




Legend

-  Project Site
-  Wood Stork Nesting Colony
-  Core Foraging Area (13 Miles)

Sources: DSAP 1 boundary received from Barry J. Wilcox, AICP, LEED Green Associate; VHB, Inc. (2012-02-03). Wood stork nesting colony locations and Core Foraging Area boundaries obtained from USFWS, UF, or modeled by BDA. Streets base map obtained online from ESRI.

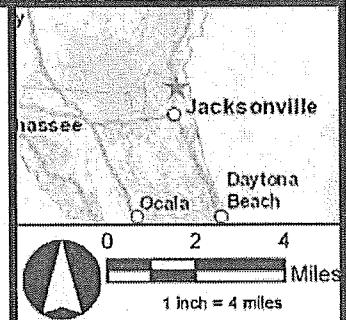


FIGURE A4.1
WOOD STORK NESTING COLONIES AND CORE FORAGING AREAS NEAR THE EAST NASSAU DSAP 1 PROJECT SITE, NASSAU COUNTY, FLORIDA

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East Nassau Employment Center DSAP

Rookery							Distance	
Number	Name	2010	2009	2008	2007	2006	Miles	Direction
SNN 245	Rayland (GA)	0	0	0	0	0	6.1	N
SNN 246	Kings Bay (GA)	0	0	0	0	135	10.2	NE

This information indicates that consultation with USFWS will be necessary if proposed activities affect wetlands on the Property. Wood storks also may forage in on-site wetlands outside of the breeding season if hydrologic conditions are suitable. This information indicates that there is a high likelihood that wood storks may occur on the Property during the nesting season.

Wading Bird Rookeries (1999):

The FWC wading bird rookery database from the 1999 statewide survey contains no records of rookeries used by other protected species of wading birds on the Property, but there are records of two wading bird rookeries within 9.3 miles of the Property. These rookeries were not active in the 1999 statewide survey, but they were active during the 1987-1988 surveys when nests were recorded of snowy egrets (*Egretta thula*) and little blue herons (*Egretta caerulea*), both of which are protected as SSC by FWC. Protected species of wading birds, other than wood storks, will fly up to 9.3 miles from the nesting site to forage in wetlands and return food to incubating adults and nestlings (Cox et al. 1994). Wetlands within 9.3 miles of the rookeries of protected species of wading birds are considered important to wading bird nesting success.

The wetlands on the Property may be important to the nesting success of protected species of wading birds based on past records of nesting within normal foraging distances for wading birds and because wading birds have a tendency to establish new undocumented nesting sites in response to changing hydrologic conditions. Protected species of wading birds may be expected to forage in on-site wetlands during other times of the year if hydrologic conditions are suitable. No wading birds were observed during preliminary field studies within the Property. However, other waterfowl and wading birds (e.g., lesser scaup (*Aythya affinis*), great blue heron (*Ardea herodias*), great egret (*Ardea alba*)) were observed within the borrow area lakes/marsh system on the western side of the Property. The freshwater marsh and emergent vegetation associated with the borrow lakes may provide potentially suitable foraging habitat for protected wading bird species.

Limpkin:

The limpkin (*Aramus guarauna*) is listed as a SSC by the FWC. The Property is within the range of limpkins as mapped by Bryan (1996). Limpkins are found

along the wide and well-vegetated shallows of rivers and streams statewide; around lakes in peninsular Florida; and in marshes, broad swales, strand swamps, sloughs, and impoundments in south Florida. The range of the limpkin is almost identical with that of the Florida applesnail (*Pomacea paludosa*), the primary food item in the diet of limpkins (Bryan 1996). Nests are constructed in a wide variety of situations, including slowly sinking aquatic vegetation, among tall marsh grasses, between the knees of bald-cypress, in vine-covered shrubs, in the tops of cabbage palms, and on high cypress branches. Limpkins typically occupy exclusive territories in riparian habitats that abut linearly along rivers and lake edges during nesting season (Bryan 1992). Territories average 1.93 acres in size during high population years and 9.39 acres in more normal years (Bryan 1992).

The eastern third of the central parcel of the Property is within a Breeding Bird Atlas block (Kale et al. 1992) in which limpkins were confirmed to have nested in the late 1980s and early 1990s. FWC habitat models indicate that the forested wetlands within this parcel drain to the east to Lofton Creek were mapped as potentially suitable habitat for limpkins (Endries et al. 2009).

The northern parcel of the Property is ~ 4.4 miles northwest of a BBA block with a record of confirmed nesting. FWC habitat models indicate that the forested wetlands along the northern border of the Property were mapped as potentially suitable habitat for limpkins (Endries et al. 2009). The southern parcel is ~ 1.2 miles southwest of a BBA block with a record of confirmed nesting. FWC habitat models indicate that the forested wetlands along a narrow stream draining the southwestern portion of the Property were mapped as potentially suitable habitat for limpkins (Endries et al. 2009). There is a moderate likelihood that limpkins occur on the Property based the presence of potentially suitable wetlands habitats in relatively close proximity to an area with confirmed nesting records.

Florida Sandhill Crane:

The Florida sandhill crane (*Grus canadensis pratensis*) is listed as T by the FWC. The Florida sandhill crane is a resident, breeding, non-migratory subspecies of sandhill crane (*Grus canadensis*). The greater sandhill crane (*Grus canadensis tabida*) also occurs in Florida as a wintering migrant, arriving in Florida during October and November and beginning spring migration in late February (Stys 1997). Florida sandhill cranes nest in shallow, emergent palustrine wetlands, particularly those dominated by pickerelweed (*Pontederia cordata*) and maidencane. They feed in a variety of open, upland habitats, mostly prairies, but also human-manipulated habitats such as sod farms, ranchlands, pastures, golf courses, airports, and suburban subdivisions (Nesbitt 1996, Wood 2001). Home ranges of individual pairs overlap with those of adjacent pairs, and average approximately 1,100 acres. Core nesting territories within home ranges vary from approximately 300 acres to 625 acres and are aggressively defended from other cranes (*Grus* sp.) (Wood 2001).

No Florida sandhill cranes were observed during preliminary field studies. However, portions of the borrow area lakes on the eastern side of the Property contain freshwater marsh that may provide potentially suitable nesting habitat for sandhill cranes. Therefore, a moderate likelihood exists that Florida sandhill cranes may nest or forage within the Property.

Red-cockaded Woodpecker:

The red-cockaded woodpecker (*Picoides borealis*) is listed as an E species by USFWS. The Property is within the USFWS consultation area for red-cockaded woodpeckers, and it is within the range of the species as mapped by Wood (2001). Nesting habitat for this species consists of open old-growth pine forests >60-80 years old (USFWS 2003). Stands of pines >50 years of age comprise preferred foraging habitat, and red-cockaded woodpeckers usually forage within 0.5 mile of cavity trees (USFWS 2003). Average home range size of red-cockaded woodpeckers in central Florida has been reported as 319 acres (Delotelle et al. 1995). Female red-cockaded woodpeckers usually disperse no further than two miles to establish territories of their own in areas where populations are dense, but in areas where populations are sparsely distributed females may disperse up to 15 miles (USFWS 2003).

FWC and FNAI databases contain no records of red-cockaded woodpecker groups on or near the Property, which was not mapped as potentially suitable habitat for this species by FWC (Endries et al. 2009). The nearest record of red-cockaded woodpecker cavity trees is on a private parcel of land 13.5 miles northwest of the Property. Young pine plantations characterized by high stocking density dominate the uplands on the Property, and habitat conditions on the Property are unsuitable for red-cockaded woodpeckers. The Property is beyond normal foraging and dispersal distances from other known red-cockaded woodpecker cavity trees, and the landscape between known cavity trees and the Property is a mosaic of pine plantations and forested wetlands, making it unlikely that dispersing red-cockaded woodpeckers could reach the Property. It is unlikely that red-cockaded woodpeckers occur within the Property based on the lack of suitable habitat conditions, the disturbed nature of the surrounding landscape, and the distance between the Property and known red-cockaded woodpecker cavity trees.

Southeastern American Kestrel:

The southeastern American kestrel (*Falco sparverius paulus*) is listed as T by FWC. Two subspecies of American kestrels occur in Florida, the eastern American kestrel (*F. s. sparverius*) and the southeastern American kestrel. The eastern kestrel winters in Florida, arriving in September and leaving in the early spring months of March-April (Stys 1993). Southeastern and eastern kestrels co-occur in Florida during the winter, during which time they are virtually indistinguishable in the field. Surveys intended to determine the presence of resident kestrels should be conducted between April and August, and surveys for nesting kestrels ideally would be conducted in April or May (Stys 1993, Wood 2001). Southeastern kestrels are secondary cavity nesters, typically using cavities excavated by other species in trees or snags.

Southeastern kestrels occasionally nest in human structures such as utility poles (Wood 2001). Kestrels feed in open areas, such as croplands, pasture, and open pine woods that are adjacent to nest sites. Home ranges around nest sites range 125-800 acres (Stys 1993, Wood 2001).

Available occurrence databases contain no records of southeastern kestrels on or near the Property, and FWC habitat models (Endries et al. 2009) indicate that the Property does not contain potentially suitable habitat for southeastern American kestrels. A record of nesting kestrels in the Florida Breeding Bird Atlas (BBA; Kale et al. 1992) block is located ~3.2 miles south of the northern parcel of the Property. Also, ~400 feet west of the southern parcel of the Property is a BBA block in which kestrels were confirmed to have nested in the late 1980s and early 1990s. The likelihood of occurrence is moderate for this species, based on the proximity of the Property to an area with a confirmed nesting record and the potential presence of wetland snags that could serve as nesting cavities in close proximity to open clearcut areas that could be used for foraging. Also supporting this designation is the presence of potentially suitable foraging habitat (i.e., open herbaceous cover adjacent to wooded areas) within on-site utility easements, and the presence of potentially suitable nesting sites (i.e., wooden utility poles) within the easements in the central parcel of the Property.

A.4.1.3 Mammals

Florida Black Bear:

The Florida black bear (*Ursus americanus floridanus*) is a wide-ranging omnivore that is listed as T by the FWC. Florida black bears are dependent on forest vegetation, but are not limited to specific forest types (Eason 2003). Forested wetlands provide optimal habitat, but any forested areas of large size with diverse foods and dispersed cover can support bears. Home range sizes vary but average approximately 9,200 acres for females and 39,700 acres for males (Eason 2003). Male Florida black bears have been reported moving distances of 13.7 – 87.0 miles and females have been reported moving 8.7 - 47.9 miles (Maehr et al. 1988, Wooding and Hardiskey 1988, Wooding et al. 1992, Maehr 1997). Individuals tend to be solitary, except for females with young and groups at abundant food sites, but Florida black bears tolerate considerable range overlap (Eason 2003). Reserves ranging in size from 494,200–998,400 acres have been recommended as necessary to support viable populations of black bears (Cox et al. 1994, Kautz and Cox 2001). Although black bears historically ranged throughout Florida, the current range generally consists of the natural and semi-natural landscapes surrounding large parcels of public land throughout the state. Black bear habitat has been mapped as Primary Range and Secondary Range (Simek et al. 2005). Primary Range was defined as areas with evidence of females and reproduction, and factors such as habitat, general bear use, and roadkill records were used to refine range boundaries. Secondary Range was defined as areas outside of Primary Range where general bear use has been

documented by nuisance calls, sightings, and roadkill records, but evidence of females or reproduction has not been confirmed.

FWC databases contain very few records of black bear presence in the landscape surrounding the Property. There is one record of a roadkilled black bear from 1988 on SR A1A approximately 0.35 miles west of the Property, and there is one undated record of a nuisance bear in Yulee approximately 0.25 miles east of the Property. The Property is approximately 34 miles east of the Primary Range of the Osceola black bear population and is approximately 33 miles northeast of the Secondary Range of the Ocala population as mapped by FWC (Simek et al. 2005). The entire Property and most of the surrounding landscape was mapped as potentially suitable habitat for black bears by FWC (Endries et al. 2009) because the area possesses land cover characteristics similar to areas where black bears are known to occur. Despite the two records of roadkilled and nuisance bears near the Property and the presence of potentially suitable habitat on and surrounding the Property, available data indicate that the Property is not in an area known to support a sustainable bear population. Therefore, it is unlikely that black bears regularly occur on the Property.

Therefore, it is unlikely that black bears regularly occur on the Property, but the possibility exists that Florida black bears could occasionally reach the Property as they disperse from Primary and Secondary ranges to the west and southwest.

Sherman's Fox Squirrel:

Sherman's fox squirrel (*Sciurus niger shermanii*) is listed as a species of special concern by FWC but is not listed as a threatened or endangered species by USFWS. The Property is within the range of Sherman's fox squirrels as mapped by Kantola (1992) and Wood (2001). Optimal fox squirrel habitat has been characterized as mature, fire-maintained longleaf pine (*Pinus palustris*) - turkey oak (*Quercus laevis*) sandhills and pine (*Pinus* spp.) flatwoods by Kantola (1992). Preferred habitat has also been described as mature and open pine and pine-hardwood associations by Edwards and Guynn (2003). Sherman's fox squirrels are diurnal, solitary animals whose home ranges may overlap, but separate core home range areas are maintained (Kantola 1992). Male and female home ranges average 196 acres and 82 acres, respectively (Wooding 1997). Due to relatively low population densities and large home range sizes, preserves of at least 5,000-10,000 acres have been recommended as necessary to support viable populations (Kantola 1986, Cox et al. 1994). Available databases contain no occurrence records from the Property, and FWC habitat models (Endries et al. 2009) did not map the Property as potentially suitable for Sherman's fox squirrels. It is unlikely that Sherman's fox squirrels occur on the Property due to the absence of the open mature forest habitats required by this species.



A.4.2 Protected Plant Species

No protected plant species were observed during preliminary field studies within the Property. The FWC WILDOBS database contains no records of rare and imperiled species of wildlife on or near the Property. The FNAI natural heritage database contains no records of rare or imperiled plants, animals, and natural communities on or near the Property.

A.5 References

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Appendix B

Transportation Analysis

B.1 Summary

This report presents the transportation analysis completed for the East Nassau Community Planning Area (ENCPA). The ENCPA is defined as 24,000 acres in Nassau County, generally located east of Interstate 95 and north of State Road 200/A1A.

The transportation analysis is intended to support the Detailed Special Area Plan (DSAP) submittal to Nassau County. The DSAP requires the following:

- List of transportation improvements to support development
- How those improvements will be funded

A transportation mobility approach was used to integrate the land use planning for the DSAP with the transportation system to support the area. The benefit of this approach is a more efficient transportation system. The mobility approach promotes the use of transportation options such as walking, bicycling and transit, and employs land use design standards to ensure that these options are viable. The transportation mobility approach accounts for the following elements:

- **Balance of housing and employment** – Per the approved ENCPA Sector Plan, the overall development program levels were identified to maintain a balance between housing units and employment square footage. In addition to strengthening the employment base for Nassau County, this balance maximizes the internal capture for the ENCPA and reduces impacts on surrounding roadways.
- **Mix of residential and non-residential land uses** – Each of the residential neighborhoods contains non-residential land uses such as small-scale retail, office, and schools. These uses are located within and adjacent to residential areas, allowing many of these trips to occur by walking or bicycling. The Employment Center and Regional Center areas contain similar requirements for maintaining a mix of uses and incorporating residential and civic uses.
- **Interconnected network of local streets** – The Sector Plan also provides guidelines for local streets to ensure that they form a connected system between and within neighborhoods. This reduces the need for internal traffic to use the primary street network.

- **Internal trails network** – The ENCPA is proposed to contain approximately 50 miles of multi-use trails that can accommodate pedestrians, bicyclists and golf carts. Within the DSAP area, 10 miles of trails are planned.
- **Transit-Oriented Development (TOD)** – As part of long-range plans for the First Coast region, commuter rail connecting Nassau County and downtown Jacksonville has been identified for the CSX and First Coast Railroad corridors. The ENCPA plan incorporates opportunities for TOD along the First Coast Railroad located next to US 17.

The remainder of this Appendix addresses the following:

- Existing Conditions and Level of Service
- Future Conditions (2035) Baseline Analysis without Project
- ENCPA Transportation Network and Development Program
- ENCPA Analysis Results and Recommended Mobility Improvements
- Employment Center DSAP Recommended Mobility Improvements

B.2 Existing Conditions

The following is a description of the existing primary roadways in the study area:

Interstate 95 generally serves as the western boundary of the ENCPA and connects Nassau County to Duval County to the south and Georgia to the north. Interstate 95 currently has two interchanges within Nassau County that bracket the ENCPA – one at US 17 to the south and the other at SR 200/A1A to the south. Interstate 95 currently has six lanes through Nassau County and is under the jurisdiction of FDOT.

SR 200/A1A is the primary east-west arterial roadway in Nassau County, connecting Interstate 95 to the population centers of Fernandina Beach and Amelia Island to the east. To the west of Interstate 95, SR A1A extends to the rural community of Callahan. SR A1A serves as the southern boundary for the of the Employment Center portion of the DSAP. SR 200 is currently a four-lane divided roadway and is under the jurisdiction of FDOT.

US 17 is a rural arterial roadway that, similar to Interstate 95, connects Duval County to the south with Georgia to the north. US 17 serves as the eastern boundary for the Employment Center portion of the DSAP. US 17 currently has two lanes through the ENCPA and is under the jurisdiction of FDOT. A rail corridor borders US 17 on the east.

Pages Dairy Road is a two-lane local roadway that parallels SR A1A between US 17 and Chester Road. The roadway provides access to adjacent residential areas, with some portions of the overall ENCPA fronting directly onto it. Pages Dairy Road is currently a two-lane roadway with a rural cross section. The roadway is under the jurisdiction of Nassau County.

Chester Road is a local collector roadway that forms the eastern boundary for the overall ENCPA. The roadway extends from SR A1A north to Blackrock Road and intersects with Pages Dairy Road. Chester Road currently has two lanes and is under the jurisdiction of Nassau County.

County Road 108 (CR 108) is a rural roadway that extends from US 17 west under Interstate 95 to the town of Hilliard. CR 108 currently has two lanes and is under the jurisdiction of Nassau County.

William Burgess Boulevard is a local roadway south of SR A1A that connects US 17 to SR A1A. The Nassau County Courthouse and Florida State College at Jacksonville complexes are located along the corridor. William Burgess Boulevard provides the primary access to the southern portion of the DSAP. William Burgess Boulevard currently has two lanes and is under the jurisdiction of Nassau County.

In addition to these primary roadways, other roadway segments were included in the analysis for consistency with the Comprehensive Plan Amendment analysis completed by Nassau County for the ENCPA.

Table B-1 summarizes the existing conditions for the study area roadways, including number of lanes, daily volumes and Level of Service (LOS). The traffic counts shown are from FDOT and Nassau County. *Table B-1* shows that two segments currently do not meet the County's adopted Level of Service standard for daily conditions:

- SR A1A from US 17 to Chester Road
- SR A1A from Chester Road

As discussed in the next section, both segments are funded for widening to six lanes within the next five years.

It should be noted that Nassau County updated its roadway LOS standards in 2011, utilizing the provisions of HB 7207. Although SR A1A is part of the FDOT Strategic Intermodal System, the County is now able to establish the LOS standard for the roadway.

The analysis in *Table B-1* assumes an Urban Area Type for Interstate 95 and all roads to the east to account for the planned development and urbanization of the area through implementation of the ENCPA. The analysis presented is based on daily conditions instead of peak hour conditions, which is consistent with the mobility approach used by other jurisdictions such as Duval County and Alachua County.

East Nassau Employment Center DSAP

Table B-1
Existing Roadway Volumes and Level of Service

Nassau Co. Link ID	DDOT Count Location	Roadway	From/To	AADT	Count Year	Number of Lanes	Adopted LOS Standard	Service Volume (2)	Meets Standard?
40	729923	I-95	Duval County Line to SR 200/A1A	59,913	2011	60	D	110,300	Yes
41A	740158	I-95	SR 200/A1A to E-W Interchange Rd.	47,500	2011	60	D	110,300	Yes
41B	740158	I-95	E-W Interchange Rd. to US 17	47,500	2011	60	D	110,300	Yes
42	740132	I-95	US 17 to GA State Line	55,077	2011	60	D	110,300	Yes
43/43A	745022	SR 200/A1A	Giffen Rd. to I-95	19,500	2011	40	D	58,800	Yes
44	740182	SR 200/A1A	I-95 to Old Yulee Rd.	18,498	2011	40	D	64,300	Yes
44A	740182	SR 200/A1A	Old Yulee Rd. to US 17	18,498	2011	40	D	36,700	Yes
45/45A	740101	SR 200/A1A	US 17 to Chester Rd.	36,500	2011	40	D	36,700	NO
45	740105	SR 200/A1A	Chester Rd. to Blackrock Rd.	37,500	2011	40	D	36,700	NO
47/48	740103	SR 200/A1A	Old Nassauville Rd. to Amelia Island Parkway	49,000	2011	40	D	64,300	Yes
49		CR 200A/Pages Dairy Rd.	US 17 to Chester Rd.	3,004	2009	2U	D	16,500	Yes
50		CR 107N/Blackrock Rd.	Chester Rd. to SR 200/A1A	2,700	2009	2U	D	16,500	Yes
51		CR 107S/Old Nassauville Rd.	SR 200/A1A to Amelia Concourse	6,403	2009	2U	D	16,500	Yes
51A		CR 107S/Old Nassauville Rd.	Amelia Concourse to Santa Juana Rd.	6,730	2009	2U	D	16,500	Yes
51B		Rozes Bluff Rd.	Chester Rd. to west	1,597	2009	2U	D	16,500	Yes
52		Chester Rd.	SR 200/A1A to Pages Dairy Rd.	7,931	2009	2U	D	16,500	Yes
53A		Chester Rd.	Pages Dairy Rd. to Goodbread Rd. Extension	N/A	N/A	2U	D	16,500	N/A
53B		Chester Rd.	Goodbread Rd. Extension to Blackrock Rd.	6,637	2009	2U	D	16,500	Yes
53A		Amelia Concourse	SR 200/A1A to CR 107S (Nassauville Rd.)	7,211	2009	40	D	16,500	Yes
54		Barnwell Rd.	SR 200/A1A to Oyster Bay Dr.	3,251	2009	2U	D	16,500	Yes
54A		Miner Rd.	Haddock Rd. to SR 200/A1A	7,070	2009	2U	D	16,500	Yes
55	740011	US 17	Duval County Line to Harts Rd.	10,800	2011	2U	D	22,200	Yes
56	740011	US 17	Sowell Rd. to SR 200/A1A	10,800	2011	40	D	36,700	Yes
57	740104	US 17	SR 200/A1A to Pages Dairy Rd.	12,800	2011	40	D	36,700	Yes
58A	740104	US 17	Pages Dairy Rd. to E-W Interchange Rd.	12,800	2011	2U	D	16,500	Yes
58B	745020	US 17	E-W Interchange Rd. to CR 106/Goodbread Rd.	10,500	2011	2U	D	16,500	Yes
59	745020	US 17	CR 106/Goodbread Rd. to I-95	10,500	2011	2U	D	21,100	Yes
60	740162	US 17	I-95 to GA State Line	2,900	2011	2U	D	21,100	Yes
60A/60B		Harts Rd	US 17 to Haddock Rd.	3,785	2006	2U	D	22,200	Yes
62		William Burgess Blvd.	SR 200/A1A to Harts Rd.	1,192	2006	2U	D	16,500	Yes
	742001	I-95/SR A1A Interchange (2)	NB I-95 to SR A1A Off-ramp	6,500	2011	1L	D	11,100	Yes
	742003		SR A1A to NB I-95 On-ramp	2,500	2011	1L	D	11,100	Yes
	742002		SB I-95 to SR A1A Off-ramp	2,000	2011	1L	D	11,100	Yes
	742000		SR A1A to SB I-95 On-ramp	6,700	2011	1L	D	11,100	Yes
	742004	I-95/US 17 Interchange (2)	NB I-95 to US 17 Off-ramp	700	2011	1L	D	11,100	Yes
	742005		US 17 to NB I-95 On-ramp	2,800	2011	1L	D	11,100	Yes
	742007		SB I-95 to US 17 Off-ramp	2,500	2011	1L	D	11,100	Yes
	742006		US 17 to SB I-95 On-ramp	650	2011	1L	D	11,100	Yes

(1) Capacity values from the PDOT Quality/Level of Service Handbook.

(2) Capacity values for ramps estimated as half the value for a 2-lane uninterrupted flow facility.

Sources: PDOT Traffic Online for SR A1A, US 17 and Interstate 95; Nassau County Local Roads Traffic Counts (2009) for all others



B.2.1 Programmed (Short-Term) Roadway Improvements

Improvements to SR A1A and Chester Road are currently in the adopted FDOT Five-Year Work Program. *Table B-2* summarizes these improvements along with their funding commitments and implementation timeframe. The widening of SR A1A from four to six lanes between US 17 and Chester Road is funded for construction in FY 2016 (Item #210712-4 in the table). These limits include the two segments currently operating over capacity.

