Engineers | Scientists | Planners | Designers

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Phase 1 PDP

Chester Road DSAP

Nassau County, Florida

Property Owners

Owner

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c/o Raydient, Inc.
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PROJECT ENGINEER
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ENVIRONMENTAL CONSULTANT
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Winter Park, Florida 32789
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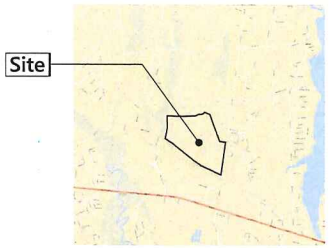
407-677-1882 · f 407-657-7008

Parcel ID | 44-3N-28-0000-0001-0520; 51-3N-27-0000-0001-0290



Site Location Map

Preliminary Development Plan

Issued for	Nassau County, Florida
Date Issued	February 26, 2016
Latest Issue	August 30, 2016

Sheet Index

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C-4	Pedestrian Circulatio Plan	8/30/2016

Reference Drawings

Number	Drawing Title	Latest Issue

VHB Project No. 61636.03

Issued for: Nassau County

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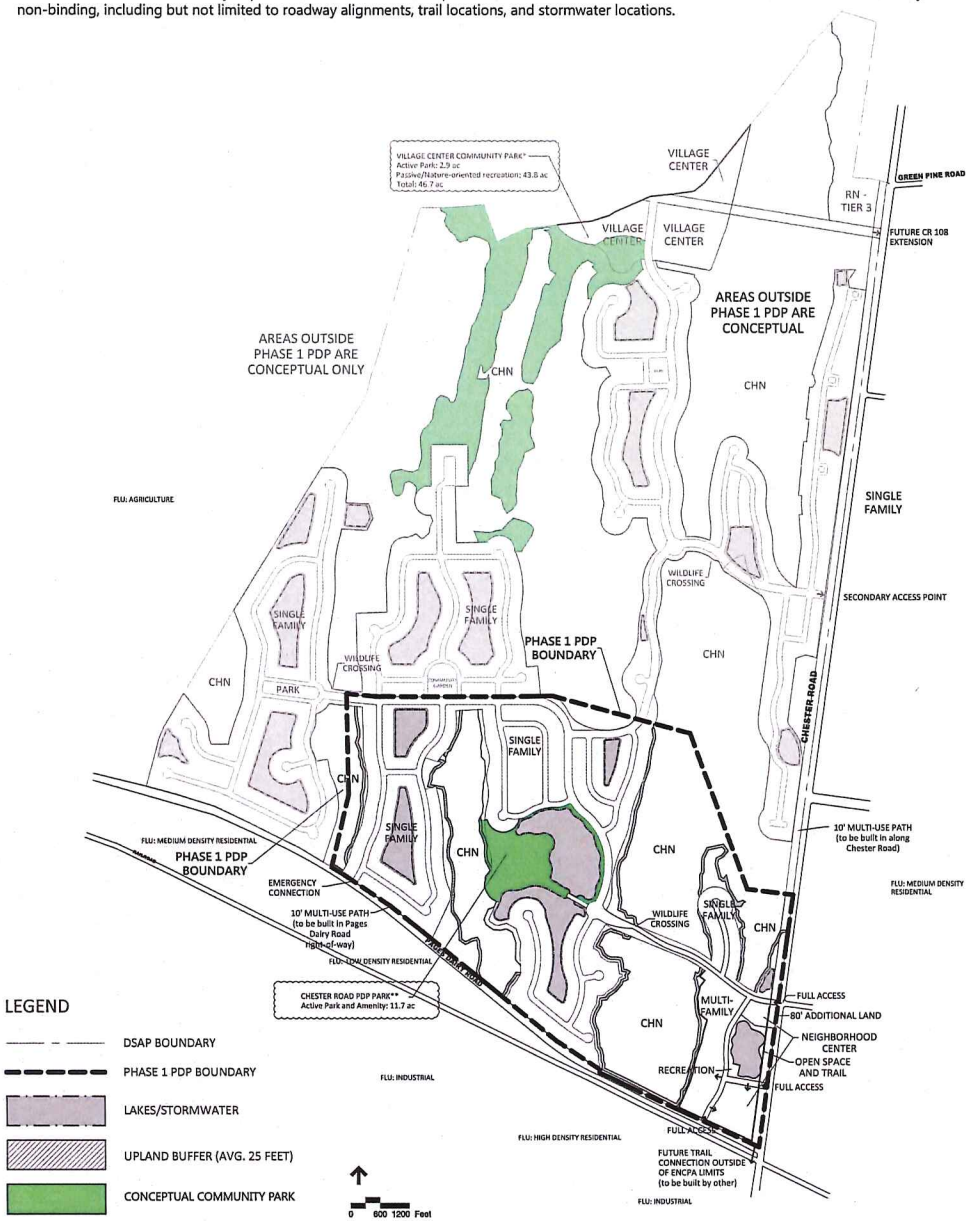
NOTE: This Land Use Plan provides a conceptual plan for how the Phase 1 PDP will connect with the overall Chester Road DSAP. This PDP is only applicable to the land within the Phase 1 PDP boundary depicted below. All information provided within this PDP for the areas not within the Phase 1 PDP boundary is strictly conceptual and non-binding, including but not limited to roadway alignments, trail locations, and stormwater locations.



