of scale, massing and fenestration to create an attractive frontage to the primary public roadway. Single use buildings are allowed as part of a mixed use district.*
b) *The primary facades and entrances for buildings should be oriented to primary street frontages.*
c) *Loading and service areas should be screened and located at the rear or side of buildings away from the main building entrance.*
d) *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.*
e) *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.*

Block & Street Design Guidelines

a) *Street and block patterns should promote an*

interconnected multimodal street network which provides for safe and comfortable pathways.

b) Sidewalks or pathways should be located on both sides of streets where practical and include street trees.

Pedestrian and Bicycle Circulation

a) To the extent practical, pedestrian walkways should be located between non residential building frontages and vehicular use areas. A pedestrian network connecting public right of ways with private non residential building frontages should be encouraged

b) Bicycle parking should be provided adjacent to retail and office uses as well as bus/transit stops.

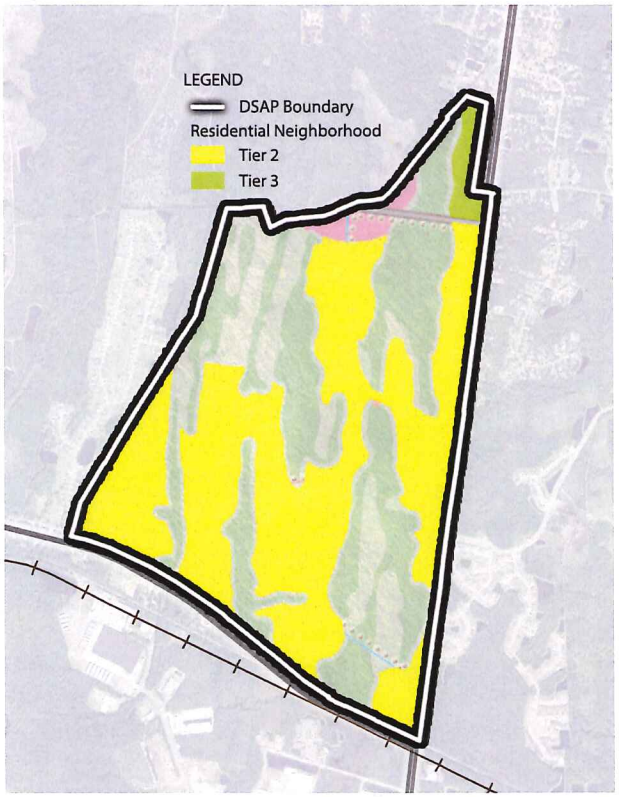
Parking & Circulation Design Guidelines

a) Cross access should be provided between adjacent non residential parcels and parking areas.

b) Open space requirements may be achieved in the form of parks, squares or greens located to serve as focal points for community events and active or passive recreational activities.

c) Civic buildings, such as a community center, when located in a village center and where feasible should be located adjacent to a park, square or green park, accessible to a transit stop.

Figure 4.4: Chester Road Planning Area Residential Neighborhood



Residential Neighborhood (RN)

The primary land use in the Chester Road DSAP is Residential Neighborhood (Figure 4.4). The Residential Neighborhood (RN) land use is intended to provide for a variety of housing options and neighborhoods by dividing the RN lands into tiers based on minimum densities. Tier 1 designates the medium-density residential areas that are generally adjacent to Village Centers. Tier 2 neighborhoods are generally lower density than Tier 1 and are located further from Village Centers. Both Tiers 1 and 2 allow for Neighborhood Centers, small-scale mixed-use areas that serve as a community focal point, as well as allowing neighborhood-serving retail, service, or civic uses. Tier 3 represents the lowest density neighborhoods and are generally located the furthest away from Village Centers. Tier 3 lands may also be located on isolated parcels or used as a buffer to adjacent properties. This pattern of development encourages the use of alternative modes of transportation because destinations are within walking and/or biking distance from the residential neighborhoods.

The Chester Road DSAP designates approximately 477 acres as Residential Neighborhood. The following table identifies the development program for the Residential Neighborhood, as well as the breakdown of the land area by Tiers. The mix of uses within the RN land use may be modified ~~consistent with~~ pursuant to the equivalency standards set forth in the DSAP DO. ~~a conversion matrix as set forth herein.~~

Table 4.3: Cheaster Road DSAP Residential Neighborhood Development Program

GROSS AREA ACRES +/-	SINGLE FAMILY DWELLINGS	MULTI-FAMILY DWELLINGS	NON-RESIDENTIAL	TIER 2	TIER 3
477	1,200 units	300 units	31,000 sf	461 acres	16 acres

Permitted Uses

Residential Neighborhoods

Single-family detached, two-family, townhouses and multi-family residential, continuing care retirement communities, active adult age-restricted communities, ancillary (accessory) dwelling units, clustered residential lots (in Tier 3), parks and recreation, schools, daycare centers, other public/civic facilities and other land uses that are similar and compatible.