The segment of SR A1A around the US 17 intersection (Item #210712-3) is programmed for construction in FY 2014.

The segment of SR A1A immediately east of Interstate 95 adjacent to the DSAP (Item #210711-2) is programmed for construction in FY 2017.

West of Interstate 95, the final phases of the SR A1A widening from two to four lanes are being completed this fiscal year (Item #210687-3 in the table).

In addition to these segments of SR A1A, the widening of Chester Road from two to four lanes is also in the adopted Work Program (Item 426031-2). The northern limit for this improvement is Green Pine Road, which corresponds to the planned connection point for the CR 108 Extension.

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 improvements to SR A1A and Chester Road in the Work Program also allows mobility fee funds received in the short term to go towards other improvements.

B.2.2 Planned (Long-Term) Roadway Improvements

Table B-3 lists the long-term roadway improvements for Nassau County that are in the adopted North Florida TPO Long Range Plan. These improvements were identified in 2009 as cost feasible based on existing revenue sources at that time.

Of the improvements included on the list, the widening of SR 200/A1A and Chester Road have already received funding commitments, as shown in *Table B-2* and discussed above. Additional improvements within the study area include commuter rail service between Yulee and downtown Jacksonville.

East Nassau Employment Center DSAP

Table B-2
Programmed Five-Year Roadway Improvements

FDOT Item No.	Roadway and Limits	Description	Phase	Year	Funding
210712-3	SR 200/A1A from W. of Still Quarters Rd. to W. of Rubin Lane	Add Lanes	Preliminary Engineering	2012	\$ 8,600
			Right of Way	2012-2013	\$ 14,646,122
			Construction	2014	\$ 14,681,614
			Construction Support	2014-2016	\$ 1,997,425
210711-2	SR 200/A1A from I-95 to W. of Still Quarters Rd	Add Lanes	Preliminary Engineering	2012-2013	\$ 368,236
			Right of Way	2012-2013	\$ 3,351,033
			Railroad And Utilities	2017	\$ 3,000,000
			Construction	2017	\$ 35,280,000
			Environmental	2017	\$ 300,000
			Construction Support	2017	\$ 6,767,880
210687-3	SR 200/A1A from Stratton Rd. to Griffin Rd.	Add Lanes	Design Build	2012	\$ 643,146
			Construction Support	2012	\$ 122,030
210712-4	SR 200/A1A from W. of Rubin Rd. to East of CR 107/Scott Rd.	Add Lanes	Preliminary Engineering	2013	\$ 15,205
			Right of Way	2012-2015	\$ 22,672,176
			Railroad And Utilities	2016	\$ 3,000,000
			Construction	2016	\$ 41,004,000
			Construction Support	2016-2017	\$ 4,590,602
210712-1	SR 200/A1A from US 17 to CR 107	Add Lanes	Preliminary Engineering	2012-2013	\$ 1,834,118
426031-2	Chester Rd from SR A1A to Green Pine Road	Add Lanes	Preliminary Engineering	2013	\$ 601,000
			Right of Way	2014-2016	\$ 6,967,081
			Construction	2016	\$ 5,227,078
			Construction Support	2017	\$ 777,826

Source: FDOT FY2012 - FY2016 Work Program

May 1, 2012



East Nassau Employment Center DSAP

Table B-3
 Adopted Year 2035 Cost Feasible Transportation Improvements

Project ID	Roadway Corridor	From	To	Project Description	Cost in Millions (2009\$)
SIS/FIHS Cost Feasible Plan Projects					
112	SR 200/ A1A	I-95	East of CR 107	Widen to 6 Lanes	\$ 142.70
135	US 301/ SR 200	North of Baldwin	South of Callahan	Widen to 4 Lanes	\$ 258.70
Other Cost Feasible Projects (Local, Private, TRIP, Public Private Partnership)					
141	Chester Road	SR A1A	East Nassau Connector	Widen to 4 Lanes	\$ 20.90
Transit Cost Feasible Projects					
G	Commuter Rail North	Downtown Jacksonville	Yulee (construct to River City/JIA)	Study and Construction of Limited Service (CSX)	\$ 125.00
N/O	Commuter Rail West	Downtown Jacksonville	Macclennney	Study of Limited Service (CSX)	\$ 2.00

Source: Northeast Florida TPO Envision 2035 Long Range Transportation Plan



B.3 Baseline (No-Build) Roadway Volumes

To establish background roadway volumes in the study area, the Northeast Florida Regional Planning Model (NERPM) was run for baseline conditions without the ENCPA development. The NERPM is the adopted MPO model and is recommended by both FDOT and the Northeast Florida Regional Council.

This model run reflects the 2035 Cost Feasible Model as adopted, with the long-term roadway improvements mentioned in the previous section. (The commuter rail system to Nassau County was not included in the model.)

In terms of land use, the baseline model run includes no development activity within the ENCPA. To reflect a true baseline condition, any development activity for the ENCPA within the adopted model was removed. (The adopted model included some additional development in the area, but the total number of units was less than 1,000, far less than the overall ENCPA approvals of 24,000 units.) *Figure B-1* shows the baseline volumes associated with this model run. *Table B-4* summarizes the roadway analysis based on the resulting daily volumes. This analysis concludes the following roadways are projected to operate over capacity without ENCPA development:

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

These volumes and deficiencies are used as a starting point for identifying transportation improvements associated with the ENCPA and DSAP. Per HB 7207, private 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 (since the ENCPA development was removed), improvements to these segments are not included as part of the Mobility Network of funded improvements. Instead, the improvements needed to address these backlogs are assumed to be in place as part of the ENCPA analysis.

East Nassau Employment Center DSAP

Figure B-1
Year 2035 Baseline Roadway Volumes (without ENCPA)

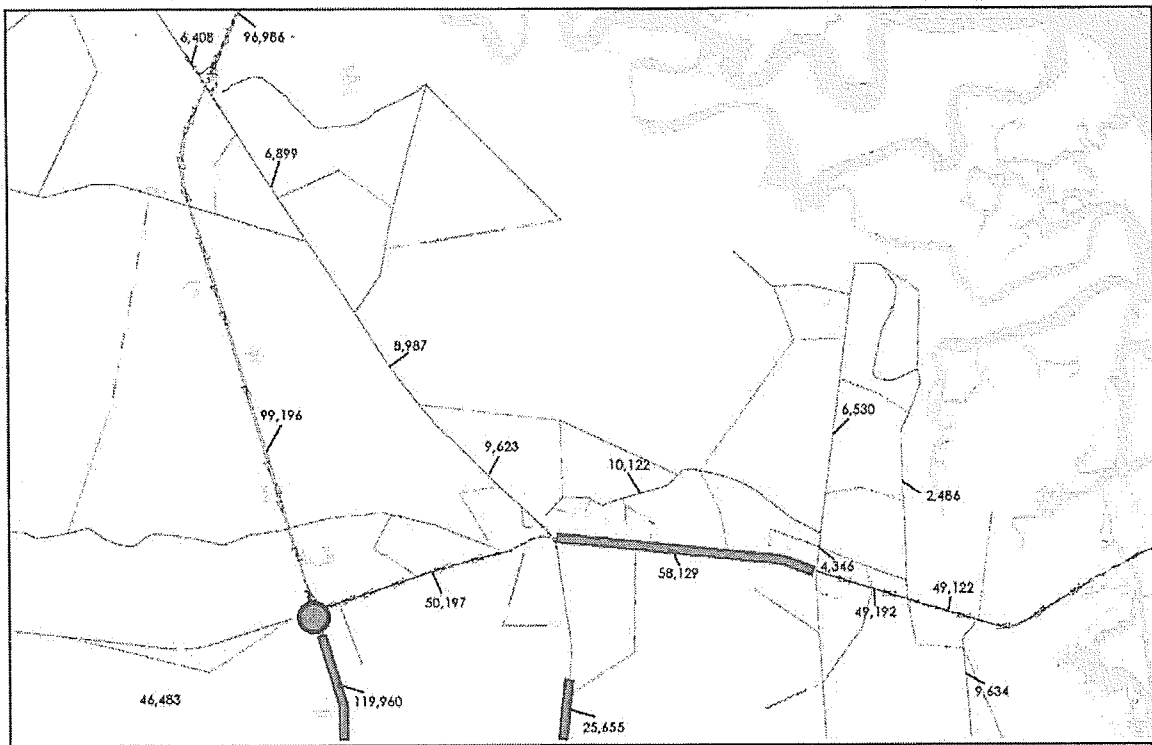


Table B-4 REVISED
Year 2035 Baseline Roadway Analysis (without ENCPA)

Roadway	From/To	No. of Lanes	Maximum Service Volume	2035 Baseline without ENCPA		Improvement to Address Backlog
				Daily Volume	Capacity Exceeded?	
I-95	Duval County Line to SR 200/A1A	6D	110,300	119,960	YES	Widen to 8 lanes
	SR 200/A1A to E-W Interchange Rd.	6D	110,300	99,196		
	E-W Interchange Rd. to US 17	6D	110,300	99,196		
	US 17 to GA State Line	6D	110,300	96,986		
SR 200/A1A	Griffen Rd. to I-95	4D	58,800	46,483		
	I-95 to Old Yulee Rd.	6D	55,300	50,197		
	Old Yulee Rd. to US 17	6D	55,300	48,364		
	US 17 to Chester Rd.	6D	55,300	58,129	YES	Widen to 8 lanes
	Chester Rd. to Blackrock Rd.	6D	55,300	49,122		
	Old Nassauville Rd. to Amelia Island Parkway	4U	64,300	49,073		
CR 200A/Pages Dairy Rd.	US 17 to Chester Rd.	2U	16,500	10,122		
CR 107N/Blackrock Rd.	Chester Rd. to SR 200/A1A	2U	16,500	2,486		
CR 107S/Old Nassauville Rd.	SR 200/A1A to Amelia Concourse	2U	16,500	9,634		
	Amelia Concourse to Santa Juana Rd.	2U	16,500	3,698		
Chester Rd.	SR 200/A1A to Pages Dairy Rd.	4D	36,700	5,015		
	Pages Dairy Rd. to CR 108 Extension	4D	36,700	6,530		
	CR 108 Extension to Blackrock Rd.	2U	16,500	2,898		
Amelia Concourse	SR 200/A1A to CR 107S (Nassauville Rd.)	4D	36,700	13,097		
US 17	Duval County Line to Harts Rd.	2U	22,200	25,655	YES	Widen to 4 lanes
	Harts Rd. to Sowell Rd	2U	22,200	24,090	YES	Widen to 4 lanes
	Sowell Rd. to SR 200/A1A	4D	36,700	12,967		
	SR 200/A1A to Pages Dairy Rd.	4D	36,700	9,415		
	Pages Dairy Rd. to Interchange Rd.	2U	21,100	9,623		
	Interchange Rd. to CR 108	2U	21,100	8,987		
	CR 108 to I-95	2U	21,100	6,899		
	I-95 to GA State Line	2U	21,100	6,408		
I-95/SR A1A Interchange	NB I-95 to SR A1A Off-ramp	1L	11,100	23,188	YES	Widen to 3 lanes
	SR A1A to NB I-95 On-ramp	1L	11,100	12,112	YES	Widen to 2 lanes
	SB I-95 to SR A1A Off-ramp	1L	11,100	12,106	YES	Widen to 2 lanes
	SR A1A to SB I-95 On-ramp	1L	11,100	23,776	YES	Widen to 3 lanes
I-95/US 17 Interchange	NB I-95 to US 17 Off-ramp	1L	11,100	4,192		
	US 17 to NB I-95 On-ramp	1L	11,100	2,420		
	SB I-95 to US 17 Off-ramp	1L	11,100	2,420		
	US 17 to SB I-95 On-ramp	1L	11,100	4,039		

VHB



B.4 ENCPA Transportation Network and Development Program

The development program and transportation framework for the ENCPA were determined as part of the previous approvals for the ENCPA Sector Plan. *Figure B-2* shows the proposed transportation network and development areas.

A general description of the overall ENCPA development program is as follows:

- The area east of US 17 consists of several residential neighborhoods, each with a neighborhood center containing retail and other non-residential uses.
- The area between US 17 and Interstate 95 contains the Employment Center and the Regional Center, which contains the majority of the regional employment and retail uses for the ENCPA. The Employment Center and Regional Center are also designed to accommodate residential units.
- Two separate residential neighborhoods are located north and south ends of the ENCPA. The northern neighborhood (Neighborhood A) is west of Interstate 95 along US 17. The southern neighborhood (Neighborhood H) is south of SR A1A adjacent to Interstate 95.

Table B-5 summarizes the overall ENCPA development program by neighborhood and presents the total trip generation based on ITE 8th Edition rates. As shown in the table, the entire ENCPA is estimated to have a gross trip generation of 379,721 daily trips. Of this total, approximately half (193,000 trips, or 51% of the total) are generated by the Employment Center and Regional Center areas between US 17 and Interstate 95. The remaining trips are generated by the residential neighborhoods located east of US 17 and in the separate outparcels to the north and south.

Figure B-3 shows the ENCPA transportation network as entered into the model (2035 NERPM) for analysis. The major components included in the model are as follows:

- CR 108 Extension – The east-west spine of TerraPointe will be an extension of CR 108 east from US 17 to Chester Road. This roadway will provide access to neighborhood areas and also provide an alternate coastal evacuation route for eastern Nassau County. Due to the rail corridor adjacent to US 17, an overpass with interchange ramps is proposed where the CR 108 Extension crosses US 17. The CR 108 Extension is in the adopted Comprehensive Plan for Nassau County, but is not included in the adopted regional model, since it was not identified as a cost-feasible improvement at the time.

Figure B-2
Previously Approved ENCPA Master Plan and Transportation Framework

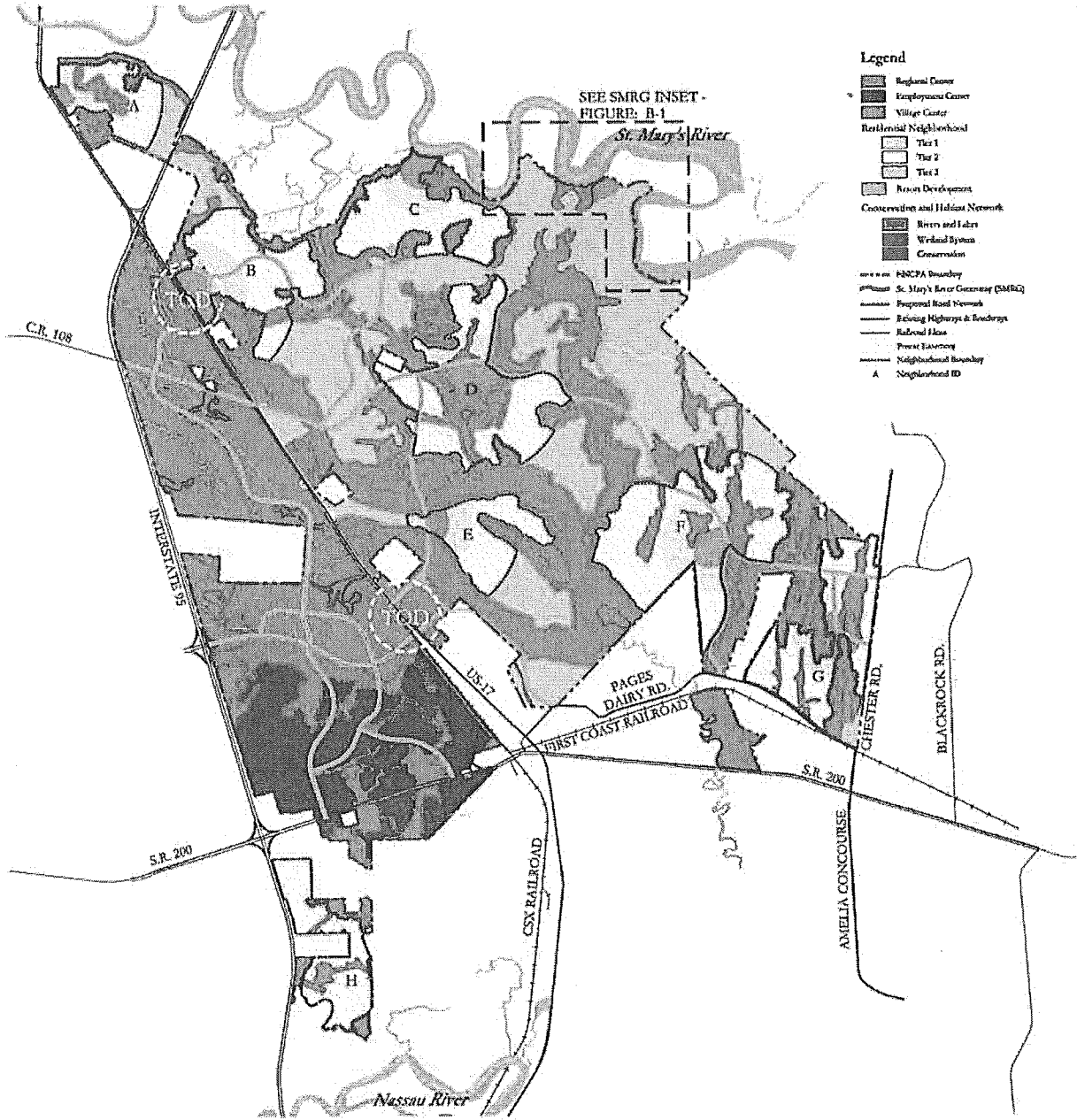


Table B-5
ENCPA Daily Trip Generation (pg 1 of 2)

Neighborhood	Land Use	ITE Category	Intensity	Daily Trips
A	SF Residential	210	769 du	6,792
	Apartment	220	0 du	0
	Retail	820	75,000 sf	5,633
	<i>Subtotal</i>			<i>12,425</i>
B	SF Residential	210	1,624 du	13,511
	Apartment	220	250 du	1,639
	Retail	820	165,000 sf	9,404
	<i>Subtotal</i>			<i>24,554</i>
C	SF Residential	210	1,481 du	12,412
	Apartment	220	250 du	1,639
	Retail	820	140,000 sf	8,451
	<i>Subtotal</i>			<i>22,502</i>
D	SF Residential	210	1,936 du	15,881
	Apartment	220	250 du	1,639
	Retail	820	170,000 sf	9,588
	<i>Subtotal</i>			<i>27,108</i>
E	SF Residential	210	1,170 du	9,992
	Apartment	220	0 du	0
	Retail	820	75,000 sf	5,633
	<i>Subtotal</i>			<i>15,625</i>
F	SF Residential	210	2,433 du	19,597
	Apartment	220	250 du	1,639
	Retail	820	140,000 sf	8,451
	<i>Subtotal</i>			<i>29,687</i>

Table B-5
ENCPA Daily Trip Generation (pg 1 of 2)

Neighborhood	Land Use	ITE Category	Intensity	Daily Trips
G	SF Residential	210	1,439 du	12,088
	Apartment	220	0 du	0
	Retail	820	95,000 sf	6,568
	<i>Subtotal</i>			18,656
H	SF Residential	210	769 du	6,792
	Apartment	220	0 du	0
	Retail	820	25,000 sf	2,758
	<i>Subtotal</i>			9,550
Resort District	Condominium	230	1,513 units	6,836
	Timeshare (1)	265	1,513 units	7,588
	Apartment	220	157 du	1,075
	Retail	820	125,000 sf	7,851
	Hotel	310	400 rooms	3,268
<i>Subtotal</i>			26,618	
Employment Center and TOD	Apartment	220	2,500 du	16,625
	Retail	820	700,000 sf	24,058
	Office Park	750	1,890,000 sf	20,103
	Industrial Park	130	4,410,000 sf	30,694
<i>Subtotal</i>			91,480	
Regional Center	SF Residential	210	5,696 du	54,511
	Apartment	220	0 du	0
	Office	710	500,000 sf	4,607
	Office Park	750	490,000 sf	5,515
	Retail	820	1,200,000 sf	34,151
	Industrial Park	130	400,000 sf	2,732
<i>Subtotal</i>			101,516	
TOTAL GROSS TRIP GENERATION				379,721

Source: ITE Trip Generation, 8th Edition

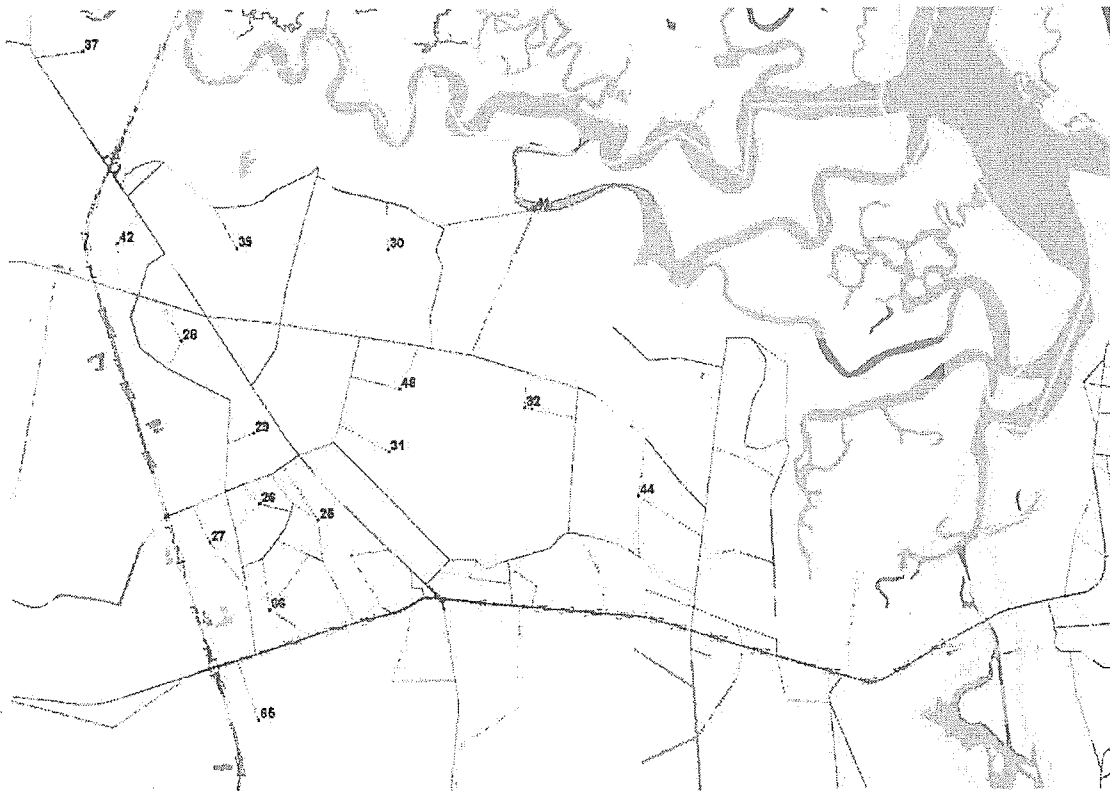
4/28/12

(1) Trip generation for Timeshare is based on 50% occupancy.



East Nassau Employment Center DSAP

Figure B-3
ENCPA Network and TAZs Added to Model



- North-South Regional Center Arterial – The north-south spine of the Regional Center and Employment Center will be a road connection between SR A1A and US 17. This roadway will also parallel Interstate 95 and is intended to provide capacity relief for local trips while minimizing the amount of project traffic that uses Interstate 95.
- New I-95 Interchange and Connector Road – Within the Employment Center and Regional Center, a new interchange with Interstate 95 is proposed between SR A1A and US 17. The interchange will provide capacity for ENCPA traffic and minimize the traffic impacts to the existing interchanges to the north and south. Access to the interchange will be through a new east-west roadway that will cross US 17 (with an overpass and ramps) and connect to the CR 108 Extension.
- Employment Center Collector Roads – As part of the development of the Employment Center north of SR A1A, collector roadways are proposed to support internal circulation between parcels.

The following Mobility Network components are proposed but were not included in the model:

- Local Roadways (2 lanes) – In addition to the arterial and collector roadways included in the Mobility Network, a supporting network of local streets will be completed to provide access to parcels within the Central Planning Area. Connectivity standards for the network of arterial, collector and local streets are defined as part of the ENCPA Sector Plan.
- Trail System – A system of multi-use trails is planned to provide non-auto travel choices within the ENCPA. The trail system will accommodate pedestrians, bicyclists and golf carts. Approximately 100 miles of trails are included as part of the Mobility Network.

The development program and roadway network were added to the Year 2035 model to identify long-term conditions with the development of ENCPA. Each neighborhood as shown in the trip generation table (*Table B-5*) was assigned its own TAZ in the model. Given the geographic size of the Employment Center and Regional Center, these areas were divided into multiple TAZs, with the development program distributed evenly among them. Four TAZs were used for the Employment Center and three TAZs were used for the Regional Center.