DEVELOPMENT PROGRAM

The development program for this PDP and mix of uses is set forth herein and may be modified pursuant to the conversion matrix set forth in the Chester Road DSAP Development Order.

LAND USE	UNITS
Single Family Residential	400 DUs
Multi-Family Residential	300 DUs
Non-Residential	31,000 sf

PERMITTED USES

The following uses are permitted in the Phase 1 PDP: single family detached residential; duplexes; townhomes; multi-family residential; ancillary or accessory dwelling units; active adult, age-restricted communities, including senior adult attached and detached housing; continuing care retirements communities; plazas; schools; day care centers; general retail; personal services; religious institutions; offices; public/civic facilities; parks and recreation uses; and other similar and compatible uses.

NOTE: In accordance with the ancillary and supporting uses, the following activities, including but not limited to bistro, concessionaires, and the sale and on site consumtpion of alcoholic beverages, are permitted within the model home center and clubhouse (Community Amenity). The sales office associated with the model home center of the residential development is allowed to conduct sales within the Phase 1 PDP.

LAND USE ACREAGES

LAND USE	ACRES	PERCENT
Single Family	**142.6**	**46.3%**
Multi-Family	**10.7**	**3.5%**
Neighborhood Center	**10.3**	**3.3%**
Net Developable	8.4	2.7%
Parks/Open Space	1.9	0.6%
Conservation Habitat Network	**113.9**	**37.0%**
Wetlands	103.5	33.6%
Buffers	10.4	3.4%
Stormwater/Lakes	**30.4**	**9.9%**
TOTAL	**307.9**	**100%**

NOTE: Acreages are approximate. Exact acreages and uses are subject to changes based on final surveys, market conditions and required planning, engineering and environmental permits. In addition, land uses consistent with the equivalency standards set forth in the Chester Road DSAP Development Order and in the Phase 1 PDP Traffic Analysis shall take precedent over any acreage amounts by land use.

DENSITY TABLE

LAND USE	ACRES	UNITS	ALLOWABLE NET DENSITY	PROPOSED NET DENSITY
Single Family	**132.6**	**400 DUs**	**Min: 2.5 DU/ac**	**3.0 DU/ac**
Multi-Family	**10.7**	**246 DUs**	**Min: 2.5 DU/ac**	**23.0 DU/ac**
Neighborhood Center (Net)	**8.4**			
Non-Residential		**31,000 sf**	**Max: 0.2 FAR**	**0.08 FAR**
Multi-Family		**54 DUs**	**Min: 2.5 DU/ac**	**6.4 DU/ac**

COMMUNITY PARKS NOTES:
*** The Village Center Community Park shall provide both active and passive and nature-oriented recreation areas and may contain a trail head, a transit stop and to be publicly accessible to areas outside of the Chester Road DSAP. 2.9 acres of community park active recreation space is required acreage to serve the Village Center residents and may contain active recreation uses consistent with Policy ROS.01.03. The passive and nature-oriented recreation areas are located along the multi-use trail network and within the CHN, consistent with Policy FL.13.07(A).**

**** The Chester Road PDP Park contains 11.7 acres of community park to serve the projected population Residential Neighborhood area of the Chester Road DSAP. This recreation area will be for the use of the Chester Road residential community residents only.**

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No	Revision	Date	Appvd.
Designed by	Drawn by	Checked by	
CAD checked by	Approved by		
Scale	Date August 29, 2016		

Project Title
CHESTER ROAD DSAP
PHASE 1 PDP

Nassau County, Florida
Issued for

Land Use Plan
Drawing Title

Drawing Number
C-1

Sheet 2 of 5

Project Number
61636.03

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DESIGN STANDARDS

The following design standards are hereby established for the Phase 1 PDP. The following development and design standards are consistent with FL.13.08 and LDC section 27.08. The PDP property owner(s) or developer(s) will provide supplemental development and design guidelines for the PDP through private covenants, deed restrictions and/or similar documents. Those documents that are recorded in the Nassau County public records will be provided to the County after recordation.