Neighborhood Centers

General retail, personal services, offices, attached multi-family residential (either free-standing or in mixed-use structures) and civic uses (including religious

institutions), continuing care retirement communities, active adult age-restricted communities, daycare facilities, parks/ plazas, other neighborhood-serving uses and other land uses that are similar and compatible.

DSAP Development Standards: Residential Neighborhood

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
- Typical setbacks for a development site:
  - Front yard: 10 feet
  - Rear yard: 10 feet
  - Side yard: 10 feet. No side yard shall be required where two (2) or more buildings adjoin
- Building Restrictions:
  - Maximum Building Height: 3 stories
  - Maximum Lot Coverage:
    - Lot coverage by all buildings, including, accessory buildings and structures shall be not more than sixty-five (65) percent of the lot.
    - Impervious surface land coverage of recreational and open space uses should not exceed fifty (50) percent for activity based recreational development and ten (10) percent for resource based recreational development.
    - 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.
- Minimum F.A.R.: N/A
- Maximum F.A.R.: 0.20

Residential Standards

- Minimum Lot Requirements:
  - Single-family dwellings and duplexes
    - Minimum lot width: 30 feet
    - Maximum lot width (Tier 3 clustered development only): 150 feet
    - Minimum lot area: 3,000 square feet
  - Townhouses
    - Minimum lot width:
      - Interior lot: 18 feet
      - Exterior lot: 25 feet
    - Minimum lot area:
      - Interior lot: 1,600 square feet
      - Exterior lot: 2,500 square feet
    - Multiple-family dwellings and other permitted structures:
      - Minimum lot width: 125 feet
      - Minimum lot area: 15,000 square feet
- Typical setbacks for a development site:
  - Accessory buildings may encroach up to five feet (5') into the rear yard setback.
  - Porches, window bays, stairs, eaves and similar archietctural features may encroach up to five feet (5') into setbacks.
  - Single-family dwellings and duplexes
    - Front yard: 10 feet
    - Rear yard: 10 feet
    - Side yard: 5 feet
  - Townhouses
    - Front yard: 10 ft
    - Rear yard: 10 ft
    - Side yard:
      - Interior units: 0 feet
      - Exterior units: 5 feet
      - Exterior units (Street): 10 feet
      - The exterior street setback shall not apply to townhomes that are adjacent to alleys.
  - Multiple-family dwellings and other permitted structures:
    - Front yard: 10 feet
    - Rear yard: 10 feet
    - Side yard: 10 feet
- Building Restrictions:
  - Maximum building height:
    - SFR, duplexes, townhouses: 3 stories
    - Multiple-family dwellings: 4 stories
  - Maximum lot building coverage:
    - SFR and duplexes: 65%
    - Townhouses: 65%
    - Multiple-family dwellings: 25%
  - Minimum Average Net Density:
    - Tier 1: 5 du/ac
    - Tier 2: 2.5 du/ac
    - Tier 3: N/A
  - Maximum Average Net Density:
    - Tier 1: N/A
    - Tier 2: N/A
    - Tier 3: 1du / 2 acres (clustered); 1 du / 10 gross acres du/ac (unclustered)

Consistency with Comprehensive Plan

Policy FL.13.07(E)(1)specifies the following general design guidelines for Tiers 1 and 2 of the Residential Neighborhood (RN) sub-category.

a) *Private neighborhood parks, plazas and civic areas shall provide an identity for individual neighborhoods.*
b) *Community or regional parks and community facilities shall be located near or adjacent to planned and existing public school facilities. Joint-use recreational facilities with a public school facility shall be encouraged.*
c) *Private neighborhood parks are improved areas and shall provide recreational space and may include such amenities as informal play fields, play equipment, seating areas and other such improvements.*

d) *Private neighborhood parks shall be generally a minimum of ¼ acre in size and publicly accessible.*
e) *Public schools shall be located in accordance with the goals, objectives and policies of the Public Schools Facilities Element.*
f) *Stormwater management areas shall be designed as a visual amenity and may count towards the minimum park and common open space requirements when publicly accessible.*
g) *Transit stops, where public transit is available, should be incorporated as a focal point and designed as a civic feature in a visible and secure setting of the neighborhood.*