B.5 ENCPA Analysis Results and Recommended Improvements

Based on the addition of the overall ENCPA development program and roadway network to the Year 2035 model, the future year volumes were developed. As initial steps in developing the total roadway volumes, the following components were reviewed:

- Background traffic – The background (non-ENCPA) traffic was based on the baseline Year 2035 model run described earlier in this section.
- ENCPA project traffic from model – In evaluating the model results, the total volumes presented include both internally captured trips and regional external trips. This is because trips remaining within the ENCPA may still use roadways such as US 17 and the CR 108 extension for travel within the community.
- ENCPA trip distribution – The distribution of ENCPA trips was reviewed based on aggregate areas within Nassau County and the region, rather than on a segment by segment basis. *Figure B-4* shows the aggregate areas used to compare the trip distribution calculations. *Table B-6* shows the trip distribution produced by the model. The analysis showed that almost 71% of the trips associated with the ENCPA are expected to remain within Nassau County. This is consistent with one of the goals of the ENCPA Sector Plan to provide employment opportunities to support new and existing County residents. This trip distribution is also consistent with the project goals of maximizing internal capture through a balanced mix of uses.
- Total roadway volumes – The future conditions traffic volumes represent the total volumes projected by the model with the addition of the ENCPA development. In some instances, background trips from the baseline no-build scenario are expected to become project trips, as the employment base created within the ENCPA allows Nassau County residents to stay within the County for work trips. This approach of using total traffic volumes directly from the model is based on guidance from the *NCHRP report Evaluating and Communicating Model Results: Guidebook for Planners*.
- Impacts of local street connectivity – As mentioned earlier, the ENCPA Sector Plan provides guidelines for local streets to ensure that they form a connected system between and within neighborhoods. This reduces the need for internal traffic to use the primary street network. However, local streets generally are not included in travel demand models. To account for this extra capacity, project traffic estimates for internal streets were reduced by 15 percent. This factor accounts for the share of trips within ENCPA that are shorter distance (less than two miles) and can occur through biking, walking, and/or local streets. The need for adjustment for these factors is also acknowledged in the NCHRP report mentioned above.
- Internal trails network – As mentioned earlier, the ENCPA is proposed to contain approximately 50 miles of multi-use trails that can accommodate pedestrians, bicyclists and golf carts. Similar to local streets, however, these trails are not included in the travel demand model. To estimate the benefit

of this connectivity and extra capacity, project traffic estimates for internal streets were reduced by 5 percent.

Table B-7 presents the Year 2035 roadway volumes with the addition of ENCPA development. This analysis shows the following roadways are projected to operate over capacity with ENCPA development:

- Interstate 95 from Duval County Line to US 17
- SR 200/A1A from Old Yulee Road to US 17
- SR 200/A1A from Chester Road to Blackrock Road

East Nassau Employment Center DSAP

Figure B-4
Aggregate Areas for Trip Distribution Evaluation

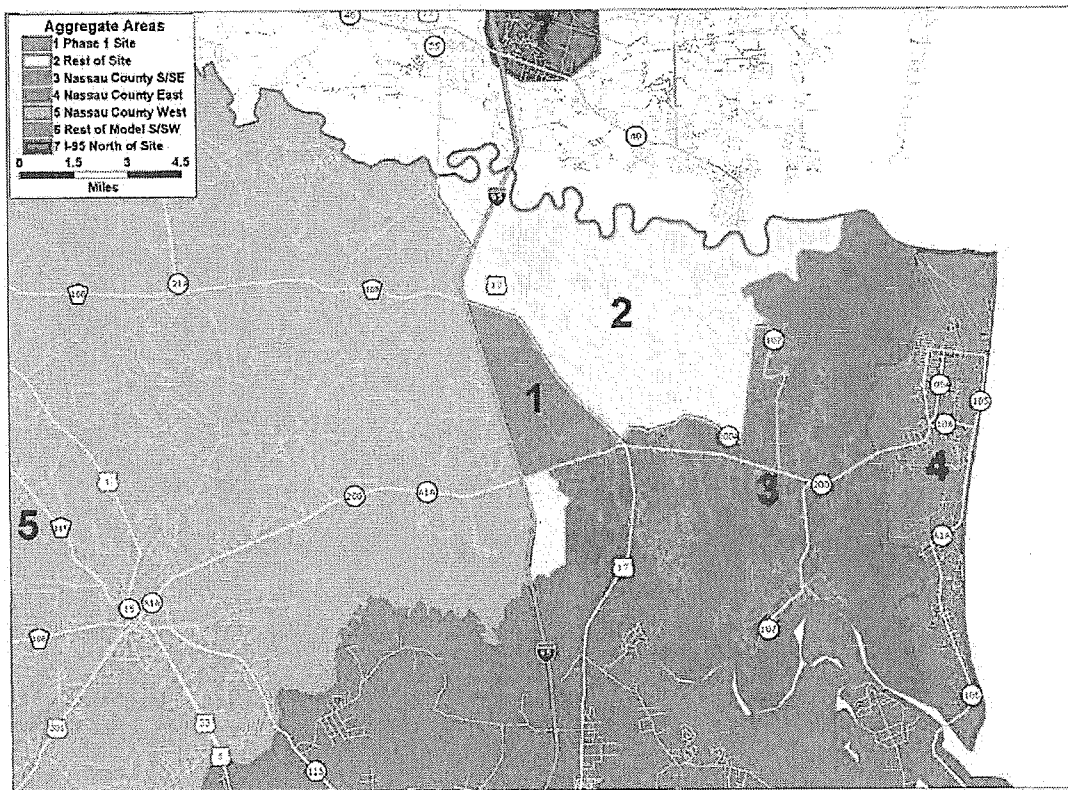


Table B-6
Trip Distribution Summary from Model

Area (from Figure B-4)	Trip Distribution
1 and 2 (ENCPA)	46.54%
3 and 4 (Eastern Nassau County)	18.45%
5 (Western Nassau County)	5.92%
6 (Duval County and points south)	27.14%
7 (Georgia and points norths)	1.95%
TOTAL	100.00%
<i>Within Nassau County</i>	<i>70.91%</i>
<i>Outside Nassau County</i>	<i>29.09%</i>

East Nassau Employment Center DSAP

Table B-7 REVISED (1 of 3)
Year 2035 Roadway Analysis with ENCPA

Roadway	From/To	2035 Baseline without ENCPA		Improvement to Address Backlog	No. of Lanes	Maximum Service Volume	Net New ENCPA Trips	Reductions		2035 Daily Roadway Volume	Roadway Capacity Used	Capacity Exceeded?	Mobility Recommendation
		Daily Volume	Capacity Exceeded?					Local Street Connections	Internal Trails System				
I-95	Duval County Line to SR 202/A1A	119,960	YES	Widen to 8 lanes	8D	146,500	30,940			150,900	103%	YES	Additional capacity through N-S Regional Center Arterial and regional commuter rail
	SR 202/A1A to E-W Interchange Rd.	99,196			6D	110,300	39,154			135,691	123%	YES	
	E-W Interchange Rd. to US 17	99,196			6D	110,300	11,085			109,676	99%		
	US 17 to GA State Line	96,986			6D	110,300	4,481			96,986	88%		
SR 202/A1A	Griffen Rd. to I-95	46,483			4D	58,800	5,584			52,067	89%		
	I-95 to Old Yulee Rd.	50,197			6D	55,300	8,051			58,248	105%	YES	Additional capacity through Interchange Rd
	Old Yulee Rd. to US 17	48,364			6D	55,300	5,306			53,670	97%		
	US 17 to Chester Rd.	58,129	YES	Widen to 8 lanes	8D	73,800	5,818			69,947	87%		Additional capacity through Intersection Improvements
	Chester Rd. to Blackrock Rd.	49,122			6D	55,200	7,501			57,023	103%	YES	
	Old Nassauville Rd. to Amelia Island Parkway	49,073			4U	64,200	6,087			55,160	86%		
CR 200A/Pages Dairy Rd.	US 17 to Chester Rd.	10,122			2U	16,500	2,660	-402	-134	12,266	74%		
CR 107N/Blackrock Rd.	Chester Rd. to SR 202/A1A	2,486			2U	16,500	0			2,114	13%		
CR 107S/Old Nassauville Rd.	SR 202/A1A to Amelia Concourse	9,634			2U	16,500	0			9,475	57%		
	Amelia Concourse to Santa Juana Rd.	3,698			2U	16,500	0			3,370	20%		
Chester Rd.	SR 202/A1A to Pages Dairy Rd.	5,015			4D	36,700	15,266			30,211	85%		
	Pages Dairy Rd. to CR 108 Extension	6,530			4D	36,700	7,062			13,592	37%		
	CR 108 Extension to Blackrock Rd.	2,898			2U	16,500	1,892			4,790	29%		
Amelia Concourse	SR 202/A1A to CR 107S (Nassauville Rd.)	13,097			4D	36,700	954			14,051	38%		
US 17	Duval County Line to Harts Rd.	25,655	YES	Widen to 4 lanes	4U	64,200	1,248			27,103	42%		
	Harts Rd. to Sowell Rd.	24,090	YES	Widen to 4 lanes	4U	64,200	2,682			26,772	42%		
	Sowell Rd. to SR 202/A1A	12,967			4D	36,700	3,151			16,118	44%		
	SR 202/A1A to Pages Dairy Rd.	9,415			4D	36,700	6,486			15,902	43%		
	Pages Dairy Rd. to Interchange Rd.	9,623			2U	21,100	6,991			15,614	79%		
	Interchange Rd. to CR 108	8,987			2U	21,100	7,324			16,311	77%		
	CR 108 to I-95	6,899			2U	21,100	11,668			16,567	88%		
	I-95 to GA State Line	6,408			2U	21,100	4,142			10,550	50%		
I-95/SR A1A Interchange	NB I-95 to SR A1A Off-ramp	23,188	YES	Widen to 3 lanes	3L	33,300	0			23,188	70%		
	SR A1A to NB I-95 On-ramp	12,112	YES	Widen to 2 lanes	2L	22,200	1,029			13,141	59%		
	SB I-95 to SR A1A Off-ramp	12,106	YES	Widen to 2 lanes	2L	22,200	995			13,101	59%		
	SR A1A to SB I-95 On-ramp	23,776	YES	Widen to 3 lanes	3L	33,300	0			23,776	71%		
I-95/US 17 Interchange	NB I-95 to US 17 Off-ramp	4,192			1L	11,100	6,758			10,950	99%		
	US 17 to NB I-95 On-ramp	2,420			1L	11,100	1,290			3,710	33%		
	SB I-95 to US 17 Off-ramp	2,420			1L	11,100	1,269			3,689	33%		
	US 17 to SB I-95 On-ramp	4,029			1L	11,100	6,877			10,916	98%		



East Nassau Employment Center DSAP

Table B-7 REVISED, cont. (2 of 3)
Year 2035 Roadway Analysis with ENCPA

Roadway	From/To	2035 Baseline without ENCPA		Improvement to Address Backlog	No. of Lanes	Maximum Service Volume	Net New ENCPA Trips	Reductions		2035 Daily Roadway Volume	Roadway Capacity Used	Capacity Exceeded?	Mobility Recommendation
		Daily Volume	Capacity Exceeded?					Local Street Connections	Internal Trails System				
CR 108 Extension	Chester Rd. to Interchange Rd.				2U	16,500	17,809	-2,671	-850	14,247	86%		
	Interchange Rd. to US 17				2U	16,500	10,578	-1,587	-529	8,462	51%		
	US 17 to I-95 Overpass				2U	16,500	14,106	-2,116	-705	11,265	68%		
N-S Regional Center Arterial	SR A1A to Interchange Rd.				4D	36,700	12,996	-1,949	-553	10,397	28%		
	DSAP Collector Loop Rd. to Interchange Rd.				4D	36,700	6,392	-939	-323	5,214	14%		
	Interchange Rd. to CR 108				4D	36,700	26,672	-4,001	-1,334	21,326	58%		
	CR 108 to US 17				4D	36,700	2,728	-409	-136	2,182	6%		
Interchange Rd.	I-95 to N-S Regional Center Arterial				8D (2)	55,300	30,065			30,065	54%		
	N-S Regional Center Arterial to US 17				4D	36,700	25,208	-3,788	-1,263	20,162	55%		
	US 17 to CR 108				4D	36,700	22,547	-3,382	-1,127	18,038	49%		
DSAP Collector Loop Rd. DSAP Collector (A1A Connector)	N-S Regional Center Arterial to Interchange Rd.				2U	16,500	10,381	-1,557	-519	8,305	50%		
	SR A1A to DSAP Collector Loop Rd.				2U	16,500	14,014	-2,102	-701	11,211	68%		

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East Nassau Employment Center DSAP

Table D-7 REVISED, cont. (3 of 3)
Year 2035 Roadway Analysis with ENCPA

North-South Cordon Line Analysis (Cordon Line located north of SR A1A)

North-South Roadway	From/To	Maximum Service Volume	2035 Daily Roadway Volume	Roadway Capacity Used
I-95	SR 200/A1A to E-W Interchange Rd.	130,300	135,691	123%
N-S Regional Center Arterial	SR A1A to Interchange Rd.	36,700	10,397	28%
DSAP Collector (A1A Connector)	SR A1A to DSAP Collector Loop Rd.	16,500	11,211	68%
US 17	Pages Dairy Rd. to Interchange Rd.	21,100	16,624	79%
Chester Rd	Pages Dairy Rd. to CR 108 Extension	36,700	13,592	37%
Total - all North-South Routes		221,300	187,505	85%

East-West Cordon Line Analysis (Cordon Line located west of Chester Road)

East-West Roadway	From/To	Maximum Service Volume	2035 Daily Roadway Volume	Roadway Capacity Used
CR 108 Extension	Chester Rd. to Interchange Rd.	16,500	14,247	86%
CR 200A/Pages Dairy Rd.	US 17 to Chester Rd.	16,500	12,266	74%
SR 200/A1A	US 17 to Chester Rd.	73,800	63,947	87%
Total - all East-West Routes		106,800	90,460	85%



An important component of the mobility approach is the provision of transportation capacity through network connectivity and alternate routes. *Table B-7* also summarizes the recommended mobility solution to address the capacity issues identified. In most cases, the recommended approach provides for additional capacity on parallel routes. In the case of SR A1A between I-95 and Old Yulee Road, it is proposed that parallel capacity be provided through the CR 108 Extension. For the section of SR A1A between Chester Road and Blackrock Road, intersection improvements are proposed in the form of additional left turn lanes at the Chester Road and Blackrock Road intersections. In the case of Interstate 95, it is proposed that parallel capacity be provided through the north-south arterial roadway through the Regional Center and Employment Center. Similarly, ENCPA impacts at the existing I-95 interchanges at SR A1A and US 17 will be addressed through the construction of a new interchange. This interchange has been assumed in the transportation analysis and the costs are included in the Mobility Network discussed below.

Figure B-5 shows the recommended Mobility Network to support the buildout of the ENCPA. The numbers below correspond to the Figure.

- 1) CR 108 Extension
- 2) New I-95 Interchange
- 3) Interchange Road
- 4) US 17 widening
- 5) Employment Center north-south road
- 6) Employment Center collector roads
- 7) Traffic signals at major intersections
- 8) Intersection left turn lane improvements
- 9) Internal trails (not shown on exhibit)

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

Table B-8 summarizes the estimated ENCPA costs for the Mobility Network in Year 2012. As shown in the table, the total estimated cost is **\$124.63 million**.

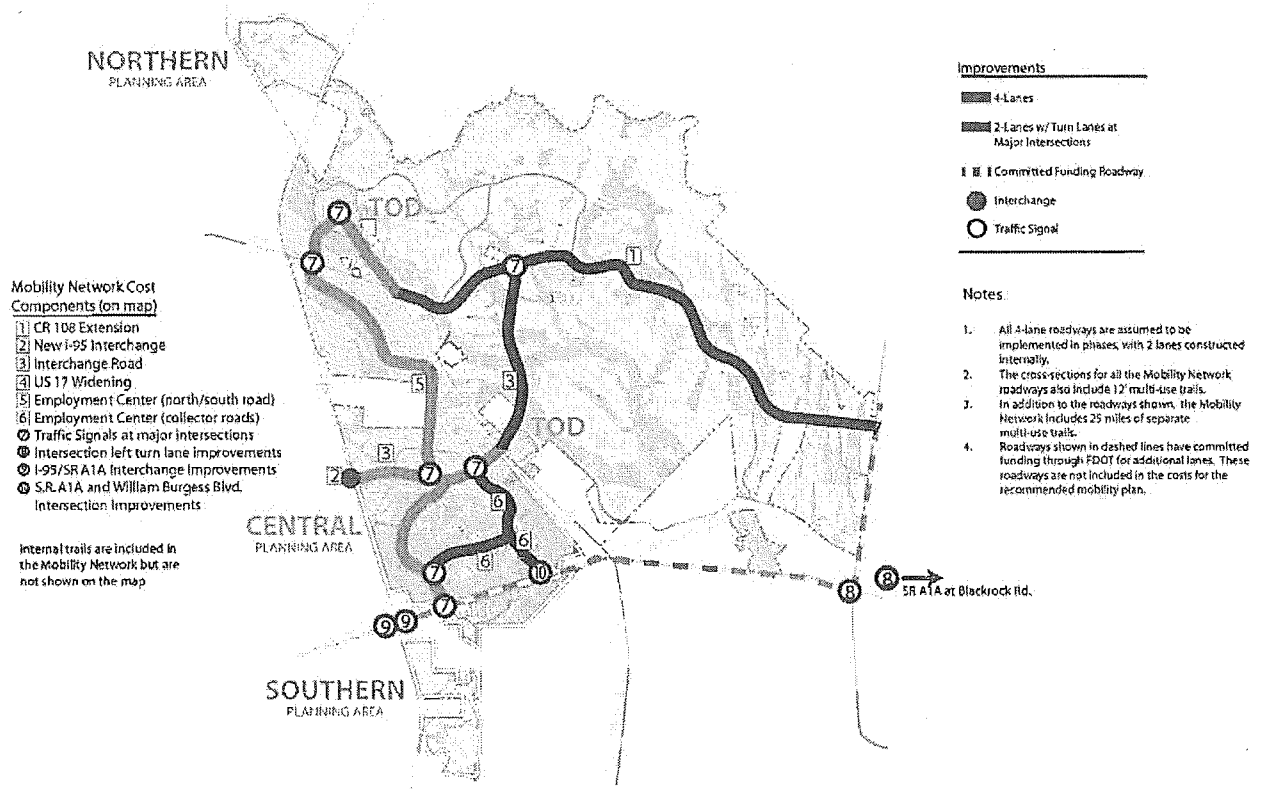
Key assumptions regarding the ENCPA costs are as follows:

- All costs are in Year 2012 Dollars.
- Transportation costs per mile are based on costs from improvements within the adopted FDOT Work Program within Nassau County and District 2.
- Right of way costs are estimated as \$15,000 per acre, with corridor widths consistent with the illustrative cross sections in the Mobility chapter.

For corridors such as CR 108 where excess capacity is provided, the ENCPA share of the cost is calculated as the capacity used (plus overages on parallel corridors) divided by the total roadway capacity. In the case of CR 108, the ENCPA volumes at buildout plus the capacity overage from SR A1A equate to 77% of the total roadway capacity.

East Nassau Employment Center DSAP

Figure B-5 (REVISED 4/12/13)
Recommended ENCPA Mobility Network



East Nassau Employment Center DSAP

Table B-8 REVISED
Mobility Improvements Summary

Roadway/Segment	Length (miles)	Improvement	TerraPointe Share	Design and Construction Cost per Mile			Design and Construction Subtotal	ROW Subtotal	TOTAL COST	TERRAPOINTE SHARE
				Roadway	Multi-Use Path (12')	Sidewalk				
CR 108 Extension										
US 17 to Interchange Rd	1.7	New 2-lane road	77%	\$3,027,000	\$163,321	\$102,285	\$5,597,430	\$498,000	\$6,095,430	\$4,693,481
Interchange Rd to Resort Area	3.7	New 2-lane road	77%	\$3,027,000	\$163,321	\$102,285	\$12,182,642	\$1,083,000	\$13,265,642	\$10,214,544
Resort Area to Chester Rd	1.6	New 2-lane road	77%	\$3,027,000	\$163,321	\$102,285	\$5,268,170	\$468,000	\$5,736,170	\$4,416,851
Interchange Road										
Interstate 95 to N-S Regional Center Arterial	1.1	New 4-lane road	100%	\$4,644,000	\$163,321	\$102,285	\$5,400,567	\$322,000	\$5,722,567	\$5,722,567
East Frontage Rd to US 17	1.2	New 4-lane road	100%	\$4,644,000	\$163,321	\$102,285	\$5,891,527	\$351,000	\$6,242,527	\$6,242,527
US 17 to CR 108	2.1	New 4-lane road	100%	\$4,644,000	\$163,321	\$102,285	\$10,310,173	\$615,000	\$10,925,173	\$10,925,173
Interchange Road at I-95		New interchange	100%				\$23,650,000	\$75,000	\$23,725,000	\$23,725,000
Employment Center Collector Roads	2.3	New 2-lane road	100%	\$3,027,000	\$163,321	\$102,285	\$7,572,994	\$489,000	\$8,061,994	\$8,061,994
N-S Regional Center Arterial										
US 17 to CR 108	1.2	New 4-lane road	100%	\$4,644,000	\$163,321	\$102,285	\$5,891,527	\$351,000	\$6,242,527	\$6,242,527
CR 108 to Interchange Road	3.6	New 4-lane road	100%	\$4,644,000	\$163,321	\$102,285	\$17,674,582	\$1,054,000	\$18,728,582	\$18,728,582
Interchange Road to SR 200/A1A	1.9	New 4-lane road	100%	\$4,644,000	\$163,321	\$102,285	\$9,328,251	\$556,000	\$9,884,251	\$9,884,251
US 17										
N-S Regional Center Arterial to I-95	1.2	Widen to 4 lanes	50%	\$5,576,000	\$163,321	\$102,285	\$7,129,927	\$87,000.00	\$7,216,927	\$3,608,484
Traffic Signals (at 10 new major intersections)		Install new signal	100%						\$3,500,000	\$3,500,000
SR A1A Intersection Improvements										
Dual left turn lanes at SR A1A/Chester Rd		New left turn lane	100%						\$250,000	\$250,000
Dual left turn lanes at SR A1A/Blackrock Rd		New left turn lane	100%						\$250,000	\$250,000
Internal multi-use trail system (off-street)	50		100%		\$163,321		\$8,166,050		\$8,166,050	\$8,166,050
TOTAL							\$124,053,840	\$ 5,949,000	\$134,012,840	\$124,632,011

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B.6 Recommended Improvements – Employment Center DSAP

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

B.6.1 Central Planning Area

Figure B-6 summarizes the mobility improvements associated with the Central Planning Area. These improvements were identified based on the development program of 2,500 multi-family residential units and 7,000,000 square feet of non-residential uses (retail, office and industrial). This program for the Central Planning Area generates an estimated 91,480 daily trips at buildout. *Table B-9* summarizes the development program and its trip generation.