LAND USE		Maximum Block Length[1,2,8]	Minimum Lot Area[1]	Minimum Lot Width	Minimum Setbacks for a Development Site[4]			Maximum Building Coverage	Maximum Building Height	Minimum Front Façade Transparency[5]
					Front	Side	Rear			
Single Family		600'	3,000 sf	30'	10'	5 ft	10'[6]	65%	3 stories/35'	N/A
Townhomes	Interior	600'	1,600 sf	18'	10'	0 ft	10'[6]	65%	3 stories/35'	N/A
	Exterior	600'	2,500 sf	25'	10'	5'[7]	10'[6]	65%	3 stories/35'	N/A
Multi-Family		600'	15,000 sf	125'	10'	10'	10'	25%	4 stories/55'	N/A
Non-Residential		N/A	7,500 sf	60'	10'	10'[6]	10'	85%[9,10]	3 stories/35'	1st Floor: 25% Other Floors: 20%

Notes:

(1) There are no maximum lot depth or lot area requirements, except as to meet all other requirements of this PDP.
(2) Age-restricted developments, including but not limited to senior adult housing, are exempt from the maximum block lengths of this PDP. For age-restricted communities, block lengths shall adhere to the County's block length requirements.
(3) Blocks lengths and depths may be increased based on the following criteria:
  (a) To preserve ecologically sensitive areas.
  (b) Where civic spaces, roundabouts, or water bodies are provided as focal points, at the end of a block.
  (c) Where topography, street angles, civic spaces, mid-block crossings, pedestrian, and vehicular connections are used to interrupt a continuous streetscape.
(4) For residential buildings, architectural features, such as porches, steps, window bays and eaves may encroach up to five feet (5') into the minimum building setback.
(5) Façade transparency standards shall only apply to non-residential building facades that are located on and oriented to a public or private right-of-way.
(6) Accessory buildings may encroach up to five feet (5') into a rear yard setback.
(7) Side setback for exterior units is ten feet (10') if adjacent to a street. This provision does not apply to townhomes adjacent to alleys.
(8) No side yard is required where two (2) or more buildings adjoin.
(9) For non-residential developments, 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.
(10) For non-residential 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 LDC article 37.

BUILDING ORIENTATION

(1) For all development in the PDP area, the primary building entry shall be oriented to the primary street to the extent feasible.
(2) Large expanses of blank walls are discouraged on any façade. All facades shall incorporate architectural features, such as windows, balconies, or variations in building material, color, texture or details to provide visual relief from large expanses of walls.
(3) To the extent possible, the primary employee and customer entrance for non-residential development shall be clearly articulated in the building design and face the primary street.
(4) To the extent feasible, front loaded garages for single family dwellings should be recessed from the primary façade of the primary structure.
(5) Garages for single family homes shall be setback a minimum of twenty feet (20') from the back of curb or back of sidewalk where sidewalks exist.
(6) Garages for houses on lots less than forty feet (40') in width should generally be accessed by an alley or side yard driveway. Where environmentally sensitive areas restrict the depth of lots, alleys shall not be required. If garages are accessed by an alley, the alley should typically be constructed according to the Alley cross section provided in the Typical Cross Sections of this PDP.
(7) Final determination regarding building façade, orientation and elevations shall be determined on a case-by-case basis for individual development parcels during the Building Permit process.