Policy FL.13.07(E)(2)specifies the following general design guidelines for Tier 3 of the Residential Neighborhood (RN) sub-category.

a) *Development shall not exceed an average maximum density of one (1) dwelling unit per ten (10) gross acres. However, where development is clustered to preserve open space, the County shall permit densities up to an average maximum net density of one (1) dwelling unit per two (2) acres.*
b) *Clustered development areas shall contain a minimum of eight (8) lots and a maximum of thirty (30) lots, with a maximum front lot width of 150 feet.*

Policy FL.13.07(E)(3)specifies the following general design guidelines for any Neighborhood Center within the Residential Neighborhood (RN) subcategory.

a) *The gross land area for Neighborhood Centers shall include a maximum of twelve (12) acres and shall include a park square or green of at least one (1) acre in area.*
b) *Residential development shall be permitted as attached live-work units or located above ground floor commercial and professional office.*
c) *Shared parking areas shall be permitted for all neighborhood center uses, including any public and civic land uses.*

These policies are hereby incorporated into the DSAP and shall apply to all future development within the RN district and NC sub-district.

Chester Road Residential Neighborhood (RN)

Guidelines

A Preliminary Development Plan (PDP) shall be submitted for individual development parcels within the Residential Neighborhood district of this DSAP. Each PDP 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 RN development standards and guidelines of this DSAP. Where conflicts exist between DSAP standards and the Nassau County Ordinance Code and related regulations (e.g. Land Development Code), the DSAP shall control.

RN Tier 2 Guidelines:

a) *Tier 2 neighborhoods are intended to provide a range of housing types. Housing types are typically single-family dwellings, but may include other types of residential uses (e.g. multi-family, ~~or~~ senior adult housing, or active-adult, age-restricted communities).*
b) *Primary entrances for residential structures should be visible from the public street right of way.*
c) *To the extent feasible front loaded garages should be recessed from the primary facade of the primary structure.*
d) *Garages for houses on lots less than 40 feet wide should generally be accessed by alley or side yard driveway.*
e) *Parks and open space should generally be distributed throughout a neighborhood within short walking distances for the majority of residential units. Parks and open spaces should serve as organizing design elements and focal points for neighborhood activities.*
f) *Residential blocks may be formed by a connected network of curvilinear streets and cul-de-sacs. Cul-de-sacs should be used to accommodate environmental and unique topographic conditions.*
g) *Roadway connections or stub-outs should be encouraged between adjacent parcels to enhance connectivity between neighborhoods.*
h) *Street trees should be planted where practical and spaced generally fifty (50) feet.*
i) *Street trees may be placed on individual lots in a landscape easement when necessary due to site and construction constraints.*
j) *Stormwater management areas should be designed where practical as amenities in accord with engineering best practices.*

RN Tier 3 Guidelines:

a) *Tier 3 neighborhoods are intended to provide for single-family dwellings in a rural setting. They may be clustered or located in individual acreages typically associated with rural development patterns.*
b) *Roadway connections or stub-outs should be encouraged between adjacent neighborhoods to promote a connected public road network.*

5 Public Facilities

Public Facilities

Public Facilities Summary

A detailed analysis of public facilities has been conducted using the DSAP land use plan and associated development program, consistent with the requirements of sections 163.3245(3)(b)(3), (5) and (6) of the Florida Statutes. Potential impacts were analyzed for both short-term (5-year), 2016-2021, and long term (build-out conditions), 2035. The complete details of this analysis are contained in Appendix C. Findings have been summarized below.

Potable Water

Nassau County is located within the St. Johns River Water Management District (SJRWMD). Per the District's 2003 Water Supply Assessment, existing water supply sources and water supply development plans are considered reasonably adequate to meet Nassau County's projected needs.

Jacksonville Electric Authority (JEA) provides water service to most of Nassau County. The Chester Road DSAP is located within JEA's District 7 – Nassau County Water Service Area. Potable water demands for the proposed development program were analyzed at both the 5-year and build-out milestones. It was determined that adequate capacity exists to accommodate potential impacts under both scenarios. Existing and projected capacity and usage data is available in the JEA FY 2015 Annual Water Resource Master Plan.