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

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

**Table B-9
DSAP Trip Generation**

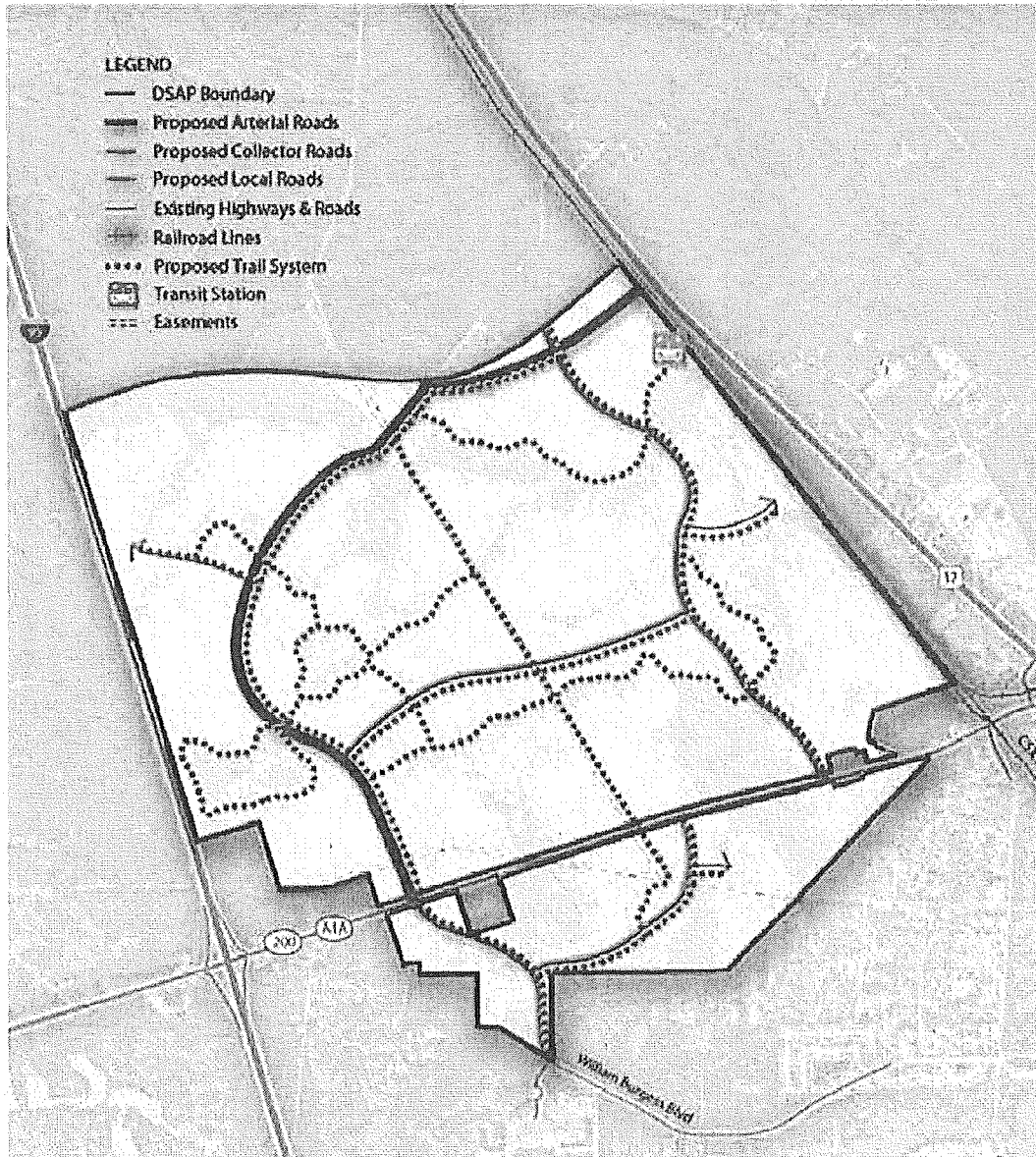
North Area - Neighborhood A			
Land Use	ITE Category	Intensity	Daily Trips
SF Residential	210	769 du	6,792
Apartment	220	0 du	0
Retail	820	75,000 sf	5,633
Gross Total - North Area			12,425
Central Area - Employment Center			
Land Use	ITE Category	Intensity	Daily Trips
Apartment	220	2,500 du	16,625
Retail	820	700,000 sf	24,058
Office Park	750	1,890,000 sf	20,103
Industrial Park	130	4,410,000 sf	30,694
Gross Total - Central Area			91,480
South Area - Neighborhood H			
Land Use	ITE Category	Intensity	Daily Trips
SF Residential	210	769 du	6,792
Apartment	220	0 du	0
Retail	820	25,000 sf	2,758
Gross Total - South Area			9,550

Source: ITE Trip Generation, 8th Edition

4/28/12



Figure B-6
DSAP Mobility Network



- **Trail System** – A system of multi-use trails is planned to provide non-auto travel choices within the Central Planning Area. The trail system will accommodate pedestrians, bicyclists and golf carts. Approximately 10 miles of trails are included as part of the Mobility Network for this area.
- **Transit Oriented Development** – The Central Planning Area provides opportunities for TOD around any future stations developed as part of a commuter rail system between Nassau County and downtown Jacksonville. Such a system has been included in the adopted MPO Long Range Transportation Plan, as discussed earlier in this section.

For short-term (five-year) conditions, the total development program for the Central Planning Area consists of 350 multi-family residential units and 400,000 square feet of office. This development is expected to occur along the north-south arterial road near SR A1A. Based on ITE trip generation calculations, this development program generates a total of 6,822 daily trips. *Table B-10* summarizes this calculation.

For short-term conditions, all access will be via SR A1A. As discussed earlier, SR A1A through the Central Planning Area is funded for widening to six lanes as part of FDOT's adopted Five Year Work Program. This improvement provides the additional capacity necessary to accommodate short-term development. It is recommended that the following new signals be implemented to address the five-year impacts of the DSAP; the total cost for these improvements is \$700,000.

- Traffic signal at SR A1A and North/South Arterial
- Traffic signal at SR A1A and DSAP Collector Road

In terms of internal Mobility Network needs, the short-term improvements are limited to roadway segments needed to provide access to development parcels. This may include the initial segments of the North-South Arterial, constructed as two lanes.

Table B-10
Five-Year DSAP Development Program
Daily Trip Generation

Land Use	ITE Category	Intensity	Daily Trips
Apartment	220	350 du	2,245
Office Park	750	400,000 sf	4,577
Total			6,822

B.6.2 Northern Planning Area

The transportation network to support the Northern Planning Area consists of local streets and internal trails. No regional roadways are proposed.

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

For short-term (five-year) conditions, no development is projected within the Northern Planning Area. Therefore, no short-term transportation improvements have been identified for this area. However, given the current capacity availability on US 17 as documented in the existing conditions analysis earlier in this section, it is reasonable to expect that a small increment of development could be accommodated within the next five years without triggering any adverse roadway impacts.

B.6.3 Southern Planning Area

The transportation network to support the Southern Planning Area consists of local streets and internal trails. No regional roadways are proposed.

The total development program for the Southern Planning Area consists of 769 single-family residential units and 25,000 square feet of retail; this program produces an estimated 9,550 daily trips. Existing access to the Southern Planning Area is limited to a single roadway, William Burgess Boulevard, to the northeast. Additional connections to the north to SR A1A have been identified as possible, but are not required to support development of this area. Environmental constraints to the south and Interstate 95 to the west restrict the opportunity for additional connectivity.

For short-term (five-year) conditions, no development is projected within the Southern Planning Area. Therefore, no short-term transportation improvements have been identified for this area. However, given the current capacity availability on William Burgess Boulevard as documented in the existing conditions analysis earlier in this section, it is reasonable to expect that a small increment of development could be accommodated within the next five years without triggering any adverse roadway impacts.



Appendix C

Public Facilities Analysis

C.1 Introduction

A detailed analysis of public facilities has been conducted utilizing the DSAP land use plan and associated development program to calculate maximum theoretical impacts. Impacts were analyzed for both short-term (5-yr) and long-term (build-out) conditions. For the purpose of calculating 5-yr impacts, a development program of 350 residential units and 400,000 square feet of non-residential uses were assumed. The full DSAP development program was assumed for estimation of impacts at build-out (2030).

Included in this analysis were the full range of public facilities as defined by 163.3164, Florida Statutes, including potable water, sanitary sewer, solid waste, drainage, schools and parks. Due to the detailed nature of transportation impact studies, an analysis of these facilities was handled separately. A full transportation impact analysis is contained in Appendix B.

It is important to note that each of the following analyses assumes that demand generated by the proposed DSAP is in addition to projected increase in demand generated by population growth which would have occurred regardless of the DSAP. In effect, these two projections overlap to an extent. It can be assumed that some portion of the already projected population increase will occur within the DSAP; therefore, the following impact analyses should be considered conservative and it may be presumed that actual impacts may less.

C.2 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 while sustaining water quality and protecting wetland and aquatic systems; therefore, neither the County nor the DSAP area is within a priority water resource caution area (PWRCA). Given that the District's finding that adequate supplies exist to accommodate the area's projected needs, Nassau County has not been required to prepare a water supply plan (WSP)



or otherwise identify water resource development or water supply development projects to accommodate projected demand.

Jacksonville Electric Authority (JEA), a municipally owned utility, provides potable water service to the East Nassau Employment Center DSAP site. JEA's potable water system is made up of 134 artesian wells, tapping the Floridian Aquifer. 35 water treatment plants treat and distribute this water to users through more than 4,000 miles of water main in multiple service districts. The East Nassau Employment Center DSAP is located within JEA's District 7 – Nassau County Water Service Area. Currently, the District 7 water service area is served by four potable water treatment plants; Lofton Oaks, Otter Run, Nassau (Yulee) Regional, and West Nassau Regional. Combined, these plants form the Lofton Oaks Grid (see Figure C-2-1).

It should be noted that the North Planning Area is located immediately outside the northernmost boundary of JEA's District 7 boundary for potable water service. Due to ENCPA policy limitations and planned densities within the North Planning Area, private wells are not feasible. There are two potential options for serving this area with potable water. First, the North Planning Area could be annexed into the JEA service area and the central water system could be extended down HWY 17. Second, an independent central potable water plant could be constructed for the North Planning Area. Operation of this facility could be assumed by JEA at a future date.

C.2.1 Potable Water – 5-yr Projections

Potable water demand for the proposed 5-yr development program was calculated utilizing Nassau County's adopted level of service (LOS) for new development, as reported in the Nassau County 2030 Comprehensive Plan. The LOS for potable water service within Nassau County is 100 gallons per capita per day. This LOS is then multiplied by 2.32 persons per household to convert GPD/capita to GPD/household. For non-residential uses, the LOS requirements are based upon an Equivalent Residential Connection (ERC) to be calculated by the service provider, at the time of application. For the purposes of this study, an average value ERC of 0.1 gallons per day per square foot was applied to non-residential development. Using these values, Table C-2a estimates short term (5-yr) demand for potable water.

Table C-2a Estimated Potable Water Demand (5-Yr)

	Residential	Non-residential	Total Demand
DSAP (5-yr)	350 du	400,000 sq ft	0.12 MGD

Table C-2b provides projected available treatment capacity, current usage, 5-yr DSAP demand and resulting capacity.

Table C-2b Projected Potable Water Plant Capacity (5-Yr) (MGD)

Water Plant	Plant Capacity*	Current Usage*	DSAP Demand	Remaining Capacity
Lofton Oaks Grid	6.40	2.00	0.12	4.28

*Source: As reported by JEA Water System Planning Staff, March 2012

Adequate capacity exists at the available treatment facilities to accommodate the proposed 5-yr development program.

C.2.2 Potable Water – Build-out Projections

Tables C-2c estimates the East Nassau Employment Center’s potable water demand at build-out utilizing the same methodology as the 5-year development program.

Table C-2c Estimated Potable Water Demand (Build-out)

	Residential	Non-residential	Total Demand
DSAP (Build-out)	4,038 du	7,100,000 sq ft	1.65 MGD

Should the DSAP’s maximum development program be realized, total projected demand for potable water could be approximately 1.31 million gallons daily (MGD).

Table C-2d provides projected available treatment capacity, forecasted demand through 2035, DSAP demand at build-out and resulting capacity. Values reported consider the known plant capacity increase to the West Nassau facility, set to expand in 2014 from 1.4 MGD to 5 MGD.

Table C-2d Projected Potable Water Capacity (2035) (MGD)

Water Plant	Plant Capacity*	Projected Usage*	DSAP Demand	Remaining Capacity
Lofton Oaks Grid	10.2	5.00	1.65	3.55

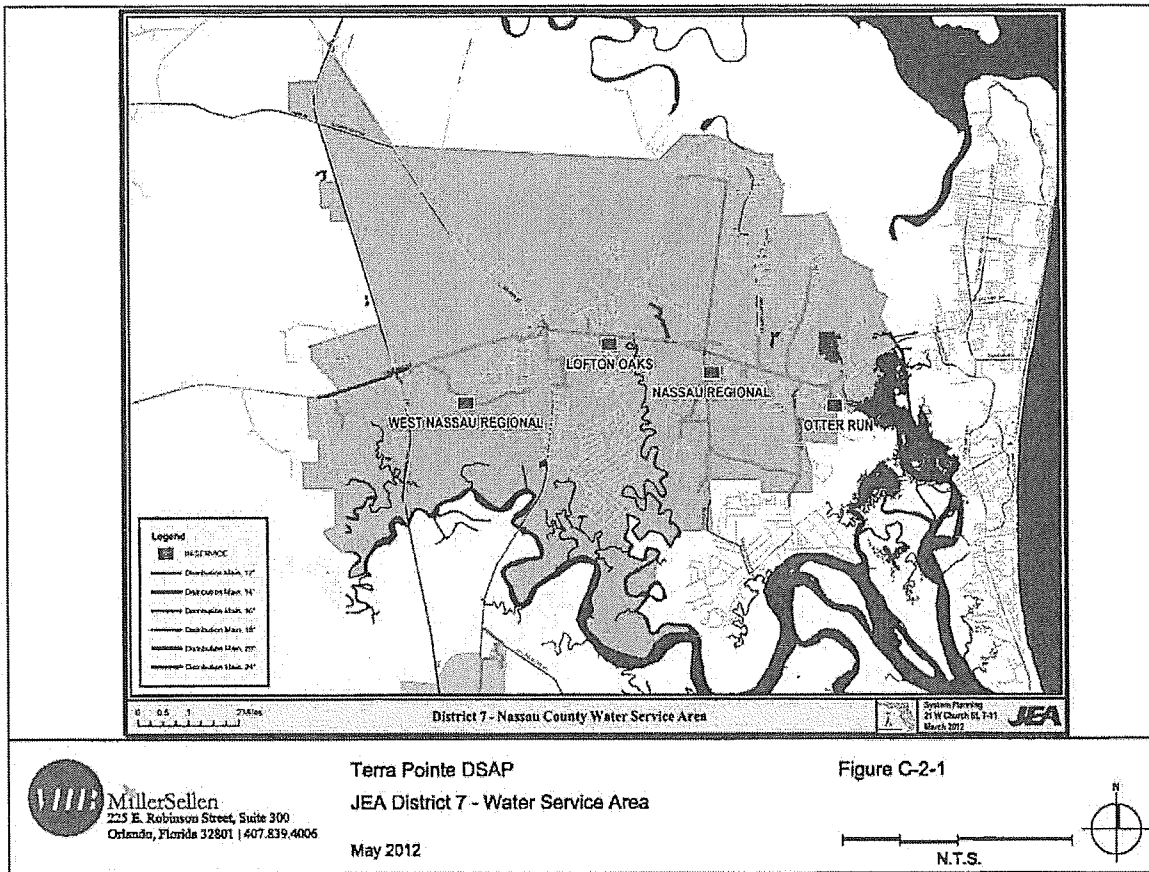
*Source: As reported by JEA Water System Planning Staff, March 2012

Adequate capacity exists within the Lofton Oaks Grid to accommodate the proposed development program through 2035. It should be noted that the preceding calculations are based upon average daily flow. Maximum daily flow or “peak hour” flow requires approximately twice the average daily flow capacity. Although the 5-year DSAP demand may be accommodated under both average daily and maximum daily flow conditions, additional treatment capacity may be needed to accommodate maximum flow in the 2035 scenario.

C.2.3 Potable Water – Proposed Infrastructure Plan

A conceptual potable water plan was prepared based upon the projected Detailed Specific Area Plan (DSAP) land use program. The resulting utility infrastructure map is shown as Figure C-2-2, Water Infrastructure Map. The proposed water distribution system will connect to the existing potable water mains currently owned and operated by JEA.

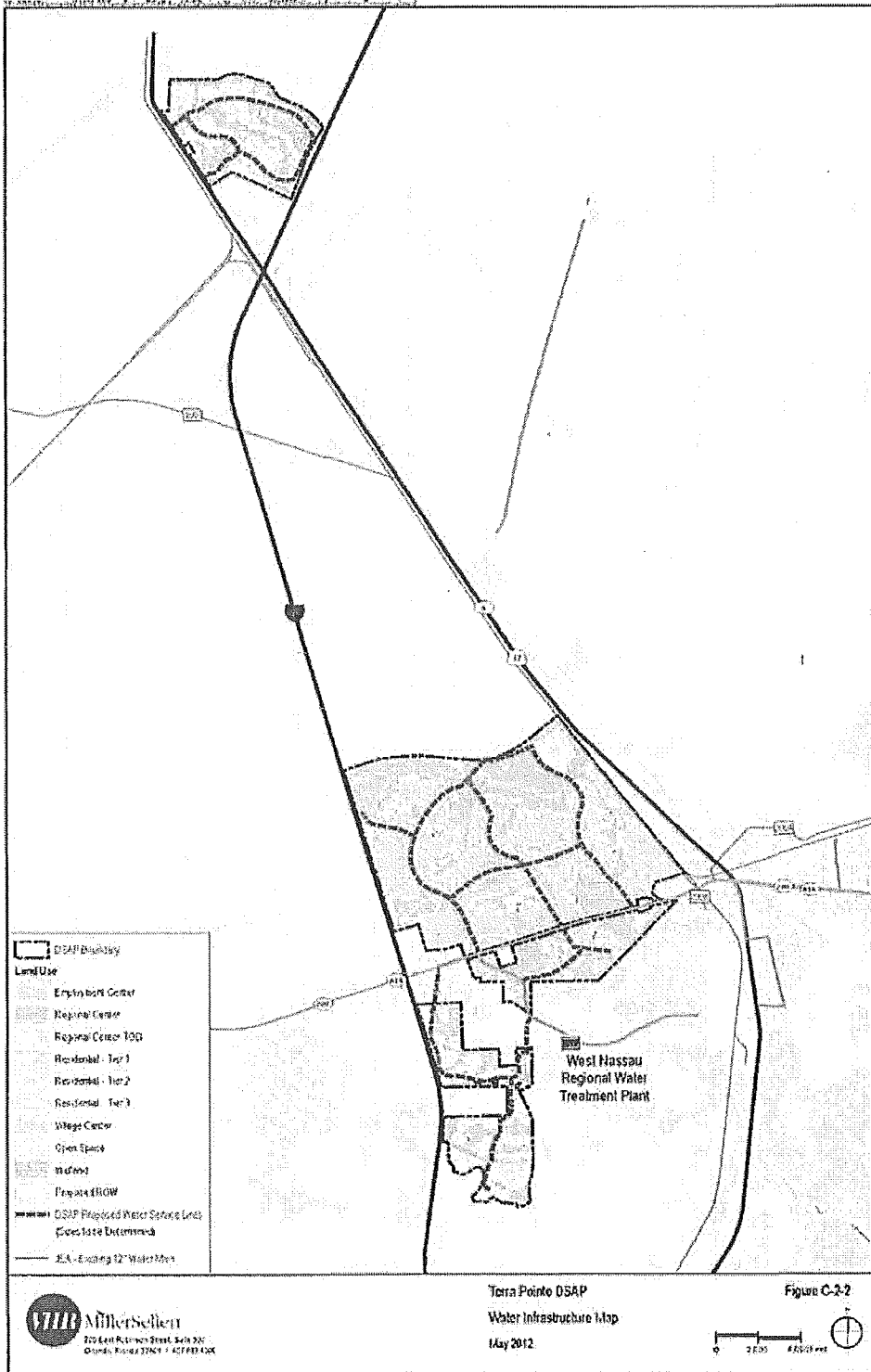
Figure C-2-1
JEA District 7 - Water Service Area



Terra Pointe DSAP
JEA District 7 - Water Service Area
May 2012

MillerSellen
225 E. Robinson Street, Suite 300
Orlando, Florida 32801 | 407.839.4006

Figure C-2-2
Water Infrastructure Map



C.3 Wastewater

JEA Service Area 7 is served by a single wastewater treatment plant, the Nassau Regional Sewer Treatment Facility (see Figure C-3-1). JEA is currently operating this facility at the permitted level of 1.55 MGD. Currently, average daily demand at this facility is 0.86 MGD. JEA has plans to expand the plant to 2.0 MGD in the year 2014, in preparation to meet the needs of future growth. Scheduled sewer improvements beyond 2014 are limited to force main construction, in conjunction with roadway improvements and future development needs.

As with potable water, it should be noted that the North DSAP is located immediately outside the northernmost boundary of JEA's District 7 boundary for sewer service. Again, due to ENCPA policy limitations and planned densities within the North Planning Area, private septic systems are not feasible. For this reason, it is recommended that annexation of the North Planning Area into the JEA service district be sought; thereby, allowing the extension of the existing 8-inch sanitary forcemain which currently terminates at the intersection of HWY 17 and HWY 108.

C.3.1 Wastewater – 5-yr Projections

Wastewater demand for the proposed 5-yr development program was calculated utilizing Nassau County's adopted level of service (LOS) for new development, as reported in the Nassau County 2030 Comprehensive Plan. The LOS for wastewater treatment service within Nassau County is 100 gallons per capita per day. This LOS is then multiplied by 2.32 persons per household to convert GPD/capita to GPD/household. For non-residential uses, the LOS requirements are based upon an Equivalent Residential Connection (ERC) to be calculated by the service provider, at the time of application. For the purposes of this study, an average value ERC of 0.1 gallons per day per square foot was applied to non-residential development. Using these values, Table C-3a estimates short term (5-yr) demand for wastewater treatment.

Table C-3a Estimated Wastewater Demand (5-Yr)

	Residential	Non-residential	Total Demand
5-YR DSAP	350 du	400,000 sq ft	0.12 MGD

Table C-3b provides projected available treatment capacity, current usage, 5-yr DSAP demand and resulting capacity.

Table C-3b Projected Wastewater Plant Capacity (5-Yr) (MGD)

Wastewater Plant	Plant Capacity*	Current Usage*	DSAP Demand	Remaining Capacity
Nassau Regional	2.00	0.86	0.12	1.02

*Source: As reported by JEA Water System Planning Staff, March 2012



Adequate capacity exists at the available treatment facilities to accommodate the proposed 5-yr development program.

C.3.2 Wastewater – Build-out Projections

Tables C-3c estimates the East Nassau Employment Center’s potable water demand at build-out utilizing the same methodology as the 5-year development program.

Table C-3c Estimated Wastewater Demand (Build-out)

	Residential	Non-residential	Total Demand
DSAP (Build-out)	4,038 du	7,100,000 sq ft	1.65 MGD

Should the DSAP’s maximum development program be realized, total projected demand for wastewater treatment would be approximately 1.31 million gallons daily (MGD).

Table C-3d provides projected available treatment capacity, forecasted demand through 2035, DSAP demand at build-out and resulting capacity.

Table C-3d JEA Wastewater Plant Availability (MGD) after Build-Out

Wastewater Plant	Plant Capacity*	Projected Usage*	DSAP Impact	Available Capacity
Nassau Regional	2.00	1.50	1.65	-1.15

**Source: As reported by JEA Water System Planning Staff, March 2012*

At this time, adequate wastewater treatment capacity does not exist to accommodate the proposed DSAP development program at build-out. It is estimated that the Nassau Regional Sewer Treatment Facility would need to be expanded to 3.25 MGD over the next 20 years to accommodate both projected growth as well as the proposed DSAP development program.

C.3.2 Wastewater – Proposed Infrastructure Plan

Figure C-3-2, Wastewater Infrastructure Map, shows gravity sewer service area boundaries, represented by a circle (Radius = 2,000ft). Due to the isolated nature of many of the proposed development parcels, it is likely that sewage collection systems will not be connected through large gravity main networks. Limited by topography and geometry, small service areas will be most probable. Central to the service area boundary is a lift station/pump station. If development timing allows, manifold force main systems can be replaced with cascading sewer systems, allowing for less expensive pumping designs.



The final design of the conceptual wastewater Infrastructure must conform with, and be permitted through, the Florida Department of Environmental Protection Agency. The infrastructure design must be able to handle Average Day and Peak Day design flows. Gravity sewer systems must be design to operate within the range of allowable flow velocities. Pump stations with manifolded force mains must operate in the "all-on" condition and be able to perform a complete "pump-out." All components of the wastewater collection system must comply with the standards established by JEA.