PARKING AND LOADING

(1) Off-street parking spaces shall be provided at the following minimums:

LAND USE	Minimum Off-Street Parking Spaces
Single Family Residential	2 per dwelling unit
Townhouses	1.5 per dwelling unit
Multi-Family Residential	1.5 per dwelling unit
Retail	1 per 400 sf
Restaurant	1 per 200 sf (including outdoor seating)
Office	1 per 350 sf

(2) Provisions for Accessible Parking Spaces shall be in accordance with LDC section 31.
(3) Off-street loading spaces shall be provided in accordance with LDC section 31.
(4) The required off-street parking or loading spaces shall be located on the same lot or parcel of land they are intended to serve, when feasible, except in cases of a shared parking agreement. If practical difficulties prevent the placing of parking facilities on the same lot with the structure they are designed to serve, such facilities shall be located on another site not more than four hundred feet (400') away.
(5) Shared parking is encouraged to reduce parking to create a more walkable and pedestrian-friendly community. Within Multi-Family and Neighborhood Center tracts, shared parking facilities are permitted. Sharing of facilities must be referenced in the Site Plan and, if necessary, in combination with a traffic study. A shared parking agreement must be incorporated into a contractual use agreement.
(6) In the Multi-Family and Neighborhood Center tracts, off-street parking shall not be permitted in the front setback of any building or structure. Attached single family are permitted to have parking in the front setback.
(7) For development within the Multi-Family and Neighborhood Center tracts, on-street parking, within four hundred feet (400') of the parcel, is allowed to count towards the required number of parking spaces indicated in this section.
(8) In order to improve vehicle circulation, and reduce vehicles on the roadway network, cross access connections should be provided to facilitate connections between parking areas for adjacent lots in the multi-family and Neighborhood Center tracts

ROADWAY STANDARDS

(1) Residential development within the Phase 1 PDP may be formed by a connected network of curvilinear streets and cul-de-sacs, used to accommodate environmental and unique topographic features. Where feasible, these neighborhoods should be connected by bicycle and pedestrian facilities.
(2) Roadway connections or stub-outs should be encouraged between adjacent parcels to enhance connectivity between neighborhoods. The wildlife crossing locations are depicted on the Phase 1 PDP.
(3) Pursuant to Policy FL.13.07(A), "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." The wildlife crossing locations are depicted on the Phase 1 PDP.

TYPICAL STREET CROSS SECTIONS

(1) Any street that is constructed within the Phase 1 PDP shall adhere to one of the typical cross sections provided in this PDP. These cross sections may be revised in coordination with Nassau County without the need to modify this PDP or associated DSAP or DO, as set forth in LDC sections 27.07 and 27.09 of the Nassau County Land Development Code. Exact locations and alignments are subject to final survey and permitting.

STORMWATER MANAGEMENT

(1) A conceptual stormwater management plan must be permitted/approved by the St. John's River Water Management District before any Site Plan may be approved within the Phase 1 PDP.
(2) Stormwater management areas in single-family neighborhoods shall be designed as amenities in accordance with engineering best practices. Final design and permitting will be determined during the Site Plan Review process for the property or portion thereof.
(3) Stormwater management areas may count towards the minimum park and common open space requirements when designed as a visual amenity.

MULTIMODAL TRANSPORTATION FACILITIES

(1) The bicycle and pedestrian facilities, including multi-use trails, bike lanes and sidewalks indicated in this PDP are intended to be publicly accessible and to provide connectivity for multiple modes of transportation throughout the Phase 1 PDP and to the overall ENCPA.
(2) The minimum multi-use pathway width is ten (10') feet, as provided in the Typical Street Cross Sections.
(3) Where a proposed multi-use trail is adjacent to a roadway, but is not part of the required typical street cross section, said multi-use trail may be constructed in lieu of one of the required 6-foot sidewalks.
(4) To the extent feasible, multi-family, non-residential and mixed use developments that are adjacent to the proposed multi-use pathway system shall provide a connection to the multi-use pathway system, as provided herein. Such pedestrian connections shall be a sidewalk of at least five feet (5') in width.
(5) Sidewalks and multi-use pathways shall be constructed of asphalt, concrete or other firm and stable surface that is ADA compliant.
(6) Crosswalks shall be clearly defined through striping or the use of distinct materials.
(7) Non-residential and multi-family developments within the Phase 1 PDP should provide for pedestrian connections to the CHN, open space and trail networks.
(8) Residential developments may be gated when pathway access is provided and the development does not prevent connectivity of the multi-use pathway and open space networks. This connection shall be a minimum of five feet (5') in width, and connect the primary resident entrance(s) to the primary street. Bicycle and pedestrian facilities, including multi-use trails, bike lanes and sidewalks indicated in this PDP shall be publicly accessible.
(9) Where existing or planned public transit is available, transit stops should be incorporated into the design of residential neighborhoods. Said transit stops should be designed as a civic feature in a visible and secure setting. Final determination of transit stop design and location shall be provided during the Site Plan Review process for each development or portion thereof.
(10) For development within the Neighborhood Center tract, bicycle parking shall be provided at a minimum ratio of 1 space per 3,000 square feet of retail or office use.
(11) Non-residential development shall include pedestrian amenities that can include, but are not limited to benches, tables, trash receptacles, water fountains, and shade structure, such as gazebos or trellises. A minimum of two different amenities shall be provided at each required connection between a non-residential development and the multi-use trail network. This provision shall not apply to a residential sales office associated with the residential development.
(12) The type, design and location of a pedestrian circulation plan is included in this PDP.
(13) Final determination of bicycle parking shall be determined during the Site Plan review process, pursuant to LDC section 27.10.