Table 5.1: Potable Water Analysis (MGD)

	PLANT CAPACITY	PROJECTED USAGE	DSAP DEMAND	REMAINING CAPACITY
5-year	6.69	3.36	0.17	3.16
Build-out	10.28	4.55	0.44	5.29

Wastewater

The Chester Road DSAP is located within JEA's District 7 – Nassau County Sewer Service Area. Wastewater treatment demands for the proposed development program were analyzed at both the 5-year and build-out milestones. It was determined that adequate capacity exists to accommodate potential impacts under the projected 5-year and build-out development program.

Table 5.2: Wastewater Analysis (MGD)

	PLANT CAPACITY	PROJECTED USAGE	DSAP DEMAND	REMAINING CAPACITY
5-year	1.55	0.98	0.17	0.40
Build-out	2.00	1.44	0.44	0.12

Solid Waste

Solid waste service is provided to the Chester Road DSAP by Nassau County. Nassau County has agreements with Camden County Landfill Solid Waste Disposal Facility and Chesser Island Road Landfill, both in Georgia. These facilities have a combined lifespan of 71 years according to 2014 information available from the Georgia Environmental Protection Division. It was determined that no improvements to solid waste facilities would be necessary to accommodate the proposed Chester Road DSAP development program at either the 5-year or build-out milestones.

Stormwater

Stormwater impacts and necessary improvements will be determined and permitted in accordance with the St. Johns River Water Management District (SJRWMD) discharge design criteria.

Schools

The Chester Road DSAP is located within the Nassau County School District. The School District and Nassau County have entered into an Interlocal Agreement (ILA) regarding the location and adequate capacity of public schools. Utilizing methodologies consistent with the Interlocal Agreement, school demand for the Chester Road DSAP was projected for both the 5-year and build-out scenarios. Based on the analysis, it has been determined that sufficient capacity currently exists, or has been programmed for the first five years. At buildout sufficient capacity is programmed for elementary and middle schools. Additional high school improvements may need to be included in School Board Work Plans to accomodate projected impacts. The School Board's 2014-2015 Work Plan includes new elementary schools and middle schools in the Yulee area within the next 20 years. Based on the Employment Center DSAP, the developer has donated to the Nassau County School Board land for the development of a new elementary school within the ENCPA.

This analysis was performed with the assumption that no units will be age-restricted; thus, analyzing the scenario that would be projected to generate the most students. If there are units that are developed as age-restricted units, the projected school demand would decrease.

Recreation and Open Space

Nassau County has adopted a tiered system to address levels of service (LOS) for different types of recreation and open space. Currently, Nassau County is deficient in all types of recreation and open space facilities. The proposed DSAP 5-year and build-out programs are estimated to increase demand by 22.6 acres and 60.9 acres of total recreation and open space respectively. This demand is being met within the DSAP through the provision of open space for passive and active recreation, as well as neighborhood parks as described in Policy FL13 of the Nassau County Comprehensive Plan.

The Chester Road DSAP is proposed to include approximately 553.57 acres of open space in the form of interconnected wetlands, surface waters and uplands that form the Conservation Habitat Network described in Policy FL.13.07(a) of the Nassau County Comprehensive Plan and in this DSAP. Approximately 149.7 acres of uplands are included in the CHN land use within the Chester Road DSAP. This open space system exceeds the demand created by the DSAP and will serve the residents and employees of Chester Road DSAP. The Chester Road DSAP is anticipated to exceed the required open space and in addition with the Employment Center DSAP, which includes a regional park is capable of helping the County address the County-wide deficiency of regional parks.

At build-out the Chester Road DSAP will contain over ~~4~~7 miles of multi-use trail. Assuming an average width of 10 feet, this trail system will provide ~~over 4.8~~ approximately 8.5 acres of recreational facilities that will connect neighborhoods, village and neighborhood centers, open space and the CHN network throughout the Chester Road DSAP, as generally indicated in Figure 3.3.

The ENCPA policies adopted in the Nassau County Comprehensive Plan also require the inclusion of neighborhood parks, plazas and playfields as an integral part of focal point of neighborhoods and communities. At build-out, these facilities are anticipated to exceed the projected demand created by the DSAP development program and can also help the County to address the existing deficiency in recreation and open space.

5-Year Capital Improvement Schedule

Chapter 163.3245 requires public facilities necessary to serve the development in the DSAP and identify any developer contributions to be included in the 5-year capital improvement schedule of the local government.

The proposed development program of the Chester Road DSAP includes a mix of land uses. It is primarily residential, with community-serving retail, service and office uses.