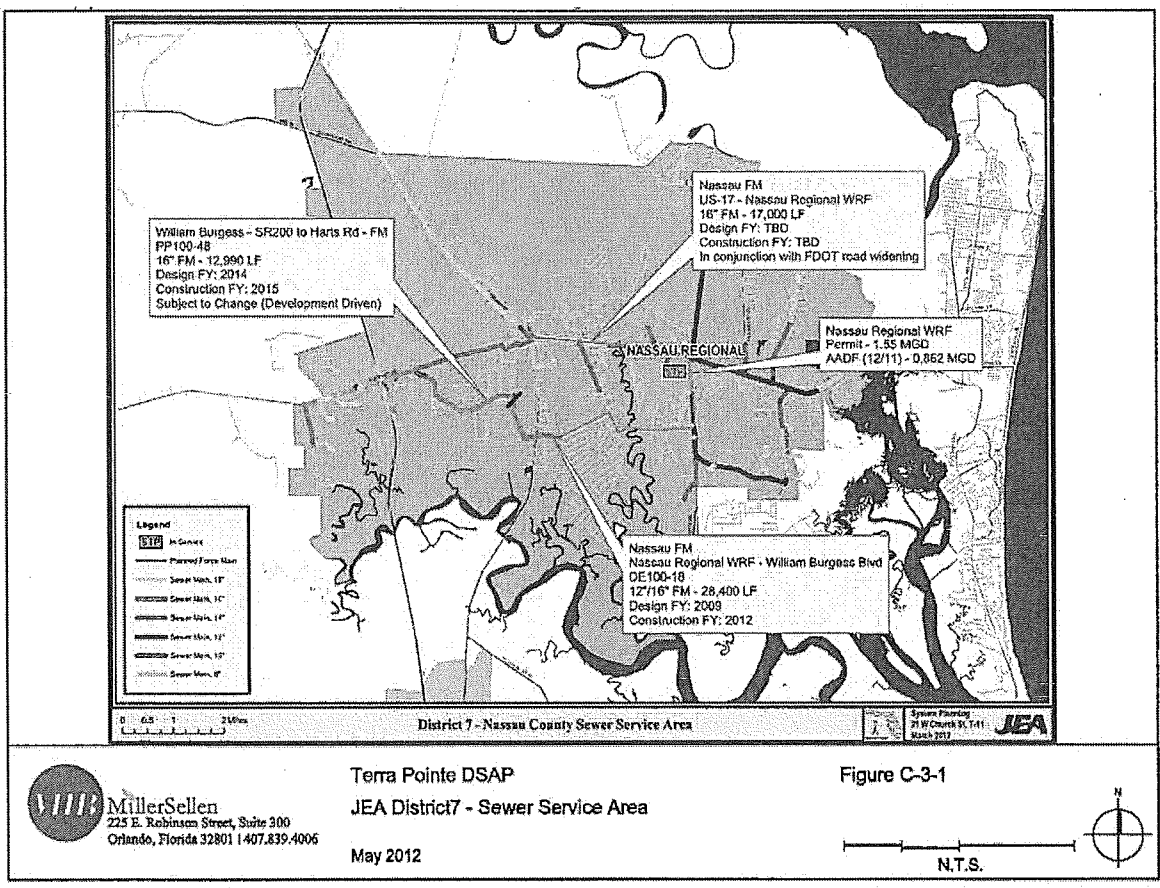


Figure C-3-1
JEA District 7 - Sewer Service Area

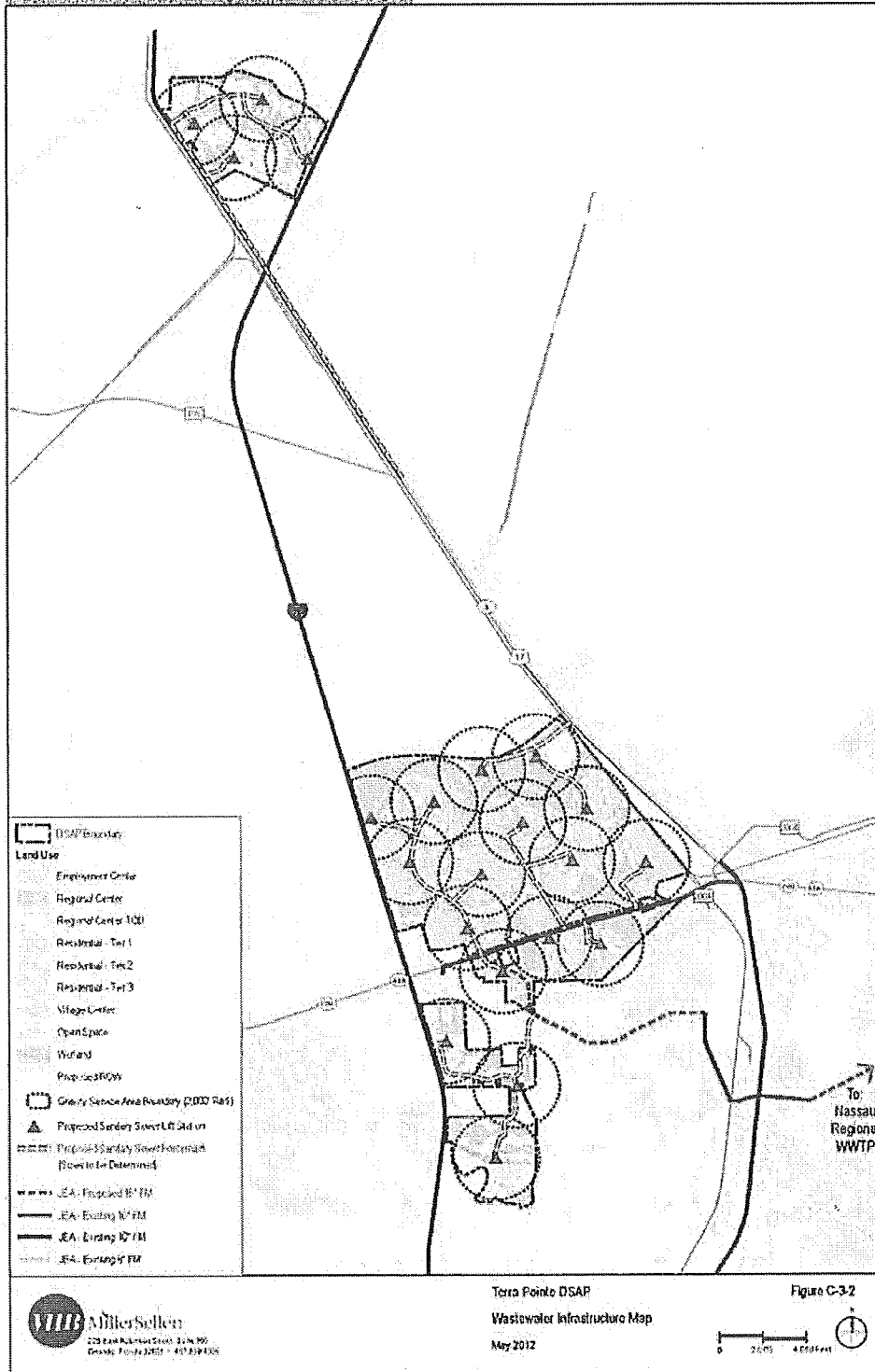
East Nassau Employment Center DSAP

Terra Pointe DSAP
JEA District 7 - Sewer Service Area
May 2012

Figure C-3-1
N.T.S.

MillerSellen
225 E. Robinson Street, Suite 300
Orlando, Florida 32801 | 407.839.4006

Figure C-3-2
Wastewater Infrastructure Map



C.4 Solid Waste

Solid Waste service is provided to the region by Nassau County. Nassau County has an adopted solid waste Level of Service of 4.91 pounds per capita per day. Table C-4 provides an estimate of solid waste creation at build-out based upon the number of residential units and projected persons per household within the DSAP.

Table C-4a Estimated Solid Waste Demand at Build-out (lbs/capita/day)

Residential Units	Persons Per Household	Projected DSAP Population	LOS*	Total Demand (Tons per year)	Total Demand (lbs per day)
4,038	2.32	9,368	4.91	8,395	46,000

*Source: Nassau County 2030 Comprehensive Plan

Nassau County has agreements with Camden County Landfill Solid Waste Disposal Facility (Georgia) and with Chesser Island Road Landfill (Georgia). Both agreements signed in 2009 are for ten years with the option to renew for an additional five years.

Camden County Landfill Solid Waste Disposal Facility is located 30 miles northwest of the DSAP area. The Camden County Landfill will allow 450 tons per day. It currently receives 150 tons per day from Nassau County. The life expectancy is more than 15 years.

Owned by Waste Management of Georgia, Chesser Island Road Landfill (CIRL) is located 35 miles to the northwest of the DSAP area. CIRL disposes 810,000 tons per year, with a life expectancy of 27 years.

Table C-4b estimates the impact of the DSAP development program on the existing capacity of the Camden County and Chesser Island Road Landfills. The proposed DSAP contributes less than 23 tons per day to each landfill, at final build-out. The resulting additional annual tonnage reduces the estimated lifespan of the landfill by less than one tenth of a year.

Table C-4b Solid Waste Capacity

Provider	Current Annual Tonnage	Estimated Lifespan (yrs)	DSAP Annual Tonnage	New Lifespan (yrs)
Camden County	146,000	12	9,045/2	12
Chesser Island	810,000	27	9,045/2	27

In summary, no improvements to solid waste facilities have been determined to be necessary to accommodate the proposed DSAP development programs.

C.5 Stormwater

Stormwater management system improvements for this region of Nassau County may be developed as regional systems accounting, where possible, for multiple areas of improved development. Efforts may be made to design stormwater treatment and attenuation systems, (i.e. wet and dry ponds, swales, underground chambers, ex-filtration trenches, etc.) and supporting conveyance pipes and swales as systems.

Stormwater systems will be permitted in accordance with the St. John's River Water Management District (SJRWMD) discharge design criteria. Since the proposed stormwater management system will meet the requirements set forth by SJRWMD and Nassau County, the quality of the storm water leaving the site will meet state water quality standards. The ultimate receiving waters will be the St. Mary's River or the St. John's River.

The interconnected wetland systems serve as the method for conveying the treated runoff to the river. In locations where the wetland systems will be severed by proposed roadways, storm drainage networks will be installed beneath the roadway to provide proper surface water flow between wetland areas.

Compared to the pre-existing condition, control structures within the designed ponds and conveyance systems will delay the release of excess stormwater, thereby allowing suspended solids, excess nutrients such as nitrogen and phosphorus, and other potential pollutants to be removed from the stormwater discharge. The proposed stormwater ponds will be designed at such a size in order to provide storage of stormwater run-off and limit post-development discharge from exceeding pre-development discharge from the project. Lastly, the modeling techniques and design applications will comply with SJRWMD requirements and incorporate best management practices in the treatment ponds and conveyance systems.

C.6 Schools

In 2008, Nassau County adopted a school concurrency system consistent with state statute. The details of this system are outlined in both an Interlocal Agreement (ILA) with the School Board of Nassau County and Nassau County's Comprehensive Plan's Public School Facilities Element (PSFE). These documents identify procedures for determining available capacity, identifying deficiencies and implementing improvements.

For the purpose of determining existing and future capacity, the County was subdivided into eight (8) Concurrency Service Areas. These CSAs identify which schools may serve a proposed development project. The East Nassau Employment Center DSAP is located within both the Yulee North and Yulee South CSAs. These CSAs are currently served by Yulee Primary School, Yulee Elementary School, Yulee Middle School and Yulee High School.

Via the Comprehensive Plan's PSFE, Nassau County has adopted a Level of Service (LOS) of 95% of the permanent Florida Inventory of School Houses (FISH) capacity for elementary schools and 100% for middle and high schools. For the purpose of estimating DSAP impacts, an analysis was completed for both the 5-yr (2016) and build-out conditions.

C.6.1 Schools – 5-yr Projections

Table C-6a estimates short-term or 5-yr student generation for the East Nassau Employment Center DSAP. Student generations rates for each school level were provided by Nassau County School Board Staff.

Table C-6a Estimated DSAP Student Generation (5-yr)

Residential Units	Student Generation Rates			Students by School Type		
	Elementary	Middle	High	Elementary	Middle	High
350	.25	.14	.16	88	49	56

**Source: 2012 student generation rates as provided by Nassau County School Board staff*

Table C-6b is an estimate of 5-yr capacity available at the public schools serving the DSAP. The 2012-2013 Nassau County School Board 5-year Facilities Work Program was used to determine permanent FISH capacity and projected enrollment per school. Available capacity was calculated by applying the adopted LOS to projected 2016/17 enrollment.

Table C-6b 5-yr School Capacity (Yulee CSA)

School	FISH Capacity	2016/17 Projected Enrollment	2016/2017 LOS	Available Capacity
Yulee Primary	832	798	103%	-21
Yulee Elementary	831	798	96%	33
Yulee Middle	943	909	80%	34
Yulee High	1,121	981	87%	140

**Source: 2012-13 Nassau County School Board 5-yr Facilities Work Program*

Per Table C-6b, a 5-year deficit is projected at Yulee Primary. In addition, adequate capacity does not exist to accommodate the project 5-yr student demand at either the elementary or middle school level. Adequate capacity does exist at Yulee High to accommodate the projected 56 students generated by the 5-yr development program.

Per the Amended Interlocal Agreement for Public School Facility Planning (ILA), new capacity in place or under construction in the first three years of the Schools District's Educational Facilities Plan may be added to the capacity shown in the respective CSA and utilization rates will be adjusted accordingly. At this time, 132 additional middle school student stations are planned and funded within the first



three years of the 2012-2013 Educational Facilities Plan. The addition of 132 new student stations at the middle school level brings total available capacity in 2016/2017 to 166; therefore, these additional improvements will result in sufficient capacity to accommodate the 5-yr development program's projected middle school demand of 49 students.

In addition to the inclusion of programmed improvements, the ILA allows for the use of additional capacity contained in adjacent CSAs. Per the County's PSFE, CSAs contiguous to Yulee North and South include, North Central Nassau, South Central Nassau and Fernandina. At this time, no schools exist in the North Central Nassau or South Central Nassau; therefore, no additional capacity may be had from these areas. The Fernandina Beach CSA contains four (4) schools including, Emma Love Hardee Elementary, Southside Elementary, Fernandina Beach Middle and Fernandina Beach Senior High.

Table C-6c is an estimation of 5-yr capacity available within the Fernandina Beach CSA.

Table C-6c 5-yr School Capacity (Fernandina CSA)

School	FISH Capacity	2016/17 Projected Enrollment	2016/2017 LOS	Available Capacity
ELH Elem	710	541	75%	110
Southside Elem	687	611	81%	76
Fernandina Middle	795	639	89%	156
Fernandina High	1,255	789	70%	466

**Source: 2012-13 Nassau County School Board 5-yr Facilities Work Program*

It appears that adequate capacity exists within the adjacent Fernandina CSA to accommodate the projected elementary level impacts of the DSAP 5-year development program; therefore, no amendment to the Nassau County Capital Improvements Plan (CIP) or School Board's Educational Facility Plan is needed at this time.

C.6.1 Schools – Build-out Projections

Table C-6d estimates long-term or build-out student generation for the East Nassau Employment Center DSAP.

Table C-6d Estimated DSAP Student Generation (build-out)

Residential Units	Student Generation Rates			Students by School Type		
	Elementary	Middle	High	Elementary	Middle	High
4,038	.25	.14	.16	1,010	565	646

**Source: 2012 student generation rates as provided by Nassau County School Board staff*

Build-out of the DSAP development program could result in the addition of 1,010 elementary school students, 565 middle school students and 646 high school

students. Utilizing the school districts prototypical school sizes as outlined in the ILA, it can be assumed that the equivalent of 1.26 elementary schools, .47 middle schools and .43 high schools would be needed to accommodate the projected DSAP student generation at build-out. The School Board's 2012-2013 Work Plan contains two new Yulee area elementary schools within the 10-year work plan. If built, these schools would address projected deficits at the existing Yulee area elementary schools and accommodate the projected DSAP student generation at build-out. Additional middle and high school improvements may need to be included in future School Board Work Plans to accommodate projected impacts at those levels.

C.7 Recreation and Open Space

Nassau County has adopted within its comprehensive plan a tiered recreation and open space level of service (LOS) standard based upon acreage per 1,000 residents. These LOS standards are summarized in Table C-7a.

Table C-7a Nassau County Recreation and Open Space LOS

Type	Service Radius	Minimum Size	Acres/1,000 Residents
Community Parks	1-2 Miles	10 Acres	3.35
Regional Parks - General	County-wide	30 Acres	10
Regional Parks – Beach Access	County-wide	Variable	.25
Regional Parks – Boat Facility	County-wide	Variable	.40

Source: Nassau County 2030 Comprehensive Plan

C.6.1 Recreation and Open Space – 5-yr Projections

Table C-7b estimates short-term or 5-yr recreation and open space demand for the East Nassau Employment Center DSAP. It assumes a standard 2.5 persons per household (PPH) for the 350 residential units proposed in the 5-yr development program.

Table C-7b Estimated DSAP recreation and open space demand (5-yr)

Type	Projected 5-yr Population*	Acres/1,000 Residents	Projected 5-yr Demand
Community Parks	875	3.35	2.93
Regional Parks - General	875	10	8.75
Regional Parks – Beach Access	875	.25	0.22
Regional Parks – Boat Facility	875	.40	0.35

*350 dwelling units x 2.5 persons per household = 875 residents

C.6.2 Recreation and Open Space – Build-out Projections

Table C-7c estimates long-term or build-out recreation and open space demand for the East Nassau Employment Center DSAP. As with the 5-yr projections, the build-out projections assume a standard 2.5 persons per household (PPH) for the 4,038 residential units proposed at build-out.

Table C-7c Estimated DSAP recreation and open space demand (build-out)

Type	Projected Buildout Population*	Acres/1,000 Residents	Projected Buildout Demand
Community Parks	10,095	3.35	33.82
Regional Parks - General	10,095	10	100.95
Regional Parks – Beach Access	10,095	.25	2.52
Regional Parks – Boat Facility	10,095	.40	4.04

*4,038 dwelling units x 2.5 persons per household = 10,095 residents

Currently, Nassau County is deficient in all types of recreation and open space facilities. The proposed DSAP 5-yr and build-out programs are estimated to increase demand by approximately 12 acres and 141 acres, respectively. This demand is being met through the provision of significant open space and an extensive multi-use trail system.

The proposed DSAP land use plan includes approximately 1,700 acres of open space in the form of interconnected wetlands, surface waters and upland preserves forming a Conservation Habitat Network (CHN). This open space system is intended to serve both the residents and employees of the East Nassau Employment Center DSAP as well as the remainder of the County. The significant open space system provided by the DSAP is capable of not only accommodating DSAP impacts but also addressing a County wide deficiency in regional parks through 2030.

At build-out, the East Nassau Employment Center DSAP will contain over 20 miles of multi-use trails. Assuming an average width of twelve feet, this trail system would provide over 30 acres of recreational facilities and connect neighborhoods and employment centers to the extensive open space network.

In addition to both the CHN and multi-use trail system, ENCPA policies require the inclusion of neighborhood parks, plazas and playfields. At build-out, these facilities are anticipated to exceed the projected demand created by the DSAP development program and assist significantly in addressing the County’s overall deficiency in recreation and open space acreage.

C.7 Summary

In conclusion, adequate potable water, sanitary sewer, solid waste, public school and recreational facilities exist to accommodate the proposed DSAP 5-yr development program. Future improvements may be necessary to accommodate the DSAP's projected wastewater and public school impacts at build-out.

Appendix D

Intergovernmental Coordination

Section 163.3245, Florida Statutes, requires the, "Identification of specific procedures to facilitate intergovernmental coordination to address extrajurisdictional impacts from the detailed specific area plan." Nassau County maintains a Regional Coordination Element as a component of the comprehensive plan. This element contains goals, objectives and policies ensuring coordination of planning efforts with adjacent counties and cities, regional, state and federal agencies and entities that provide services but do not have regulatory authority within Nassau County. This includes, but is not limited to, the Florida Department of Transportation (FDOT), the North Florida Transportation Planning Organization, Florida Department of Environmental Protection, Florida Fish and Wildlife Conservation Commission (FWC), St Johns River Water Management District (SJRWMD), the Northeast Florida Regional Planning Council (NFRPC) and Jacksonville Energy Authority (JEA).

EXHIBIT 5

ORDINANCE NO. 2013- 11

AN ORDINANCE OF THE NASSAU COUNTY BOARD OF COUNTY COMMISSIONERS ADOPTING A DEVELOPMENT ORDER FOR THE EAST NASSAU EMPLOYMENT CENTER DETAILED SPECIFIC AREA PLAN OF THE EAST NASSAU COMMUNITY PLANNING AREA, ESTABLISHED BY ORDINANCE 2011-04, UNDER CHAPTER 163, FLORIDA STATUTES; PROVIDING FOR SEVERABILITY; PROVIDING FOR CODIFICATION; PROVIDING FOR AN EFFECTIVE DATE.

LET IT BE KNOWN that, pursuant to Section 163.3245 of the Florida Statutes, the Nassau County Board of County Commissioners heard at a duly noticed public hearing convened on June 24, 2013, an Application for the East Nassau Employment Center Detailed Specific Area Plan ("DSAP") for the East Nassau Community Planning Area ("ENCPA") to be developed in the manner described in the DSAP filed by TERRAPOINTE LLC ("TerraPointe") and other owners of record for said development; and

RECITALS

WHEREAS, on May 23, 2011, Nassau County Board of County Commissioners adopted the Nassau County 2030 Comprehensive Plan by Ordinance 2011-04; and

WHEREAS, the Comprehensive Plan includes provision for the ENCPA; and

WHEREAS, on July 25, 2011, the State of Florida, Department of Community Affairs, and the Board of County Commissioners of Nassau County, Florida, entered into a Long Term Master Plan Conversion Agreement for East Nassau Comprehensive Planning Area pursuant to Florida Statutes, Section 163.3245(10); and

WHEREAS, the ENCPA is a proposed mixed use development on approximately 24,000 acres located near Yulee in Nassau County, Florida (the "ENCPA Property"); and

WHEREAS, the East Nassau Employment Center DSAP consists of approximately 4,202 acres of land divided amount three (3) distinct planning areas henceforth referred to as the Northern, Southern, and Central Planning Areas, further described in Exhibit "A" and as depicted in Exhibit "B"; and

A CERTIFIED TRUE COPY
John A. Crawford, Jr.
EX-OFFICIO, Clerk of the Board of County Comm.
Nassau County, Florida

WHEREAS, TERRAPOINTE LLC and the following entities are the Owners of Record for the ENCPA Property: Rayonier East Nassau Timber Properties I, LLC, Rayonier East Nassau Timber Properties II, LLC, Rayonier East Nassau Timber Properties V, LLC, Rayonier East Nassau Timber Properties VI, LLC, Rayonier East Nassau Timber Properties VII, LLC, all which are wholly-owned subsidiaries of TerraPointe, and Rayonier East Nassau Timber Properties III, LLC, and Rayonier East Nassau Timber Properties IV, LLC, which are wholly owned subsidiaries of Timberlands Holding Company No. 1, Inc., and

WHEREAS, the authorized agents for the Owners are Rogers Towers, P.A., 960185 Gateway Boulevard, Suite 203, Amelia Island, Florida 32034 and VHB/MillerSellen, 225 E. Robinson Street, Suite 300, Orlando, FL 32801; and

WHEREAS, pursuant to Section 163.3245(3), Florida Statutes, sector planning encompasses two levels: (1) adoption of a long-term master plan for the entire planning area as a part of the Comprehensive Plan, and (2) adoption by local development order of two or more detailed specific area plans that implement the long-term master plan; and

WHEREAS, the Nassau County Board of County Commissioners considered the report and recommendations of the Nassau County staff and the documents and comments made before the Nassau County Board of County Commissioners and finds that the DSAP plan attached to and incorporated in this ordinance is consistent with the Nassau County 2030 Comprehensive Plan; and,

WHEREAS on December 17, 2012, Nassau County Board of County Commissioners adopted Ordinance 2012-39, rezoning the ENCPA as "Planned Development for East Nassau Community Planning Area (PD-ENCPA)"; and,

WHEREAS, the Planning and Zoning Board conducted a public hearing on May 7, 2013, and found that the East Nassau Employment Center DSAP is consistent with the Nassau County Comprehensive Plan and Florida Statutes, Section 163.3245, and recommended approval of this Development Order to the Board of County Commissioners; and

WHEREAS, on June 24, 2013, Nassau County Board of County Commissioners adopted a development agreement between Nassau County and TerraPointe LLC, and the above referenced Owners of Record, establishing a Mobility Fee Agreement for the ENCPA; and

WHEREAS, the terms and conditions herein and incorporated into the simultaneously approved Mobility Fee Agreement constitute an implemented funding mechanism under the established alternative mobility funding system adopted herein and in the Agreement; and

WHEREAS, on June 24, 2013, Nassau County Board of County Commissioners adopted Ordinance 2013-10, approving the use of tax increment revenues and establishing an ENCPA Mobility Network Fund to support and subsidize the mobility fee program within the ENCPA (“Ordinance 2013-10”).

FINDINGS OF FACT AND CONCLUSIONS OF LAW

1. The DSAP is consistent with Section 163.3245, Florida Statutes; and
2. The proposed DSAP is consistent with the Nassau County 2030 Comprehensive Plan, including the policies relating to the ENCPA, and Nassau County land development regulations, including the PD-ENCPA Ordinance.