PUBLIC, CIVIC, PARKS AND OPEN SPACE

(1) The Neighborhood Center park and open space area for the Phase 1 PDP shall generally be located as indicated in this PDP. Public, civic, park and common open space areas for individual development parcels will be determined during the Site Plan review process, pursuant to LDC section 27.10.
(2) Parks and open space should generally be distributed throughout single-family residential neighborhoods within short walking distances from a majority of residential units.
(3) Parks, open space, plazas and civic spaces should serve as organizing design elements, focal points for neighborhood activities, as well as serve to provide an identity for the neighborhood.
(4) Recreation and open space standards for individual developments shall adhere to the ratios and standards found in Policy ROS.01.03 of the Nassau County Comprehensive Plan.
(5) The Neighborhood Center tract, as identified in the Phase 1 PDP Land Use Plan, shall contain at least one (1) acre of open space, as required by Policy FLU.13.07 of the Nassau County Comprehensive Plan, except as provided for in this subsection 8. This open space shall include trails and shall be easily accessible by bicycle and pedestrian facilities.
(6) Each neighborhood shall contain at least one neighborhood park, except as provided herein. The location of the neighborhood park shall connect to the overall trail and open space network as well as provide recreational opportunities that may include one or more of such amenities as informal play fields, play equipment, seating areas and other such improvements.
(7) Neighborhood parks shall be a minimum of 0.25 acres in size and publicly accessible.
(8) Neighborhood parks may be able to co-locate to serve more than one neighborhood provided that:
  (a) The park is at least 0.25 acres in size for each neighborhood that it serves.
  (b) The park is easily and safely accessible from each neighborhood that it serves by bicycle and pedestrian facilities.

LANDSCAPING

(1) Development within the Phase 1 PDP shall adhere to the landscaping standards provided in LDC section 37.05 In cases where there is a conflict between the LDC and this PDP, the PDP shall control.
(2) In single family developments, street trees should be planted where practical and generally spaced 50 feet on center. On residential streets, this general spacing is allowed to be modified in areas based on the lot widths of the residential development. Street trees may be spaced less than 50 feet. Street trees will not be required where upland or wetland preservation and wooded areas exist adjacent to the street. Acceptable tree species are found in LDC section 37.05.
(3) Street trees are allowed to be planted on individual lots, outside of the right-of-way, and placed in a landscape easement.
(4) Streets trees must be planted before a Certificate of Occupancy is issued.
(5) Landscape design should provide for safe pedestrian access through parking lots, and where there are connections between multi-family or non-residential and rights-of-way or transit stops, where applicable.
(6) Final landscaping plans will be provided for individual development within the Phase 1 PDP during the Site Plan Review process.

BUFFERING AND SCREENING

(1) Where truck service areas and parking are located between buildings and the primary street frontage, landscaping for screening purposes shall be placed between the primary frontage and the service/parking areas.
(2) Development within the Phase 1 PDP shall adhere to the buffering and screening standards provided in LDC sections 37.05 and 37.06. In cases where there is a conflict between the LDC and the PDP, the PDP shall control.

LIGHTING

(1) The lighting of public areas, including parking lots and public plazas, is important for the safety and comfort of the user. Lighting of public areas, should be designed to provide the minimum lighting necessary to ensure adequate vision and comfort while being arranged so as not to cause visual interference on public thoroughfares or encroach on the visual privacy of adjacent building occupants. This provision shall not apply to multi-use paths.
(2) Lighting along sidewalks and on connections between multi-family or non-residential developments and parking lots, public rights-of-way and transit stops shall be designed to provide for pedestrian safety.
(3) The IES Lighting Handbook, published by the Illuminating Engineering Society of North American shall be used as a guide for the design and testing of parking facility lighting.
(4) Lighting shall be shared or screened and positioned in such a manner as to minimize offensiveness to neighboring property.
(5) Final lighting plans shall be certified by a registered architect or registered engineer as providing illumination in accordance with the applicable minimum standards provided in this section.
(6) Final lighting plans for individual development parcels shall be submitted during the Site Plan review process, pursuant to LDC section 27.10.