The evaluation of the 5-year projections of development for the Chester Road DSAP indicate the following impacts to public facilities:

Roads

Based on the 5-year development program, there is no need for any of the identified Mobility Network improvements. The analysis identifies left turn lanes into the Project driveways as recommended improvements. The traffic impact analysis (TIA) for the 5-year development program is provided in Appendix B.

Utilities

Based on the 5-year development program, there is sufficient water, wastewater and solid waste capacity available for the first five years of the DSAP's projected program. Extension of water and wastewater to serve the first five years will be developer funded.

Schools

Based on generation rates and projected enrollments provided in the Nassau County School Board (NCSB) 2014-2015 Work Plan, and by NCSB staff, sufficient capacity for the 5-year development program of the Chester Road DSAP exists, or is already programmed in capacity improvements, including a school site located within the approved Employment Center DSAP.

Parks

Based on the ratios provided in the Nassau County 2030 Comprehensive Plan, the proposed 5-year development program for the Chester Road DSAP creates a demand for approximately 14.6 acres of community park space. The DSAP has over 149 acres of uplands in the CHN that may be used to meet the recreation land requirement. These uplands, combined with public and private open space provided within the neighborhood and in accordance with Nassau County 2030 Comprehensive Plan policies is anticipated to accommodate the demand created by the Chester Road DSAP.

Fire & Police Stations

The Nassau County Fire Rescue Headquarters is located less than one mile east of the Chester Road DSAP and County Fire Station 70 is approximately 2.3 miles east of the property. The Nassau County Sherriff's Office is 4.3 miles west of the subject property. The Employment Center DSAP reserved approximately four acres for a fire/EMS facility located approximately 2.9 miles west of the Chester Road DSAP. There is no planned fire/EMS facility in the Chester Road DSAP.

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6 Implementation

Implementation

Implementation Strategies

Several mechanisms have been created to assist with the implementation of the Chester Road DSAP. These include a Planned Development (PD) ordinance that streamlines the future entitlement process for the ENCPA, a State-approved Sector Plan, as a whole and a Mobility Ordinance which implements the mobility fee system as outlined in Chapter 3 of this document. A more detailed description of each of the items is contained below. Also included is a discussion regarding potential funding mechanisms intended to address the financial feasibility of the plan.

Planned Development Ordinance and Sector Plan

In 2011, significant changes were made to the State legislation allowing the ENCPA master plan to be converted to a state approved Sector Plan. This conversion occurred in 2011, pursuant to the Long Term Master Plan Conversion Agreement for East Nassau Comprehensive Planning Area pursuant to Florida Statutes, Section 163.3245(10) (the Conversion Agreement), 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.

To provide consistency in the preparation and adoption of DSAPs within the ENCPA, an overall Planned Development rezoning ordinance has been adopted. The intent of this ordinance is to effectively rezone the entirety of the ENCPA; thereby codifying specific submittal and processing procedures for DSAPs within the ENCPA. Included within the ordinance are sections addressing the intent and purpose of the PD-ENCPA zoning district and procedures for the approval and adjustment of DSAPs, Preliminary Development Plans and Final Development Plans. The adoption of this ordinance and its respective sections both clarifies and streamlines development review processes within the ENCPA and ensures compliance with the approved ENCPA Master Plan.

Mobility Plan

In 2011, in response to concerns regarding the unintended negative effects of Florida's concurrency management system, the legislature repealed state mandated transportation concurrency requirements. Later that same year, the Nassau County Board of County Commissioners followed suit by amending Article 2 of the Nassau County Land Development Code to eliminate the requirements for transportation concurrency at the local level. While the repeal of concurrency management addresses the ill effects of that system, it also left a void in regards to transportation planning for the County.

In August 2014, the Nassau County Board of County Commissioners adopted Ordinance 2014-16, a Mobility Fee Ordinance, which applies Countywide except for the ENCPA. This Ordinance acknowledges that a multimodal County Transportation System benefits all residents of the County. In order to further this purpose the Mobility Fee Ordinance provides a source of revenue to fund the construction of the County Transportation System including improving the connectivity of the transportation network for vehicles, bicycles and pedestrians. The Ordinance also helps to achieve adopted Comprehensive Plan goals that encourage multimodal transportation options and providing capital improvements to accommodate future growth.

The ENCPA Mobility Plan identifies similar goals, purposes, and strategies as the County's Mobility Fee Ordinance. The ENCPA Mobility Plan, was adopted prior to Ordinance 2014-16, and remains an independent ordinance.