NOW, THEREFORE, BE IT ORDAINED by the Board of County Commissioners of Nassau County, Florida, in public hearing duly constituted and assembled on June 24, 2013, that the DSAP is hereby approved, subject to the following terms and conditions, restated in full:

GENERAL CONDITIONS AND COMMITMENTS

1. **Application for Development Approval.** The DSAP shall be developed on the Property in accordance with (1) Objective FL.13 and associated policies of the Future Land use Element of the Nassau County Comprehensive Plan, as amended, (2) the DSAP Land Use Map, which is attached hereto as Exhibit “B”, and (3) the Application for East Nassau Employment Center Detailed Specific Area Plan, prepared by VHB/MillerSellen, dated November 1, 2012, which is attached hereto as Exhibit “C.” The aforementioned items shall be made part of this Development Order.
2. **Environmental Conditions.** Regionally significant natural resources have been identified and designated as part of a Conservation Habitat Network (“CHN”). The CHN is subject to the following general guidelines and standards:

- a. Prior to the filing of the first application for Preliminary Development Plan (PDP) within the DSAP, a management plan shall be developed that promotes maintenance of native species and diversity in such areas and which may include provisions for controlled burns.
- b. New roadway crossings for 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 the filing of the first application for PDP within the DSAP, an environmental education program shall be developed for the CHN and implemented in conjunction with a property Owners association, environmental group, or other community association or governmental agency so as to encourage protection of the wildlife and natural habitats incorporated within the CHN.
- e. The boundaries of the CHN are identified on Map FLUMS-6. The boundaries of the CHN within the DSAP shall be formally established as conservation tracts or placed under conservation easements when a development parcel abutting portions of the CHN undergoes development permitting with the St. Johns 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 additional or refined data, and any boundary adjustments in the upland area shall (a) 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 (b) 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 such boundary; and

- iii. Boundary modifications meeting all of the criteria described in this subsection shall be incorporated into the CHN and ENCPA Master Land Use Plan upon issuance of the applicable SJRWMD permits and shall be effective without the requirement for an amendment to the Nassau County Future Land Use Map, ENCPA Future Land Use Element policies, or any other Nassau County Comprehensive Plan elements defined in Chapter 163, Florida Statutes.

- f. Silvicultural and agricultural activities allowed in the Agricultural classification of the Future Land Use Element of the Nassau County 2030 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.

- g. A full natural resource analysis was completed by Breedlove, Dennis & Associates. The findings of this analysis are incorporated into the DSAP application as Appendix "A" and consistent with Policy FL.13.07(A)(1)(e) have guided the refinement of the CHN boundaries.

- h. Wetland protection within the ENCPA Property is regulated by the SJRWMD and the Department of the Army, Corps of Engineers ("ACOE"). Prior to development, the extent of state jurisdictional wetlands and surface waters will be determined based on the Florida unified wetland delineation methodology (Chapter 62-340, Florida Administrative Code ("F.A.C.")). Dredge and fill activities and mitigation for these activities are regulated by the state through the Florida Department of Environmental Protection ("FDEP"), SJRWMD, and ACOE. In addition to state and

federal regulations, wetland protection within the Central Planning Area is included with the CHN guidelines and standards outline in ENCPA Policy FL.13.07.

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

a. In assessing the transportation/mobility facilities needed to serve the DSAP, the needs for the entire ENCPA have been assessed. Given the uses proposed in the ENCPA, the following improvements (followed by the projected cost of each) will serve the ENCPA, are further depicted and described in Exhibits B and E to this Development Order, and comprise the ENCPA Mobility Network. These improvements do not include improvements which are internal to a residential subdivision (such as subdivision streets) or non-residential development (such as driveways) or which are related to a subdivision or development entrance or exit (such as turn lanes, acceleration/deceleration lanes, and entrance signalization) to an ENCPA Mobility Network improvement.

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

11) Internal trails - \$8,166,050.00

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

Collectively, and as they may be amended pursuant to the Mobility Fee Agreement, these are referred to as the "ENCPA Mobility Network".

- b. Funding of the ENCPA Mobility Network will be accomplished in part through the ENCPA Mobility Network Fund as defined in the development agreement between Nassau County and TerraPointe LLC, and the above referenced Owners of Record.
- c. As described in the DSAP, transportation/mobility improvements needed to serve the DSAP include long-term (2035) and short-term (five years) improvements within the ENCPA Mobility Network.
- d. The short-term (five-year) development program for the Central Planning Area as depicted in Exhibit "B" consists of 250 multi-family residential units and 400,000 square feet of non-residential uses, which uses are projected to generate a total of 6,216 daily trips. The short-term (five-year) improvements needed to serve the Central Planning Area when uses which generate such total traffic are completed and open (and have received certificates of occupancy) consist of Mobility Network roadway segments to provide access to development parcels. A signal at SR A1A and the North-South Arterial Road may be needed and should be evaluated as development occurs.
- e. The long-term (build-out) development program for the Central Planning Area consists of 2,500 multi-family residential units and 7,000,000 square feet of non-residential uses (retail, office, and industrial), which uses are projected to generate a total of 91,480 daily trips. The long-term (build-out) improvements needed to serve the Central Planning Area when uses which generate such total traffic are completed and open are:
 - i. North - South Arterial Road (4 lanes, initially constructed as 2 lanes) - This roadway will extend through the Central Planning Area (the Employment

Center) from SR A1A to the East-West Interchange Road. A traffic signal is assumed at the intersection of this roadway and SR A1A.

- ii. East - West Interchange Road (4 lanes, initially constructed as 2 lanes) - This roadway will provide access to the Central Planning Area from US 17.
 - iii. Collector Roadways (2 lanes with turn lanes) - The collector roadways for the Central Planning Area provide a second access point to and from SR A1A, as well as connections to the TOD area near US 17.
 - iv. Trail System - A system of multi-use trails is planned to provide non-auto travel choices within the Central Planning Area. The trail system will accommodate pedestrians, bicyclists and golf carts. Approximately 20 miles of trails are included as part of the Mobility Network for this area.
 - v. Transit Oriented Development - The Central Planning Area provides opportunities for TOD around any future stations developed as part of a potential commuter rail system.
- f. No short-term (five-year) development is projected in the Northern Planning Area as depicted in Exhibit "B." The short-term (five-year) development program for the Southern Planning Area as depicted in Exhibit "B" consists of 100 single family residential units, which use is projected to generate a total of 957 daily trips. No short-term (five-year) Mobility Network improvements are needed to serve the Northern or Southern Planning Areas.
- g. The long-term (build-out) development program for the Northern Planning Area consists of 769 single-family residential units and 75,000 square feet of retail uses, which uses are projected to generate a total of 12,425 daily trips. The long-term (build-out) development program for the Southern Planning Area consists of 769 single-family residential units and 25,000 square feet of retail uses, which uses are projected to generate a total of 9,550 daily trips. No long-term (build-out) Mobility Network improvements are needed to serve the Northern Planning Area. The long-term (build-out) Mobility Network Improvements needed to serve the Southern Planning Area when uses which generate the total traffic identified above are

completed and open (have received certificates of occupancy) consist of the SR A1A and William Burgess Boulevard intersection improvements described in Section 3(a)(10) above.

- h. Consistent with the analysis in the Memorandum dated March 19, 2013 from Laurence Lewis to Nick Gillette and entitled "Revised SRA1A Interchange Analysis for the ENCPA DSAP Employment Center," attached hereto as Exhibit "D" (the "Lewis/Gillette Memorandum"), interchange monitoring and phased improvements shall be governed by the following:
 - i. When TerraPointe receives notice from the County that development within the DSAP for which building permits have been issued meets or exceeds 1.4 million sf of non-residential development or, cumulatively, 405 residential units and 1.1 million sf of non-residential development, which uses are projected to generate a total of 14,834 daily trips, TerraPointe or its successors or assigns shall conduct and submit to the Planning Director annual traffic monitoring of the existing Interstate 95/SR A1A interchange. Traffic monitoring shall include (a) intersection turning movement counts at the two signalized intersections; and (b) intersection capacity analyses at each location for the AM peak and PM peak periods. The analysis shall be based on actual observed traffic levels.
 - ii. If the intersection capacity analyses in the traffic monitoring indicate that no failing (at or below Level of Service "F") movements exist during the AM or PM peak periods, development within the DSAP is authorized to continue per the conditions of the Development Order and TerraPointe or its successors or assigns shall continue to conduct annual traffic monitoring of the interchange.
 - iii. If the intersection capacity analyses in the traffic monitoring indicate that failing (at or below Level of Service "F") movements exist during either the AM or PM peak periods, TerraPointe or its successors or assigns shall identify intersection improvements necessary to improve failing (at or below Level of Service "F") movements at the existing interchange (bring those

movements above Level of Service "F"). Such improvements are described in the Lewis/Gillette Memorandum and may include the following:

- (a). Signal retiming
 - (b). Additional right turn lanes on the northbound exit ramp
 - (c). Additional lanes on the northbound entrance ramp, accompanied by a second westbound left turn lane on SR A1A
 - (d). Additional left turn lanes on the southbound exit ramp
 - (e). Other improvements as identified based on the analysis results
- iv. Construction of the improvements shall be implemented by TerraPointe or its successors and shall be phased as needed to improve failing (at or below Level of Service "F") movements at the existing interchange (bring those movements above Level of Service "F"), up to a total cost of \$700,000, which already has been included in the total costs for ENCPA mobility improvements. As the analyses are prepared and reviewed and as the improvements described are being implemented, development within the DSAP is authorized to continue per the conditions of the Development Order. TerraPointe or its successors or assigns shall continue to conduct annual traffic monitoring of the existing interchange after the intersection improvements have been constructed.
- v. Upon completion and acceptance of the intersection improvements totaling \$700,000 at the existing interchange, TerraPointe or its successors or assigns shall initiate with the County, at no cost to the County, and shall coordinate with FDOT and the TPO the planning process for preparing and submitting the Interchange Justification Report for the new I-95 interchange. Regardless of the timing of improvements at the existing interchange, the Interchange Justification Report shall be initiated prior to the build-out of the Employment Center DSAP. As the Interchange Justification Report is initiated and proceeds, development within the DSAP is authorized to

continue per the conditions of the Development Order. TerraPointe or its successors or assigns also shall continue to conduct annual traffic monitoring of the improved existing interchange.

vi. Thereafter, if the Interchange Justification Report has not been approved for the new I-95 interchange and (a) TerraPointe receives notice from the County that development within the DSAP for which building permits have been issued meets or exceeds, cumulatively, 1,875 residential units and 5.25 million sf of non-residential development, which uses are projected to generate a total of 68,610 daily trips, and (b) annual monitoring projects failures (at or below Level of Service "F") at the improved existing interchange within three (3) years of the monitoring, then, within three (3) months after TerraPointe's receipt of the notice in (a) and submittal of the monitoring in (b), TerraPointe or its successors or assigns shall initiate a proposed amendment to this DSAP Development Order. The application for the amendment shall include a study which identifies alternative and additional intersection improvements necessary to improve projected failing movements at the existing interchange (bring those movements above Level of Service "F") and shall propose necessary funding and phasing to construct such improvements. Nothing herein shall be construed to obligate the County to provide funding for such alternative and additional intersection improvements in any amount exceeding the amount which is available to be paid from the ENCPA Mobility Network Fund as defined in the development agreement between Nassau County and TerraPointe LLC, and the above referenced Owners of Record.

vii. After build-out, annual monitoring of the existing interchange may be discontinued.

i. Within this DSAP, any applicant for a PDP shall submit a Transportation Impact Analysis (TIA) to the Planning Director, using the same methodologies as set forth in Exhibit "E" to this DSAP, demonstrating which improvement(s) in the ENCPA Mobility Network set forth in Section 3(a) above, if any, are necessary as provided in this DSAP DO to serve development proposed in the PDP. The review procedures

for the TIA are established in the Mobility Fee Agreement. If the TIA concludes that any ENCPA Mobility Network improvements are necessary as provided in this DSAP DO to serve development proposed in the PDP, the applicant shall provide assurances to the Planning Director that (a) the improvements shall be commenced (a contract executed and bond posted) prior to or contemporaneous with commencement of the development, or portion of such development, which generates the need for the improvements as demonstrated in the TIA and as provided in Section 3(c)-(g) herein, or (b) the improvements shall be commenced consistent with the monitoring and phasing or timing of improvements as provided in Section 3(h) herein.

- j. In order to promote alternative forms of transportation, a comprehensive system of bicycle paths and pedestrian walkways or multi-use trails shall be provided throughout the DSAP.

4. **Land Uses Summary/DSAP Land Uses.** There are five distinct proposed land uses in the DSAP: Employment Center (EC), Regional Center (RC), Village Center (VC), Transit Oriented Development (TOD) and Residential Neighborhood (RN). A summary of each sub-category follows below.

- a. Employment Center (EC): The primary land use within the Central Planning Area is planned as a 1,441 acre employment center comprised primarily of office/research, light industrial, and commercial uses. The following are the general design guidelines for the EC category:

- i. Development in the EC land use category shall be subject to the following land use mix percentage ranges and requirements (percentages are gross within the Central Planning Area):

- (a). Office, research park and business service- 15% to 90%
- (b). Industrial (manufacturing and warehousing distribution) - 0% to 60%
- (c). Support retail, hotel and services- 0% to 10%

- (d). Civic, public facilities and transit stations- 10% minimum; and
 - (e). Residential- 0% to 10%
- ii. Shared parking areas and garages shall be permitted for all EC uses, including any civic and public facilities.
 - iii. Development shall be designed to incorporate landscaping and pedestrian amenities such as benches and bicycle parking along sidewalks and multi-use paths and streets.
 - iv. Development shall be designed to accommodate feeder bus, bus rapid transit, and other transit stops.
- b. Regional Center (RC): The Central Planning Area is planned as a 254+/- acre RC, which will include a broad mix of uses such as, but not limited to, residential, highway commercial/interchange-related uses, regional scale retail, commercial, hotel, office, business/research parks and light industrial. The RC is planned to provide access to multi-modal transportation facilities including US 17 and the CSX rail corridor. As such, a portion of the area has been designated as a TOD district, discussed in further detail below. The following are the general design guidelines for the RC category:
- i. The RC shall be designed to incorporate the key elements of a Multi-Modal Transportation District, pursuant to ENCPA policy FL.13.05.
 - ii. Residential development shall be permitted as detached single family units, attached townhomes, multi-family units and live-work units; residential units may be located above ground floor commercial and professional office. Residential development within the RC is not subject to density bonuses found elsewhere in the Nassau County 2030 Comprehensive Plan.
 - iii. Subject to a binding agreement, shared parking areas shall be permitted for all RC uses, including any public and civic land uses. The County's land development regulations may provide reduced minimum parking ratios for

development located within one-half mile of a rail transit stop or within one-quarter mile of a feeder transit line.

- iv. Development shall be designed to incorporate landscaping and pedestrian amenities such as benches and bicycle parking along neighborhood sidewalks and multi-use paths.
 - v. Development shall be designed to incorporate high quality plazas and parks that serve residents, employees and visitors of the RC.
 - vi. Development shall be designed to accommodate feeder bus/transit stops.
- c. Village Center (VC): The VC will be located on approximately 26 acres of the Northern Planning Area. The VC land use category is intended to serve higher density/intensity, mixed-use centers for surrounding residential neighborhoods. The general design guidelines for the VC are:
- i. 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.
 - ii. On-site parking for commercial and office land uses shall be located behind or beside buildings fronting on primary streets.
 - iii. Shared parking areas shall be encouraged for all VC uses, including any public and civic land uses.
 - iv. Sites shall be designed to incorporate landscaping and pedestrian amenities such as benches and bicycle parking along neighborhood sidewalks and multi-use paths.
 - v. Sites shall be designed to incorporate plazas and parks that serve the VC and surrounding neighborhoods.
 - vi. Sites shall be designed to accommodate existing or future feeder bus/transit stops.

d. Transit Oriented Development (TOD): Approximately 50 acres of the RC has been designated as a TOD District. This area was chosen due to its proximity to the CSX rail corridor and the potential for future commuter rail service. The TOD District is intended to be developed as a multi-modal transportation center accommodating a full range of uses including residential, retail, office and civic and organized to encourage walking as the primary form of transportation. Since the TOD district is located in the RC, the general guidelines contained in ENCPA Policy Fl.13.07(B)(1) apply to the TOD District. In addition, the following characterizations also apply to the TOD District:

- i. Compact building and site design;
- ii. A walking and biking environment;
- iii. A mix of transit-supportive uses;
- iv. Attention to pedestrian access;
- v. Highest concentration of population and employment will be located closest to transit stations;
- vi. Transit-supportive parking;
- vii. Development within an area designated as TOD shall contain the following percentage of block types (percentages are gross within the TOD District):
 - (a). Mixed Use Blocks - 15% to 80%
 - (b). Retail Blocks - 0% - 50%
 - (c). Office Blocks - 0% - 60%
 - (d). Residential Blocks - 15% - 60%
 - (e). Civic Blocks - 5% - 30%; and

- viii. On-site parking for commercial and office land uses shall be located behind or beside buildings fronting on primary streets (excluding internal access lanes).

- e. Residential Neighborhood (RN): A majority of the Northern Planning Area and the entirety of the South Planning Area have been designated as RN. The sub-category is divided into three tiers to create a hierarchical pattern of resident neighborhoods radiating outward from the VC. Tier 1 neighborhoods are mid-density residential areas adjacent to Village Centers. Tier 2 neighborhoods are lower density in character and generally located ½ to 1 mile from Village Centers. Tier 3 represents the lowest density neighborhoods generally located beyond 1 mile from a designated Village Center.

- f. The general design guidelines for Tiers 1 and 2 of RN are found at ENCPA Policy Fl.13.07(E)(1). The general design guidelines for Tier 3 of RN are found at ENCPA Policy Fl.13.07(E)(2).

- g. Neighborhood Centers (NC): NCs are permitted within the RN subcategory. These centers can serve as a focal point for a neighborhood and provide limited, neighborhood-serving uses. The general design guidelines for NC within the RN are specified at ENCPA Policy Fl.13.07(E)(3).

5. **Master Planning Principles for each DSAP Planning Area.**

- a. Central Planning Area: The Central Planning Area is generally characterized by mixed- use, non-residential development, but some residential will be permitted. The Central Planning Area provides for four of the seven general land uses: CHN, EC, RC and TOD. The development program for the Central Planning Area is set for 2,500 residential units and 7,000,000 square feet of non-residential square footage. The RC is oriented to the north of the Central Planning Area and the EC is located in the south. Consequently, the RC located in the Central Planning Area is only a small part of the overall RC for the ENCPA. The physical separation between the EC and RC areas is planned to be the large wetland slough (CHN) near the northern portion

of the Central Planning Area. The main access to the Central Planning Area is planned from SR 200 with additional access from US 17.

- b. Northern Planning Area: The development program for the Northern Planning Area includes 769 homes and 75,000 square feet in the Village Center. This area has RN and VC land use classifications. The overall density is planned at 2.0 dwelling units per acre. A variety of housing products and price points are intended since different densities are required in the RN land use category. The denser housing product is currently designed to be south of the slough and CHN and towards the west side of the parcel proximate to the VC. Lower density housing is currently designed to be in the east. The VC within the Northern Planning Area will be located on US 17 frontage to improve the viability of the non-residential uses but maintain a local service base.
- c. Southern Planning Area: This Planning Area has a Residential Neighborhood land use classification. The development program calls for 769 homes and 25,000 square feet of non-residential ("NR"). The overall density is relatively low and thus is planned to be clustered primarily on the northern section of this Planning Area leaving the southern section with large lot development or as a possible extension of the CHN with more definitive development plans. The NR is intended to provide non-residential uses to serve the population of this area. To the extent practical, this NC should be co-located proximate to the government center thereby expanding the population available to take advantage of these neighborhood serving uses. Vehicular access to the Southern Planning Area is from a yet unidentified right of way from William Burgess Boulevard.
- d. Maximum Development Program for each of the DSAP Planning Areas:

Planning Area	Acres	Residential Units	Non-Residential Square Footage
Northern	665	769	75,000
Central	2,938	2,500	7,000,000

Southern	599	769	25,000
TOTAL	4,202	4,038	7,100,000

- e. Unless otherwise provided by the operation of the Nassau County 2030 Comprehensive Plan policies relating to the ENCPA, the planned number of units and densities described above (i) may be transferred among the various planning areas of this DSAP or to other DSAPs within the ENCPA and (ii) are not intended to operate as minimum levels of development or commitments to develop.

6. Public Facilities.

- a. Potable Water: Nassau County is located within the SJRWMD. Per the SJRWMD'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. JEA provides potable water service to most of Nassau County. The 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. Adequate capacity exists to accommodate potential impacts under both scenarios.
- b. Wastewater: The DSAP is located within JEA's District 7- Nassau County Water Service Area. Adequate capacity exists to accommodate potential impacts under the projected 5-year development program. It appears that additional treatment capacity would be needed to accommodate demand by the 20 year build-out, if the DSAP-derived demand is assumed to be in addition to forecast service area demand. If the DSAP demand is within the forecasted growth, no additional facilities will be required.
- c. Solid Waste: Solid waste service is provided to the DSAP by a private provider pursuant to a non-exclusive franchise with Nassau County. Available facilities have a combined lifespan of 39 years. No improvements to solid waste facilities would be necessary to accommodate the proposed DSAP development.

- d. Stormwater: Stormwater impacts and necessary improvements will be determined and permitted in accordance with the SJRWMD discharge design criteria.
- e. Schools: The DSAP is located within the Nassau County School District (School District). The School District and Nassau County have entered into an interlocal agreement (ILA) regarding the location and adequate capacity of public schools. Based upon existing methodologies of the School District and Nassau County, DSAP school demand and potential impacts were projected for both the 5 year and build-out development program scenarios. It was determined that adequate capacity exists within the current system to accommodate potential impacts under the projected 5-year development program. As shown in the DSAP Application, Figure 4.8, DSAP Central Planning Area Overall Land Map, a school site of approximately 26 acres is reserved within the Central Planning Area for conveyance to the School District; its precise location and size shall be the subject of an agreement to be entered into between TerraPointe and the School District.

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

- f. Recreation and Open Space: Nassau County is currently deficient in recreation and open space facilities. The proposed DSAP 5 year and build-out programs are estimated to increase demand by approximately 12 acres and 141 acres, respectively. This demand is being met within the DSAP through the provision of significant open space and an extensive multi-use trail system which includes 1,700 acres of open space in the form of interconnected wetlands, surface waters, and upland preserves forming a CHN. The significant open space system provided by the DSAP is capable of not only accommodating DSAP impacts but helping the County address a County-wide deficiency in regional parks through 2030. At build-out, the DSAP is planned

to contain over 20 miles of multi-use trails. As shown in the DSAP Application, Figure 4.8, DSAP Central Planning Area Overall Land Map, a community park of approximately 20 acres is reserved within the Central Planning Area for conveyance to the County; its precise location and size is subject to adjustment.

- g. Fire and Police: An approximately four (4) acre site shall be reserved for a Fire/EMS facility in an area generally depicted on the DSAP Application, Figure 4.8, DSAP Central Planning Area Overall Land Map, and its precise location shall be the subject of an agreement to be entered into between TerraPointe and the County.
- h. In addition to the CHN and multi-use trail system, the ENCPA policies require the inclusion of neighborhood parks, plazas and playfields. At build-out, these facilities are anticipated to exceed the projected demand created by the DSAP development program and assist significantly in addressing the County's overall deficiency in recreation and open space acreage.

7. **Impact Fee Credits.** If Nassau County imposes or increases an impact fee or other exaction by ordinance after this DSAP Development Order, such ordinance shall include a procedure which provides credit against the impact fee or exaction for any and all land or public facilities required in this DSAP Development Order for the same need, including but not limited to those which may be required pursuant to Condition No. 6 above.

8. **Intergovernmental Coordination.** Nassau County maintains a Regional Coordination Element as a component of the Nassau County 2030 Comprehensive Plan. The element contains goals, objectives and policies ensuring coordination of planning efforts with adjacent counties and cities, regional, state and federal agencies and entities that provide services but do not have regulatory authority within Nassau County. This includes, but is not limited to, FDOT, the North Florida Transportation Planning Organization, FDEP, Florida Fish and Wildlife Conservation Commission, SJRWMD, the Northeast Florida Regional Planning Council and JEA.

9. **Projected Population for Planning Period.**

A long-term master plan adopted pursuant to Florida Statutes, Section 163.3245(3)(a), is not required to demonstrate need based upon projected population growth or on any other basis.

10. **Monitoring Official.** The Director of the Nassau County Growth Management Department or his/her designee shall be the local official responsible for monitoring the development for compliance with this Development Order.
11. **Build-out Date.** The build-out date required by Section 163.3245(5)(d), Florida Statutes, is December 31, 2035. Until that time, no development is subject to downzoning, unit density reduction, or intensity reduction.
12. **Agricultural and Silvicultural Uses.** The adoption of this DSAP does not limit the right to continue existing agricultural or silvicultural uses or other natural resource-based operations or to establish similar new uses that are consistent with a DSAP approved pursuant to Section 163.3242, Florida Statutes.
13. **Exhibits:** Below is a listing of the Exhibits to this DSAP:
 - Exhibit A: Legal Description of DSAP Property
 - Exhibit B: DSAP Land Use Plan
 - Exhibit C: DSAP Application, dated November 1, 2012
 - Exhibit D: Lewis/Gillette Memorandum, dated March 19, 2013
 - Exhibit E: Transportation Impact Analysis (TIA) Methodology

Section 1. Purpose and intent.