SIGNAGE

(1) Sign locations, size and height are subject to a unified sign plan approved by County Staff. Development within the Phase 1 PDP shall adhere to the unified sign plan. In cases where there is a conflict between the unified sign plan and the article 30 of the LDC, the unified sign plan shall control.

UTILITIES

(1) Water and wastewater service shall be provided by Jacksonville Electric Authority (JEA).

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No.	Revision	Date	Appvd.

Designed by | Drawn by | Checked by
CAD checked by | Approved by
Scale | Date: August 4, 2013

Project Title
CHESTER ROAD DSAP
PHASE 1 PDP

Nassau County, Florida
Issued for

Development Notes
Drawing Title

Drawing Number
C-2

Sheet 3 of 5

Project Number
61636.03

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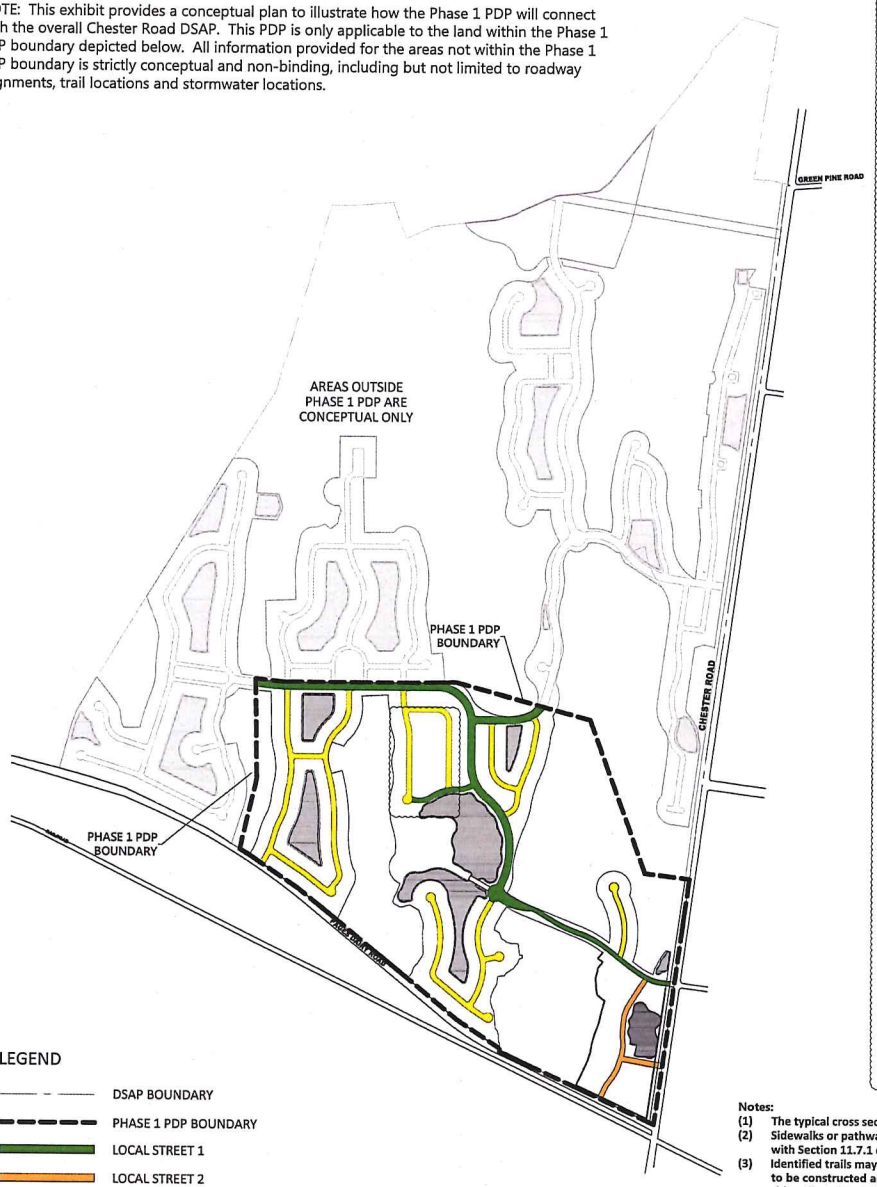