The Mobility Plan and related DSAP Development Order (DO) will require every new development or redevelopment within the ENCPA, which is not otherwise vested or exempt, to be assessed a mobility fee prior to approval of final building permits. The adopted Mobility Plan for the ENCPA defines the methodology for computing the mobility fee, the criteria for receiving credits, the review process, the time table and method for paying mobility fees.

Alternative ENCPA Funding

During the course of preparing the Mobility Plan and related mobility fee system, it was determined that the proposed fee for non-residential development was exceptionally high in comparison to surrounding counties and cities and would likely inhibit rather than encourage economic development within the ENCPA. This anomalous result was attributed to the fact that previous transportation facility funding mechanisms (such as impact fees and proportionate share payments) inherently subsidized non-residential development. Similar results have been found by other counties seeking to implement a mobility fee system

Non-residential development is often subsidized for several reasons. First, non-residential development such as office and industrial uses provide significant economic development potential. They create employment opportunities, generating jobs for both current and future Nassau County residents. They also have the ability to attract outside investment; thereby, increasing jobs, earnings and output for the county.

To address this issue and create a successful ENCPA, alternative funding mechanisms will need to be employed to subsidize costs associated with development impacts. One such mechanism is Tax Increment Financing (TIF). Although typically associated with Community Redevelopment Areas (CRAs), TIF funding may also be applied to address backlogged public facilities (see Section 163.3182, Florida Statutes) or subsidize job-creating "favored" land uses by paying all or a portion of that use's mobility fee.

Alternative funding mechanisms, such as TIF, special assessment district, or cost recoupment arrangements, have the potential to not only subsidize transportation improvements within the ENCPA, but also other public facility improvements needed to encourage economic development within the Sector and incentivize sustainable development patterns.

Statute Compliance Matrix

STATUTE SECTION	DSAP REFERENCE
Ch.163.3245(3)(b)(1), F.S. Development or conservation of an area of at least 1,000 acres consistent with the long-term master plan. The local government may approve detailed specific area plans of less than 1,000 acres based on local circumstances if it is determined that the detailed specific area plan furthers the purposes of this part and part I of chapter 380	See Chapter 1 - Introduction.
Ch. 163.3245(3)(b)(2), F.S. Detailed identification and analysis of the maximum and minimum densities and intensities of use and the distribution, extent, and location of future land uses.	See Chapter 4 - Land Use.
Ch. 163.3245(3)(b)(3), F.S. Detailed identification of water resource development and water supply development projects and related infrastructure and water conservation measures to address water needs of development in the detailed specific area plan.	See Appendix C - Public Facilities.
Ch. 163.3245(3)(b)(4), F.S. Detailed identification of the transportation facilities to serve the future land uses in the detailed specific area plan.	See Chapter 3 - Mobility and Appendix B - Transportation Analysis.
Ch. 163.3245(3)(b)(5), F.S. Detailed identification of other regionally significant public facilities, including public facilities outside the jurisdiction of the host local government, impacts of future land uses on those facilities, and required improvements consistent with the long-term master plan.	See Appendix C - Public Facilities.
Ch. 163.3245(3)(b)(6), F.S. Public facilities necessary to serve development in the detailed specific area plan, including developer contributions in a 5-year capital improvement schedule of the affected local government.	See Chapter 5 - Public Facilities and Chapter 6 - Implementation.
Ch. 163.3245(3)(b)(7), F.S. Detailed analysis and identification of specific measures to ensure the protection and, as appropriate, restoration and management of lands within the boundary of the detailed specific area plan identified for permanent preservation through recordation of conservation easements consistent with s. 704.06, which easements shall be effective before or concurrent with the effective date of the detailed specific area plan and other important resources both within and outside the host jurisdiction.	See Chapter 2 - Environmental Conditions and Appendix A - Environmental Conditions
Ch. 163.3245(3)(b)(8), F.S. Detailed principles and guidelines addressing the urban form and the interrelationships of future land uses; achieving a more clean, healthy environment; limiting urban sprawl; providing a range of housing types; protecting wildlife and natural areas; advancing the efficient use of land and other resources; creating quality communities of a design that promotes travel by multiple transportation modes; and enhancing the prospects for the creation of jobs.	See Chapter 4 - Land Use.
Ch. 163.3245(3)(b)(9), F.S. Identification of specific procedures to facilitate intergovernmental coordination to address extra-jurisdictional impacts from the detailed specific area plan.	See Chapter 6 - Implementation and Appendix D - Intergovernmental Conditions.

The data analysis supporting this DSAP has been included in a separate appendix document and submitted to Nassau County for their regulatory review of this DSAP.