The purpose and intent of this ordinance is to adopt a detailed specific area plan in accordance with Section 163.3245, Florida Statutes.

Section 2. Title of DSAP.

The DSAP included within this ordinance shall be entitled the East Nassau Employment Center Detailed Specific Area Plan.

Section 3. Legislative findings.

1. The DSAP included in this ordinance is consistent with the goal, objectives, and policies and long-term master plan for the East Nassau Community Planning Area contained in the Nassau County 2030 Comprehensive Plan.
2. This ordinance satisfies the requirement for adoption of a detailed specific area plan by local development order as contemplated in Section 163.3245, Florida Statutes.

Section 4. Adoption of DSAP.

The DSAP included within this ordinance is hereby adopted, and property Owners within the DSAP areas shall be entitled to apply for development orders for individual projects consistent with the DSAP. The build-out date required by Section 163.3245(5)(d), Florida Statutes, is December 31, 2035. Until that time, no development is subject to downzoning, unit density reduction, or intensity reduction.

Section 5. Severability.

If any section, sentence, clause or phrase of this ordinance is held to be invalid or unconstitutional by any Court of competent jurisdiction, the holding shall in no way affect the validity of the remaining portions of this ordinance.

Section 6. Inclusion in the Code.

The Board of County Commissioners intends that the provisions of this ordinance will be codified as required by Section 125.68, Florida Statutes, and that the sections of this ordinance may be renumbered or relettered and the word "ordinance" may be changed to "section," "article," or such other appropriate word or phrase in order to accomplish its intentions.

Section 7. Effective date.

The effective date of this ordinance shall be the date of its adoption by the Nassau County Board of County Commissioners. However, if a petition is filed alleging that the DSAP is not consistent with the Comprehensive Plan or with the long-term master plan, this ordinance shall not be effective until completion of the appeal process provided in Section 163.3245(3)(e), Florida Statutes.

RENDITION

Within ten (10) days of the adoption of this Development Order, Nassau County shall render a copy of this Development Order with all attachments, certified as complete and accurate, by certified mail, return receipt requested, to the Florida Department of Economic Opportunity, Bureau of Local Planning, Northeast Florida Regional Council, and the Owners of record.

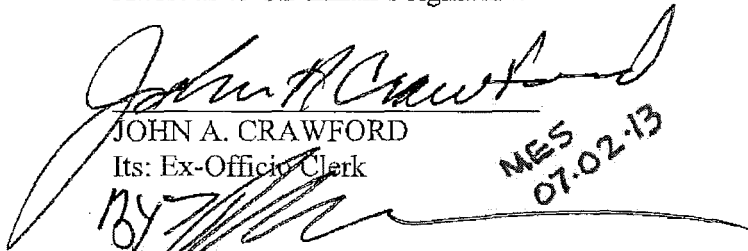
PASSED AND ENACTED BY THE BOARD OF COUNTY COMMISSIONERS OF NASSAU COUNTY, FLORIDA, THIS 24th DAY OF June, 2013.

BOARD OF COUNTY COMMISSIONERS
NASSAU COUNTY, FLORIDA



DANIEL LEEPER
Its: Chairman

Attest as to Chairman's signature:



JOHN A. CRAWFORD
Its: Ex-Officio Clerk

MES
07-02-13

APPROVED AS TO FORM BY THE
NASSAU COUNTY ATTORNEY:



DAVID A. HALLMAN

EXHIBIT 6

CHAPTER 2017-206

Committee Substitute for Committee Substitute for House Bill No. 1075

An act relating to Nassau County; creating the East Nassau Stewardship District; providing a short title; providing legislative findings and intent; providing definitions; stating legislative policy regarding creation of the district; establishing compliance with minimum requirements in s. 189.031(3), F.S., for creation of an independent special district; providing for creation and establishment of the district; establishing the legal boundaries of the district; providing for the jurisdiction and charter of the district; providing for a governing board and establishing membership criteria and election procedures; providing for board members' terms of office; providing for board meetings; providing for administrative duties of the board; providing a method for transition of the board from landowner control to control by the resident electors of the district; providing for a district manager and district personnel; providing for a district treasurer, selection of a public depository, and district budgets and financial reports; providing for the general powers of the district; providing for the special powers of the district to plan, finance, and provide community infrastructure and services within the district; providing for bonds; providing for borrowing; providing for future ad valorem taxation; providing for special assessments; providing for issuance of certificates of indebtedness; providing for tax liens; providing for competitive procurement; providing for fees and charges; providing for amendment to charter; providing for required notices to purchasers of residential units within the district; defining district public property; providing severability; providing for a referendum; providing an effective date.

Be It Enacted by the Legislature of the State of Florida:

Section 1. This act may be cited as the "East Nassau Stewardship District Act."

Section 2. Legislative findings and intent; definitions; policy.—

(1) LEGISLATIVE FINDINGS AND INTENT.—

(a) The extensive lands located wholly within Nassau County and covered by this act contain many opportunities for thoughtful, comprehensive, responsible, and consistent development over a long period.

(b) There is a need to use a special and limited purpose independent special district unit of local government for the East Nassau Stewardship District lands located within Nassau County and covered by this act to provide for a comprehensive and complete communities development approach, which will facilitate an integral relationship between transportation, land use, and urban design to provide for a diverse mix of housing and

regional employment and economic development opportunities, rather than fragmented development with underutilized infrastructure generally associated with urban sprawl.

(c) The establishment of a special and limited purpose independent special district for the East Nassau Stewardship District lands will allow the management of an integrated stormwater management system, an interconnected system of multi-use trails and pathways throughout the lands, which will reduce vehicle miles traveled, and a Conservation and Habitat Network (“CHN”), which will provide a network of environmentally sensitive, regionally significant natural resources and CHN areas that will provide for landscape connectivity and protection of significant natural resources.

(d) There is a considerably long period of time during which there is an inordinate burden on the initial landowners of these East Nassau Stewardship District lands, such that there is a need for flexible management, sequencing, timing, and financing of the various systems, facilities, and services to be provided to these lands, taking into consideration absorption rates, commercial viability, and related factors.

(e) While chapter 190, Florida Statutes, provides an opportunity for community development services and facilities to be provided by the establishment of community development districts in a manner that furthers the public interest, given the size of the East Nassau Stewardship District lands and the duration of development and that the East Nassau Stewardship District lands are designated as a sector plan pursuant to s. 163.3245, Florida Statutes, that must adhere to a long-term master plan set forth in Nassau County Comprehensive Plan Objective FL.13 and related policies, as may be amended, establishing multiple community development districts over these lands would result in an inefficient, duplicative, and needless proliferation of local special purpose government, contrary to the public interest and the Legislature’s findings in chapter 190, Florida Statutes, as well as the comprehensive and complete communities development approach for the East Nassau Stewardship District lands. Instead, it is in the public interest that the long-range provision for, and management, financing, and long-term maintenance, upkeep, and operation of, services and facilities to be provided for ultimate development and conservation of the lands covered by this act be under one coordinated entity.

(f) Longer involvement of the initial landowner with regard to the provision of systems, facilities, and services for the East Nassau Stewardship District lands, coupled with the special and limited purpose of the district is in the public interest.

(g) The existence and use of such a special and limited purpose local government for the East Nassau Stewardship District lands, subject to the Nassau County comprehensive plan, will provide for a comprehensive and complete communities development approach to promote a sustainable and efficient land use pattern for the East Nassau Stewardship District lands

with long-term planning for conservation, development, and agriculture and silviculture on a large scale; protect the CHN; provide for the adequate mitigation of impacts and development of infrastructure in an orderly and timely manner; prevent the overburdening of the local general purpose government and the taxpayers; and provide an enhanced tax base and regional employment and economic development opportunities.

(h) The creation and establishment of the special district will encourage local government financial self-sufficiency in providing public facilities and in identifying and implementing physically sound, innovative, and cost-effective techniques to provide and finance public facilities while encouraging development, use, and coordination of capital improvement plans by all levels of government, in accordance with the goals of chapter 187, Florida Statutes.

(i) The creation and establishment of the special district will encourage and enhance cooperation among communities that have unique assets, irrespective of political boundaries, to bring the private and public sectors together for establishing an orderly and economically sound plan for current and future needs and growth.

(j) The creation and establishment of the special district is a legitimate alternative method available to manage, own, operate, construct, and finance capital infrastructure systems, facilities, and services.

(k) In order to be responsive to the critical timing required through the exercise of its special management functions, an independent special district requires financing of those functions, including bondable, lienable, and nonlienable revenue, with full and continuing public disclosure and accountability, funded by landowners, both present and future, and funded also by users of the systems, facilities, and services provided to the land area by the special district, without unduly burdening the taxpayers and citizens of the state, Nassau County, or any municipality therein.

(l) The special district created and established by this act shall not have or exercise any comprehensive planning, zoning, or development permitting power; the establishment of the special district shall not be considered a development order within the meaning of chapter 380, Florida Statutes; and all applicable planning and permitting laws, rules, regulations, and policies of Nassau County control the development of the land to be serviced by the special district.

(m) The creation by this act of the East Nassau Stewardship District is not inconsistent with the Nassau County comprehensive plan.

(n) It is the legislative intent and purpose that no debt or obligation of the special district constitute a burden on any local general-purpose government without its consent.

(2) DEFINITIONS.—As used in this act:

(a) “Ad valorem bonds” means bonds that are payable from the proceeds of ad valorem taxes levied on real and tangible personal property and that are generally referred to as general obligation bonds.

(b) “Assessable improvements” means, without limitation, any and all public improvements and community facilities that the district is empowered to provide in accordance with this act which provide a special benefit to property within the district.

(c) “Assessment bonds” means special obligations of the district which are payable solely from proceeds of the special assessments or benefit special assessments levied for assessable improvements, provided that, in lieu of issuing assessment bonds to fund the costs of assessable improvements, the district may issue revenue bonds for such purposes payable from assessments.

(d) “Assessments” means those nonmillage district assessments which include special assessments, benefit special assessments, and maintenance special assessments, and a nonmillage, non-ad valorem maintenance tax if authorized by general law.

(e) “East Nassau Stewardship District” means the unit of special and limited purpose local government created and chartered by this act and limited to the performance of those general and special powers authorized by its charter under this act, the boundaries of which are set forth by the act, the governing board of which is created and authorized to operate with legal existence by this act, and the purpose of which is as set forth in this act.

(f) “Benefit special assessments” are district assessments imposed, levied, and collected pursuant to the provisions of section 6(12)(b).

(g) “Board of supervisors” or “board” means the governing body of the district or, if such board has been abolished, the board, body, or commission assuming the principal functions thereof or to whom the powers given to the board by this act have been given by law.

(h) “Bond” includes “certificate,” and the provisions that are applicable to bonds are equally applicable to certificates. The term “bond” includes any general obligation bond, assessment bond, refunding bond, revenue bond, and other such obligation in the nature of a bond as is provided for in this act.

(i) “Cost” or “costs,” when used with reference to any project, includes, but is not limited to:

1. The expenses of determining the feasibility or practicability of acquisition, construction, or reconstruction.
2. The cost of surveys, estimates, plans, and specifications.
3. The cost of improvements.

- 4. Engineering, architectural, fiscal, and legal expenses and charges.
- 5. The cost of all labor, materials, machinery, and equipment.
- 6. The cost of all lands, properties, rights, easements, and franchises acquired.
- 7. Financing charges.
- 8. The creation of initial reserve and debt service funds.
- 9. Working capital.
- 10. Interest charges incurred or estimated to be incurred on money borrowed prior to and during construction and acquisition and for such reasonable period of time after completion of construction or acquisition as the board may determine.
- 11. The cost of issuance of bonds pursuant to this act, including advertisements and printing.
- 12. The cost of any bond or tax referendum held pursuant to this act and all other expenses of issuance of bonds.
- 13. The discount, if any, on the sale or exchange of bonds.
- 14. Administrative expenses.
- 15. Such other expenses as may be necessary or incidental to the acquisition, construction, or reconstruction of any project, or to the financing thereof, or to the development of any lands within the district.
- 16. Payments, contributions, dedications, and any other exactions required as a condition of receiving any governmental approval or permit necessary to accomplish any district purpose.
- 17. Any other expense or payment permitted by this act or allowable by law.
 - (j) “District” means the East Nassau Stewardship District.
 - (k) “District manager” means the manager of the district.
 - (l) “District roads” means highways, streets, roads, alleys, intersection improvements, sidewalks, crossings, landscaping, irrigation, signage, signalization, storm drains, bridges, multi-use trails, lighting and thoroughfares of all kinds.
 - (m) “General obligation bonds” means bonds which are secured by, or provide for their payment by, the pledge of the full faith and credit and taxing power of the district.

(n) “Governing board member” means any member of the board of supervisors.

(o) “Land development regulations” means those regulations of general-purpose local government, adopted under the Community Planning Act, codified as part II of chapter 163, Florida Statutes, to which the district is subject and as to which the district may not do anything that is inconsistent therewith. Land development regulations shall not mean specific management, engineering, planning, and other criteria and standards needed in the daily management, implementation, and provision by the district of systems, facilities, services, works, improvements, projects, or infrastructure, including design criteria and standards, so long as they remain subject to and are not inconsistent with the applicable land development regulations.

(p) “Landowner” means the owner of a freehold estate as it appears on the deed record, including a trustee, a private corporation, and an owner of a condominium unit. “Landowner” does not include a reversioner, remainderman, mortgagee, or any governmental entity, which shall not be counted and need not be notified of proceedings under this act. “Landowner” also means the owner of a ground lease from a governmental entity, which leasehold interest has a remaining term, excluding all renewal options, in excess of 50 years.

(q) “General-purpose local government” means a county, municipality, or consolidated city-county government.

(r) “Maintenance special assessments” are assessments imposed, levied, and collected pursuant to the provisions of section 6(12)(d).

(s) “Non-ad valorem assessment” means only those assessments which are not based upon millage and which can become a lien against a homestead as permitted in s. 4, Art. X of the State Constitution.

(t) “Powers” means powers used and exercised by the board of supervisors to accomplish the special and limited purpose of the district, including:

1. “General powers,” which means those organizational and administrative powers of the district as provided in the charter in order to carry out its special and limited purpose as a local government public corporate body politic.

2. “Special powers,” which means those powers enumerated by the district charter to implement its specialized systems, facilities, services, projects, improvements, and infrastructure and related functions in order to carry out its special and limited purposes.

3. Any other powers, authority, or functions set forth in this act.

(u) “Project” means any development, improvement, property, power, utility, facility, enterprise, service, system, works, or infrastructure now

existing or hereafter undertaken or established under the provisions of this act.

(v) “Qualified elector” means any person at least 18 years of age who is a citizen of the United States and a legal resident of the state and of the district and who registers to vote with the Supervisor of Elections of Nassau County and resides in Nassau County.

(w) “Refunding bonds” means bonds issued to refinance outstanding bonds of any type and the interest and redemption premium thereon. Refunding bonds may be issuable and payable in the same manner as refinanced bonds, except that no approval by the electorate shall be required unless required by the State Constitution.

(x) “Revenue bonds” means obligations of the district that are payable from revenues, including, but not limited to, special assessments and benefit special assessments, derived from sources other than ad valorem taxes on real or tangible personal property and that do not pledge the property, credit, or general tax revenue of the district.

(y) “Sewer system” means any plant, system, facility, or property, and additions, extensions, and improvements thereto at any future time constructed or acquired as part thereof, useful or necessary or having the present capacity for future use in connection with the collection, treatment, purification, or disposal of sewage, including, but not limited to, industrial wastes resulting from any process of industry, manufacture, trade, or business or from the development of any natural resource. “Sewer system” also includes treatment plants, pumping stations, lift stations, valves, force mains, intercepting sewers, laterals, pressure lines, mains, and all necessary appurtenances and equipment; all sewer mains, laterals, and other devices for the reception and collection of sewage from premises connected therewith; and all real and personal property and any interest therein, and rights, easements, and franchises of any nature relating to any such system and necessary or convenient for operation thereof.

(z) “Special assessments” means assessments as imposed, levied, and collected by the district for the costs of assessable improvements pursuant to the provisions of this act, chapter 170, Florida Statutes, and the additional authority under s. 197.3631, Florida Statutes, or other provisions of general law, which provide or authorize a supplemental means to impose, levy, or collect special assessments.

(aa) “Taxes” or “tax” means those levies and impositions of the board of supervisors that support and pay for government and the administration of law and that may be:

1. Ad valorem or property taxes based upon both the appraised value of property and millage, at a rate uniform within the jurisdiction; or

2. If and when authorized by general law, non-ad valorem maintenance taxes not based on millage that are used to maintain district systems, facilities, and services.

(bb) “Water system” means any plant, system, facility, or property, and any addition, extension, or improvement thereto at any future time constructed or acquired as a part thereof, useful, necessary, or having the present capacity for future use in connection with the development of sources, treatment, purification, or distribution of water. “Water system” also includes dams, reservoirs, storage tanks, mains, lines, valves, pumping stations, laterals, and pipes for the purpose of carrying water to the premises connected with such system, and all rights, easements, and franchises of any nature relating to any such system and necessary or convenient for the operation thereof.

(3) POLICY.—Based upon its findings, ascertainments, determinations, intent, purpose, and definitions, the Legislature states its policy expressly:

(a) The district and the district charter, with its general and special powers, as created in this act, are essential and the best alternative for the residential, commercial, office, hotel, industrial and other community uses, projects, or functions in the included portion of Nassau County consistent with the effective comprehensive plan, and designed to serve a lawful public purpose.

(b) The district, which is a local government and a political subdivision, is limited to its special purpose as expressed in this act, with the power to provide, plan, implement, construct, maintain, and finance as a local government management entity its systems, facilities, services, improvements, infrastructure, and projects and possessing financing powers to fund its management power over the long term and with sustained levels of high quality.

(c) The creation of the East Nassau Stewardship District by and pursuant to this act, and its exercise of its management and related financing powers to implement its limited, single, and special purpose, is not a development order and does not trigger or invoke any provision within the meaning of chapter 380, Florida Statutes, and all applicable governmental planning, environmental, and land development laws, regulations, rules, policies, and ordinances apply to all development of the land within the jurisdiction of the district as created by this act.

(d) The district shall operate and function subject to, and not inconsistent with, the applicable comprehensive plan of Nassau County and any applicable development orders (e.g. detailed specific area plan development orders), zoning regulations, and other land development regulations.

(e) The special and single purpose East Nassau Stewardship District shall not have the power of a general-purpose local government to adopt a

comprehensive plan or related land development regulation as those terms are defined in the Community Planning Act.

(f) This act may be amended, in whole or in part, only by special act of the Legislature. The board of supervisors of the district shall not ask the Legislature to amend this act without first obtaining resolution or official statement from Nassau County as required by s. 189.031(2)(e)4., Florida Statutes, for creation of a special district.

Section 3. Minimum charter requirements; creation and establishment; jurisdiction; construction; charter.—

(1) Pursuant to s. 189.031(3), Florida Statutes, the Legislature sets forth that the minimum requirements in paragraphs (a) through (o) have been met in the identified provisions of this act as follows:

(a) The purpose of the district is stated in the act in subsection (4) and in section 2(3).

(b) The powers, functions, and duties of the district regarding ad valorem taxation, bond issuance, other revenue-raising capabilities, budget preparation and approval, liens and foreclosure of liens, use of tax deeds and tax certificates as appropriate for non-ad valorem assessments, and contractual agreements are set forth in section 6.

(c) The provisions for methods for establishing the district are in this section.

(d) The methods for amending the charter of the district are set forth in section 2.

(e) The provisions for the membership and organization of the governing body and the establishment of a quorum are in section 5.

(f) The provisions regarding maximum compensation of each board member are in section 5.

(g) The provisions regarding the administrative duties of the governing body are found in sections 5 and 6.

(h) The provisions applicable to financial disclosure, noticing, and reporting requirements generally are set forth in sections 5 and 6.

(i) The provisions regarding procedures and requirements for issuing bonds are set forth in section 6.

(j) The provisions regarding elections or referenda and the qualifications of an elector of the district are in sections 2 and 5.

(k) The provisions regarding methods for financing the district are generally in section 6.

(l) Other than taxes levied for the payment of bonds and taxes levied for periods not longer than 2 years when authorized by vote of the electors of the district, the provisions for the authority to levy ad valorem tax and the authorized millage rate are in section 6.

(m) The provisions for the method or methods of collecting non-ad valorem assessments, fees, or service charges are in section 6.

(n) The provisions for planning requirements are in this section and section 6.

(o) The provisions for geographic boundary limitations of the district are set forth in sections 4 and 6.

(2) The East Nassau Stewardship District, which also may be referred to as the “stewardship district,” “East Nassau Stewardship District,” or “district,” is created and incorporated as a public body corporate and politic, an independent special and limited purpose local government, an independent special district, under s. 189.031, Florida Statutes, and as defined in this act and in s. 189.012(3), Florida Statutes, in and for portions of Nassau County. Any amendments to chapter 190, Florida Statutes, after January 1, 2017, granting additional general powers, special powers, authorities, or projects to a community development district by amendment to its uniform charter, ss. 190.006-190.041, Florida Statutes, which are not inconsistent with the provisions of this act, shall constitute a general power, special power, authority, or function of the East Nassau Stewardship District. All notices for the enactment by the Legislature of this special act have been provided pursuant to the State Constitution, the Laws of Florida, and the Rules of the Florida House of Representatives and of the Florida Senate. No referendum subsequent to the effective date of this act is required as a condition of establishing the district. Therefore, the district, as created by this act, is established on the property described in this act.

(3) The territorial boundary of the district shall embrace and include all of that certain real property described in section 4.

(4) The jurisdiction of this district, in the exercise of its general and special powers, and in the carrying out of its special and limited purposes, is both within the external boundaries of the legal description of this district and extraterritorially when limited to, and as authorized expressly elsewhere in, the charter of the district as created in this act or applicable general law. This special and limited purpose district is created as a public body corporate and politic, and local government authority and power is limited by its charter, this act, and subject to the provisions of other general laws, including chapter 189, Florida Statutes, except that an inconsistent provision in this act shall control and the district has jurisdiction to perform such acts and exercise such authorities, functions, and powers as shall be necessary, convenient, incidental, proper, or reasonable for the implementation of its special and limited purpose regarding the sound planning, provision, acquisition, development, operation, maintenance, and related

financing of those public systems, facilities, services, improvements, projects, and infrastructure works as authorized herein, including those necessary and incidental thereto. The district shall exercise any of its powers extraterritorially within Nassau County upon execution of an interlocal agreement between the district and Nassau County consenting to the district's exercise of any of such powers within Nassau County or an applicable development order issued by Nassau County.

(5) The exclusive charter of the East Nassau Stewardship District is this act and, except as otherwise provided in subsection (2), may be amended only by special act of the Legislature.

Section 4. Legal description of the East Nassau Stewardship District.

LEGAL DESCRIPTION. The metes and bounds legal description of the District, within which there are no parcels of property owned by those who do not wish their property to be included within the District, includes the lands located within Parcels 1 - 11 as follows:

Parcel 1

A parcel of land, being a portion of Sections 25, 26, 34, 35, 36 and the John Frazier Grant, Section 39, Township 4 North, Range 26 East, Nassau County, Florida, and being more particularly described as follows:

Begin at the Southwest corner of Section 26, Township 4 North, Range 26 East, Nassau County, Florida; thence on the West line of said Section 26, N 00°30'18" W, a distance of 1648.49 feet to a point on the Mean High Water Line of the St. Mary's River said point being referred to as reference point "A"; thence departing said West line and on said Mean High Water Line of the St. Mary's River, Southeasterly a distance of 8022 feet more or less to a point on the Westerly limited Access Right of Way line of Interstate 95 (variable width limited Access Right of Way) said point having a tie line of, S 68°37'45" E, a distance of 7483.47 feet from said reference point "A"; thence departing said Mean High Water Line and on said Westerly limited Access Right of Way line for the next 3 courses, S 30°46'08" W, a distance of 280.03 feet; thence S 24°42'34" W, a distance of 1200.00 feet; thence S 20°45'44" W, a distance of 1895.61 feet to the Northeast corner of those lands described in Official Record Book 1998, Page 970 of the Public Records of Nassau County, Florida; thence departing said Westerly limited Access Right of Way line and on the Northerly and Westerly lines of said lands for the next 2 courses, N 65°17'05" W, a distance of 3081.32 feet; thence S 57°06'24" W, a distance of 1263.89 feet to a point on the Northeasterly Right of Way line of U. S. Highway No. 17 (variable width Right of Way); thence departing said Westerly line and on said Northeasterly Right of Way line, N 32°53'24" W, a distance of 1725.42 feet to the most Southerly corner of those lands described in Official Record Book 1867, Page 1885 of said Public Records; thence departing said Northeasterly Right of Way line and on

the Southerly, Westerly and Northerly lines for the next 5 courses, N 12°06'36" E, a distance of 70.71 feet; thence N 57°06'36" E, a distance of 214.00 feet; thence N 32°53'24" W, a distance of 495.00 feet; thence S 57°06'36" W, a distance of 214.00 feet; thence N 77°53'24" W, a distance of 70.71 feet to a point on the aforesaid Northeasterly Right of Way line; thence departing said Northerly line and on said Northeasterly Right of Way line, N 32°53'24" W, a distance of 1931.47 feet to a point on the North line of Section 34, Township 4 North, Range 26 East, Nassau County, Florida; thence departing said Northeasterly Right of Way line and on said North line, N 88°58'36" E, a distance of 531.78 feet to the Point of Beginning.