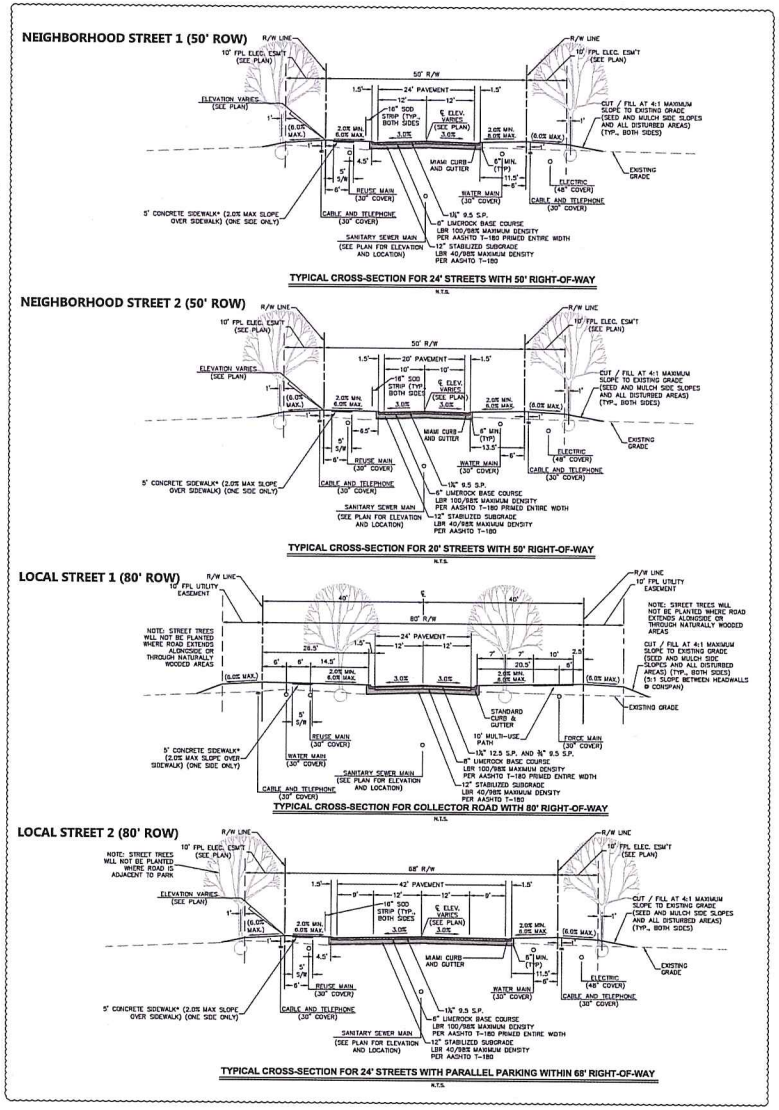

Notes:

(1) The typical cross section identify the possible street types that may be constructed in the Phase 1 PDP. The Phase 1 PDP shall not be required to include each of the street types.

(2) Sidewalks or pathways shall be constructed on each side of the roadway to be developed unless otherwise provided through the pedestrian circulation plan in this PDP, consistent with Section 11.7.1 of the Nassau County Roadway and Drainage Standards.

(3) Identified trails may be required based on the the cross section. When a trail is required by the cross section, a separate multi-use trail is not required. Where a multi-use trail is to be constructed adjacent to the roadway, but is not included in the typical cross section, the 10-foot multi-use trail may be constructed along the roadway in lieu of one sidewalk and/or bike lanes in the typical cross section.

(4) Proposed trails that are shown which are not included in a typical street cross section shall be designed and constructed in accordance with the provided multi-use trail section.

(5) Multi-use trails should generally be located as indicated in this PDP. Final locations of the bicycle and pedestrian network facilities are allowed to be revised during the site plan review, as long as the connectivity throughout the network is maintained.

(6) Roadways in the Phase 1 PDP shall generally be designed and constructed based on the locations a cross sections indicated in this exhibit and applicable Nassau County criteria. Exact locations will be based on final survey and engineering determined at the time of site plans or construction plans without the need to adjust the DSAP or any associated DOs and/or PDPs. Variances to these design standards may be considered at the time of site plans or construction plans.

(7) These cross sections may be revised in coordination with Nassau County without the need to modify this PDP or associated DSAP or DO, as set forth in LDC section 27.10.

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No.	Revision	Date	Appvd.
Designed by	Drawn by	Checked by	
CAD checked by	Approved by		
Scale	Date	August 29, 2016	

Project Title

CHESTER ROAD DSAP PHASE 1 PDP

Nassau County, Florida

Issued for

Typical Cross Sections

Drawing Title

Drawing Number

C-3

Sheet 4 of 5

Project Number 61636.03

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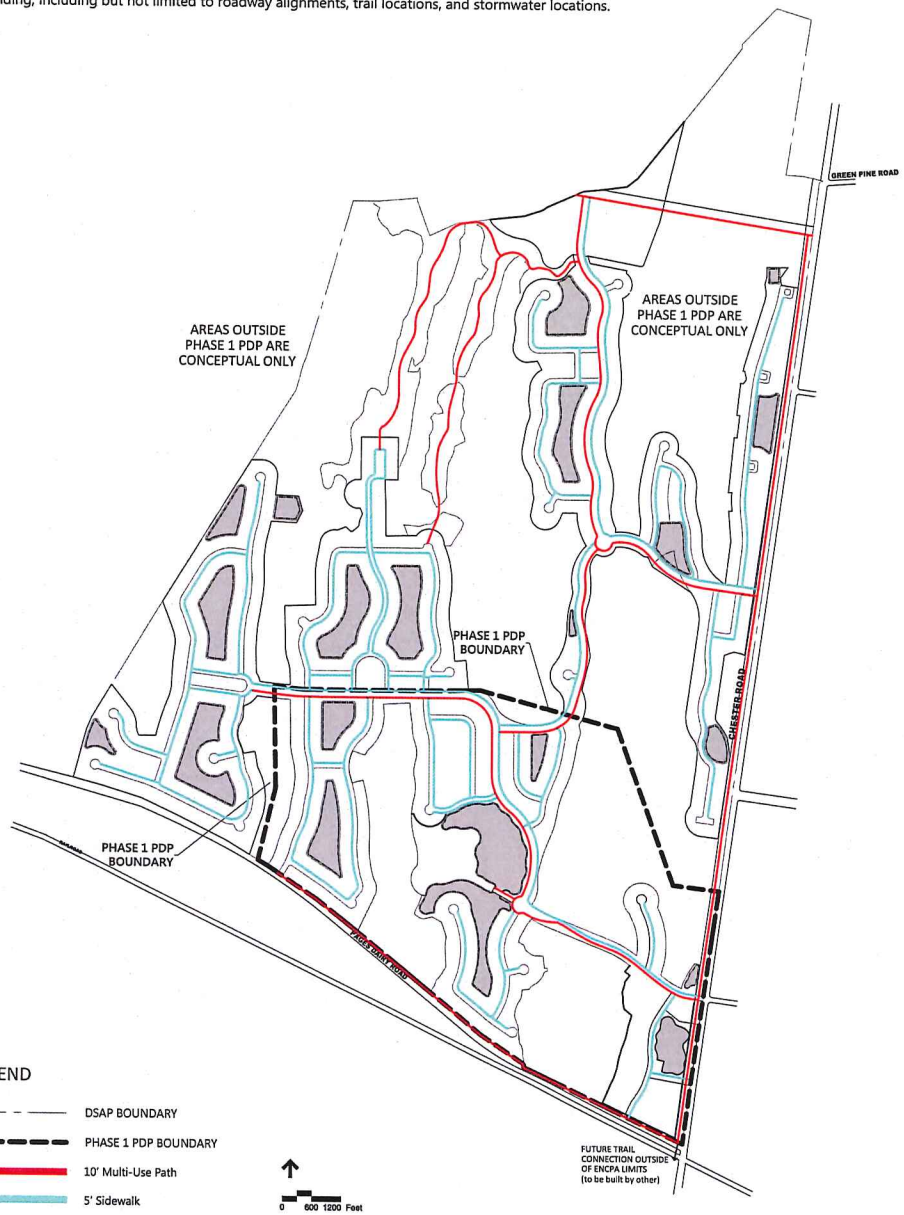

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Designed by | Drawn by | Checked by
CAD checked by | Approved by
Scale | Date: August 30, 2016

Project Title
CHESTER ROAD DSAP
PHASE 1 PDP

Nassau County, Florida
Issued for

Pedestrian Circulation Plan
Drawing Title

Drawing Number
C-4

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Project Number
61636.03