Parcel 2

A parcel of land, being a portion of Section 36 and the William Fox Grant, Section 38, Township 4 North, Range 26 East, and being a portion of Sections 32 and 33, Township 4 North, Range 27 East, and being a portion of Section 1 and the Charles Seton Grant, Section 37 and the William Fox Grant, Section 38 and the Heirs of E. Waterman Grant, Section 41, Township 3 North, Range 26 East, and being a portion of the William Hobkirk Grant, Section 41 and the William Hobkirk Grant and Thomas May Grant, Section 42 and the Thomas May Grant, Section 43, the Josiah Smith Grant, Section 44 and the Eugenia Brant Grant, Section 45 and the S. Cashen Grant, Section 46 and the Spicer S. Christopher Grant and J. Smith Grant, Section 47 and the Spicer S. Christopher Grant, Section 48 and the Charles Seton Grant, Section 49 and the Heirs of E. Waterman Mill Grant, Section 50 and the John W. Lowe Mill Grant, Section 51 and the John Wingate Grant, Section 53 and the W and J Lofton Grant, Section 54 and the W and J Lofton Grant, Section 55, Township 3 North, Range 27 East and being a portion of Section 37 and the John W. Lowe Mill Grant, Section 44, Township 3 North, Range 28 East, all in Nassau County, Florida and being more particularly described as follows:

Begin at the intersection of the Northeasterly Right-of-Way line of U.S. Highway No. 17 (a 137.50 foot Right-of-Way at this point) and the Easterly Right-of-Way line of Crandall Road (a 40 foot County Maintained Right-of-Way); thence on said Northeasterly Right-of-Way line for the next 3 courses, thence N 32°52'39" W, a distance 1680.52 feet; thence N 32°57'39" W, a distance 2740.76 feet; thence N 32°53'09" W, a distance 733.22 feet to the Southwest corner of those lands described in Official Record Book 611, Page 651 of the Public Records of Nassau County, Florida; thence departing said Northeasterly Right-of-Way line and on the Southerly line, Easterly line and Northerly line of said lands for the next 3 courses, N 57°06'51" E, a distance 415.00 feet; thence N 32°53'09" W, a distance 315.00 feet; thence S 57°06'51" W, a distance 415.00 feet to the Northwest corner of said lands said point also being on the aforesaid Northeasterly Right-of-Way line of U.S. Highway No. 17; thence departing said Northerly line and on said Northeasterly Right-of-Way line, N 32°53'09" W, a distance 4009.48 feet to the most

Southwesterly corner of those lands described in Official Record Book 44, Page 221 of said Public Records; thence departing said North-easterly Right-of-Way line and on the Southerly line, Westerly line, Southerly line, Easterly line and on the Northwesterly prolongation thereof for the next 4 courses, thence N 57°06'51" E, a distance 349.29 feet; thence S 32°53'09" E, a distance 735.00 feet; thence N 57°06'51" E, a distance 650.71 feet; thence N 32°53'09" W, a distance 1832.50 feet to the Northeasterly corner of those lands described in Official Record Book 1415, Page 574 of said Public Records; thence departing said Northwesterly prolongation line and on the Northerly line of said lands, S 57°06'51" W, a distance 1000.00 feet to the Northwesterly corner of said lands said point also being on the aforesaid Northeasterly Right-of-Way line of U.S. Highway No. 17; thence departing said Northerly line and on said Northeasterly Right-of-Way line for the next 6 courses, N 32°53'09" W, a distance 693.03 feet; thence N 32°54'39" W, a distance 534.04 feet; thence N 33°01'13" E, a distance 164.28 feet; thence N 32°54'39" W, a distance 695.00 feet; thence S 89°26'12" W, a distance 177.55 feet; thence N 32°54'39" W, a distance 2036.94 feet to the Southeast corner of those lands described in Official Record Book 1641, Page 1573 of said Public Records; thence departing said Northeasterly Right-of-Way line and on the Easterly line and on Northerly lines of said lands for the next 3 courses, N 24°41'55" E, a distance 4517.43 feet; thence N 21°05'55" W, a distance 658.43 feet; thence N 65°17'21" W, a distance 1624.14 feet to a point on the Easterly limited Access Right of Way line of Interstate 95 (variable width limited Access Right of Way); thence departing said Northerly line and on said Easterly limited Access Right of Way line for the next 2 courses, N 24°42'34" E, a distance 690.82 feet; thence N 31°16'11" E, a distance 1059.18 feet to a point on the Mean High Water Line of the St. Mary's River said point being referred to as reference point "A"; thence departing said Easterly limited Access Right of Way line and on said Mean High Water Line, Southeasterly, a distance of 2951 feet more or less to a point on the Easterly line of the William Fox Grant, Section 38, Township 4 North, Range 26 East, Nassau County, Florida said point having a tie line of, S 51°34'50" E, a distance of 2855.64 feet from said reference point "A"; thence departing said Mean High Water Line and on said Easterly line, S 33°27'43" W, a distance 748.66 feet to a point on the North line of the Charles Seton Grant, Section 37, Township 3 North, Range 26 East, Nassau County, Florida; thence departing said Easterly line and on said North line, N 88°44'44" E, a distance 513.75 feet to a point on the aforesaid Mean High Water Line of the St. Mary's River said point being referred to as reference point "B"; thence departing said North line and on said Mean High Water Line, Southeasterly, a distance of 5276 feet more or less to a point on said Mean High Water Line said point being referred to as reference point "C" said point having a tie line of, S 36°30'52" E, a distance of 4828.26 feet from said reference point "B"; thence continue on said Mean High Water Line, Northeasterly, a distance of 7051 feet more or less to a point on the South line of Section 32, Township 4 North, Range 27 East, Nassau County, Florida, said point also being on said

Mean High Water Line said point being referred to as reference point "D" said point having a tie line of, N 49°38'32" E, a distance of 6131.74 feet from said reference point "C"; thence continue on said Mean High Water Line, Northeasterly a distance of 3218 feet more or less to a point on said Mean High Water Line said point being referred to as reference point "E" said point having a tie line of, N 59°42'40" E, a distance of 3066.75 feet from said reference point "D"; thence continue on said Mean High Water Line, Southeasterly and Northeasterly, a distance of 10,304 feet more or less to a point on said Mean High Water Line said point being referred to as reference point "F" said point having a tie line of, S 86°49'56" E, a distance of 6272.48 feet from said reference point "E"; thence continue on said Mean High Water Line, Southeasterly and Northeasterly, a distance of 9016 feet more or less to a point on said Mean High Water Line said point being referred to as reference point "G" said point having a tie line of, S 76°57'13" E, a distance of 6753.01 feet from said reference point "F"; thence continue on said Mean High Water Line, Southeasterly, a distance of 7683 feet more or less to the Northwest corner of those lands described in Official Record Book 1043, Page 181 of said Public Records said point also being on said Mean High Water Line said point having a tie line of, S 15°33'29" E, a distance of 5567.35 feet from said reference point "G"; thence departing said Mean High Water Line and on the Westerly line and Southerly line of said lands for the next 2 courses, S 02°30'20" E, a distance 677.00 feet; thence S 72°00'20" E, a distance 696.00 feet to the Southeast corner of said lands said point also being on the Easterly line of the William Hobkirk Grant and Thomas May Grant, Section 42, Township 3 North, Range 27 East, Nassau County, Florida; thence departing said Southerly line and on said Easterly line, S 43°59'40" W, a distance 2341.20 feet to the Northwesterly corner of the William Hobkirk Grant, Section 41, Township 3 North, Range 27 East, Nassau County, Florida; thence departing said Easterly line and on the Northerly line of said Section 41, S 46°58'42" E, a distance 3347.31 feet to the Northeasterly corner of said Section 41 said point also being the most Northerly corner of the Heirs of E. Waterman Mill Grant, Section 50, Township 3 North, Range 27 East, Nassau County, Florida; thence departing said Northerly line and on said Northerly line of Section 50, S 46°45'09" E, a distance 3141.05 feet; thence departing said Northerly line, S 43°07'50" W, a distance 47.78 feet to a point on the Southerly Right of Way line of Rose Bluff Road (66 foot Right of Way); thence on said Southerly Right of Way line, S 46°52'10" E, a distance 3672.22 feet to the Northwest corner of Creekside Unit I as recorded in Plat Book 6, Page 320 of the Public Records of Nassau County, Florida; thence departing said Southerly Right of Way line and on the Westerly line of said Creekside Unit I, S 43°56'29" W, a distance 922.51 feet to the Southwest corner of said Creekside Unit I; thence departing said Westerly line and on the Southerly of said Creekside Unit I and on the Southerly line of Creekside Unit II as recorded in Plat Book 7, Pages 32 and 33 of said Public Records and on the Southerly line of those lands described in Official Record Book 1699, Page 1781 of said Public Records, S 47°56'22"

E, a distance 2923.03 feet to the Northwest corner of said lands; thence departing said Southerly line and on the Northerly lines, Westerly lines, South line and East line of said lands for the next 7 courses, S 44°21'01" W, a distance 248.94 feet; thence S 88°38'46" W, a distance 550.24 feet; thence S 46°58'49" E, a distance 307.88 feet; thence N 88°37'03" E, a distance 237.76 feet; thence S 02°22'18" W, a distance 473.95 feet; thence S 88°16'36" E, a distance 450.33 feet; thence N 01°36'34" E, a distance 711.99 feet to the Northeast corner of said lands said point also being on the aforesaid Southerly line of those lands described in Official Record Book 1699, Page 1781; thence departing said East line and on said Southerly line of those lands described in Official Record Book 631, Page 31 of said Public Records, S 47°56'22" E, a distance 2961.43 feet to the Southeast corner of said lands; thence departing said Southerly line and on the Easterly line of said lands, N 38°10'15" E, a distance 382.73 feet to a point on the Southerly County Maintained Right of Way line of Lee Road said point being on a curve, concave Northwest, having of radius 85.46 feet and a central angle of 28°44'32"; thence departing said Easterly line and on said Southerly County Maintained Right of Way line and on the arc of said curve for the next 4 courses, a distance of 42.87 feet said arc being subtended by a chord which bears N 69°54'46" E, a distance of 42.42 feet to the curves end; thence N 53°02'00" E, a distance 40.64 feet to the beginning of a curve, concave Southeast, having of radius 73.38 feet and a central angle of 36°59'17"; thence on the arc of said curve a distance of 47.37 feet said arc being subtended by a chord which bears N 75°22'46" E, a distance of 46.55 feet to the curves end; thence S 71°13'20" E, a distance 279.61 feet to the Northwest corner of those lands described in Official Record Book 631, Page 31 of the aforesaid Public Records; thence departing said Southerly County Maintained Right of Way line and on the Westerly line of said lands and the Southerly prolongation thereof, S 07°40'39" W, a distance 1608.34 feet to the Southwest corner of those lands described in Official Record Book 802, Page 1281 of said Public Records; thence departing said Southerly prolongation line and on the Southerly line of said lands, S 82°19'01" E, a distance 399.49 feet to a point on the Westerly Right of Way line of Chester Road (Variable Width Right of Way); thence departing said Southerly line and on said Westerly Right of Way line for the next 3 courses, S 07°40'57" W, a distance 21.94 feet; thence S 07°43'19" W, a distance 9134.66 feet; thence S 08°41'14" W, a distance 747.21 feet to a point on the Northerly Right of Way line of Pages Dairy Road (100 foot Right of Way); thence departing said Westerly Right of Way line and on said Northerly Right of Way line for the next 8 courses, N 63°45'37" W, a distance 1908.42 feet to the beginning of a curve, concave Northeast, having a radius of 1859.00 feet and a central angle of 13°19'52"; thence on the arc of said curve a distance of 432.54 feet said arc being subtended by a chord which bears N 57°05'41" W, a distance of 431.57 feet to the curves end; thence N 50°25'45" W, a distance 1077.81 feet; thence N 51°29'02" W, a distance 1087.78 feet to the beginning of a curve, concave Southwest, having a radius of 5786.70 feet and a central angle of 12°04'58"; thence on the arc of said curve a distance of 1220.33

feet said arc being subtended by a chord which bears N 57°31'31" W, a distance of 1218.07 feet to the curves end; thence N 63°34'00" W, a distance 549.97 feet to the beginning of a curve, concave Southwest, having a radius of 2914.79 feet and a central angle of 11°37'45"; thence on the arc of said curve a distance of 591.61 feet said arc being subtended by a chord which bears N 69°22'53" W, a distance of 590.59 feet to the curves end; thence N 75°11'45" W, a distance 386.35 feet to the Southeast corner of Page Hill Unit 1, as recorded in Plat Book 6, Pages 237 and 238 of the Public Records of Nassau County, Florida; thence on the Easterly line of said Page Hill Unit 1 and on the Easterly line of Page Hill Unit 2, as recorded in Plat Book 6, Pages 318 and 319 of said Public Records and on the Easterly line of Page Hill Unit 3, as recorded in Plat Book 6, Pages 341 and 342 of said Public Records for the next 6 courses, thence N 15°14'52" E, a distance of 624.51 feet; thence N 31°18'20" E, a distance of 1600.42 feet; thence N 31°16'17" E, a distance of 1617.68 feet; thence N 31°18'20" E, a distance of 77.25 feet; thence N 31°14'20" E, a distance of 712.26 feet; thence N 15°00'35" E, a distance of 1945.10 feet to the Northeast corner of said Page Hill Unit 3, as recorded in Plat Book 6, Pages 341 and 342; thence departing said Easterly line and on the North line of said Page Hill Unit 3, S 89°08'26" W, a distance 1948.04 feet to the Northwest corner of said Page Hill Unit 3; thence departing said North line and on the Westerly line of said Page Hill Unit 3 and on the Westerly line of the aforesaid Page Hill Unit 2 and on the Westerly line of the aforesaid Page Hill Unit 1 for the next 7 courses, S 06°17'22" W, a distance 846.40 feet; thence S 15°13'56" W, a distance 1678.50 feet; thence S 15°14'27" W, a distance 1129.83 feet; thence N 80°46'29" W, a distance 416.31 feet; thence S 15°10'34" W, a distance 1155.32 feet; thence S 75°30'02" E, a distance 415.78 feet; thence S 15°05'25" W, a distance 1047.82 feet to a point on the aforesaid Northerly Right of Way line of Pages Dairy Road; thence departing said Westerly line and on said Northerly Right of Way line for the next 2 courses, N 75°11'45" W, a distance 135.69 feet; thence N 76°11'45" W, a distance 1105.99 feet to the beginning of a curve, concave Southerly, having a radius of 1004.93 feet and a central angle of 19°06'09"; thence on the arc of said curve a distance of 335.04 feet said arc being subtended by a chord which bears N 85°44'50" W, a distance of 333.49 feet to the Southeast corner of Yulee Hills as recorded in Plat Book 4, Page 31 of the aforesaid Public Records; thence departing said Northerly Right of Way line and on the Easterly line of said Yulee Hills, N 4°55'07" W, a distance 6150.59 feet to the Northeast corner of said Yulee Hills said point also being on the Easterly line of the Heirs of E. Waterman Mill Grant, Section 50, Township 3 North, Range 27 East, Nassau County, Florida. thence departing said Easterly line and on the Westerly line of Yulee Hills and also being on said Easterly line of Section 50, S 43°57'08" W, a distance 6123.00 feet to the Southwest corner of said Yulee Hills; thence departing said Westerly line and continuing on said Easterly line of Section 50, S 43°54'03" W, a distance 4814.17 feet to a point on the North Right of Way line of Pages Dairy Road (80 foot Right of Way) said point also being on a curve, concave

Southeast, having of radius 449.26 feet and a central angle of 1°13'25"; thence departing said Easterly line and on said North Right of Way line and on the arc of said curve a distance of 9.59 feet said arc being subtended by a chord which bears S 75°39'19" W, a distance of 9.59 feet to a point on the North Right of Way line of Jefferson Street (75 foot Right of Way) as shown on North Yulee as recorded in Plat Book 2, Page 26 of the aforesaid Public Records; thence departing said North Right of Way line of Pages Dairy Road and on said North Right of Way line of Jefferson Street, N 89°26'08" W, a distance 1639.13 feet to the Southeast corner of those lands described in Official Record Book 325, Page 159 of said Public Records; thence departing said North Right of Way line and on the Easterly line of said lands, N 28°15'16" W, a distance 2192.02 feet to the Northeast corner of said lands said point also being on the Easterly line of those lands described in Official Record Book 1629, Page 1511 of said Public Records; thence departing said Easterly line and on said Easterly line of those lands described in Official Record Book 1629, Page 1511 and on the Easterly line of those lands described in Official Record Book 1974, Page 625 of said Public Records, N 44°18'02" E, a distance 1176.85 feet to the Northeast corner of said lands; thence departing said Easterly line and on the Northerly line of said lands and the Northwesterly prolongation thereof, N 46°33'16" W, a distance 4615.27 feet to the Northeast corner of those lands described in Official Record Book 1871, Page 1833 of said Public Records; thence departing said Northwesterly prolongation line and on the Westerly line and Southerly line of said lands for the next 2 courses, S 43°49'29" W, a distance 2150.02 feet; thence S 46°10'48" E, a distance 965.65 feet to the Northwest corner of those lands described in Official Record Book 1560, Page 1741 of said Public Records; thence departing said Southerly line and on the Westerly line of said lands, S 44°45'43" W, a distance 784.92 feet to a point on the Northeasterly Right of Way line of U.S. Highway No. 17 (Variable Width Right of Way); thence departing said Westerly line and on said Northeasterly Right of Way line for the next 3 courses, N 45°55'39" W, a distance 1717.93 feet to the beginning of a curve, concave Northeast, having a radius of 5629.65 feet and a central angle of 7°10'00"; thence on the arc of said curve a distance of 704.17 feet said arc being subtended by a chord which bears N 42°20'39" W, a distance of 703.71 feet to the curves end; thence N 38°45'39" W, a distance 2470.26 feet to a point on the Easterly line of those lands described in Official Record Book 1910, Page 1533 of the aforesaid Public Records; thence departing said Northeasterly Right of Way line and on said Easterly line and on the Northeasterly prolongation thereof, N 49°42'18" E, a distance 446.92 feet to the Southwest corner of those lands described in Official Record Book 697, Page 547 of said Public Records; thence departing said Northeasterly prolongation line and on the Southerly line of said lands and on the Southeasterly prolongation thereof, S 45°06'08" E, a distance 1089.00 feet to the Southeast corner of those lands described in Official Record Book 2056, Page 790 of said Public Records; thence departing said Southeasterly prolongation line and on the Easterly line of said lands and on the Northeasterly prolongation thereof, N 44°53'52" E, a

distance 2046.00 feet to the Northeast corner of those lands described in Official Record Book 762, Page 958 of said Public Records; thence departing said Northeasterly prolongation line and on the Northerly line of said lands and on the Northwesterly prolongation thereof, N 45°06'08" W, a distance 2178.00 feet to the Northwest corner of those lands described in Official Record Book 590, Page 920 of said Public Records; thence departing said Northwesterly prolongation line and on the Westerly line of said lands, S 44°53'52" W, a distance 2046.00 feet to the Southwest corner of said lands; thence departing said Westerly line and on the Southerly line of said lands and on the Southeasterly prolongation thereof, S 45°06'08" E, a distance 822.96 feet to a point on the Westerly line of those lands described in Official Record Book 1961, Page 1186 of said Public Records; thence departing said Southeasterly prolongation line and on the Westerly line of said lands and the Southwesterly prolongation thereof, S 50°46'31" W, a distance 417.39 feet to a point on the aforesaid Northeasterly Right of Way line of U.S. Highway No. 17; thence departing said Southwesterly prolongation line and on said Northeasterly Right of Way line for the next 3 courses, N 38°45'39" W, a distance 897.57 feet to the beginning of a curve, concave Northeast, having a radius of 5629.65 feet and a central angle of 5°53'00"; thence on the arc of said curve a distance of 578.07 feet said arc being subtended by a chord which bears N 35°49'09" W, a distance of 577.82 feet to the curves end; thence N 32°52'39" W, a distance 2569.25 feet to the Southeast corner of those lands described in Official Record Book 87, Page 429 of the aforesaid Public Records; thence departing said Northeasterly Right of Way line and on the Easterly line, Northerly line, and the Westerly line of said lands for the next 3 courses, N 57°07'21" E, a distance 208.70 feet; thence N 32°52'39" W, a distance 208.70 feet; thence S 57°07'21" W, a distance 208.70 feet to a point on the aforesaid Northeasterly Right of Way line of U.S. Highway No. 17; thence departing said Westerly line and on said Northeasterly Right of Way line, N 32°52'39" W, a distance 1163.92 feet to the Southeast corner of those lands described in Official Record Book 756, Page 587 of the aforesaid Public Records; thence departing said Northeasterly Right of Way line and on the Easterly line of said lands, N 57°07'21" E, a distance 85.00 feet to the Southwest corner of those lands described in Official Record Book 309, Page 673 of said Public Records; thence departing said Easterly line and on the Southerly of said lands and on the Southeasterly prolongation thereof, S 54°09'58" E, a distance 1053.12 feet to the Southeast corner of those lands described in Official Record Book 1131, Page 1698 of said Public Records; thence departing said Southeasterly prolongation line and on the Easterly line of said lands and on the Northeasterly prolongation thereof, N 57°00'06" E, a distance 909.57 feet to the Northeast corner of those lands described in Official Record Book 1171, Page 330 of said Public Records; thence departing said Northeasterly prolongation line and on the Northerly line of said lands and on the Northwesterly prolongation thereof, N 32°52'44" W, a distance 1651.85 feet to the Northwest corner of those lands described in Official Record Book 725, Page 172 of said Public Records; thence

departing said Northwesterly prolongation line and on the Westerly line of said lands, S 46°25'51" W, a distance 1401.20 feet to the Point of Beginning.

Together with:

Crandall Road as being described below:

Crandall Road

A parcel of land, being a portion of Sections 31, 32, 33 and the William Fox Grant, Township 4 North, Range 26 East, and being a portion of the Spicer S. Christopher Grant and J. Smith Grant, Section 47, the Spicer S. Christopher Grant, Section 48 and the Heirs of E. Waterman Mill Grant, Section 50, all in Township 3 North, Range 27 East, Nassau County, Florida and being more particularly described as follows:

Begin at the intersection of the Northeasterly Right-of-Way line of U.S. Highway No. 17 (a 137.50 foot Right-of-Way at this point) and the Easterly Right-of-Way line of Crandall Road (a 40 foot County Maintained Right-of-Way); thence on said Northeasterly Right-of-Way line, thence N 32°52'39" W, a distance 40.71 feet to a point on the Westerly Right-of-Way line of said Crandall Road; thence departing said Northeasterly Right-of-Way line and on said Westerly Right-of-Way line and on the Northerly Right-of-Way line and the Easterly Right-of-Way line of said Crandall Road for the next 29 courses, N 46°25'51" E, a distance of 481.84 feet; thence N 32°05'53" E, a distance of 2418.72 feet to the beginning of a curve, concave Northwest, having a radius of 980.00 feet and a central angle of 20°18'59"; thence on the arc of said curve a distance of 347.50 feet said arc being subtended by a chord which bears N 21°56'23" E, a distance of 345.68 feet to the curves end; thence N 11°46'53" E, a distance of 3953.5 feet; thence N 13°38'05" E, a distance of 600.31 feet; thence N 15°36'12" E, a distance of 2912.08 feet; thence N 16°05'53" E, a distance of 2532.7 feet; thence N 17°11'45" E, a distance of 3439.63 feet; thence N 16°50'41" E, a distance of 1216.59 feet; thence N 13°33'13" E, a distance of 248.97 feet; thence N 05°39'41" E, a distance of 496.30 feet; thence N 11°34'20" E, a distance of 209.7 feet to the beginning of a curve, concave Southeast, having a radius of 320.00 feet and a central angle of 28°06'20"; thence on the arc of said curve a distance of 156.97 feet said arc being subtended by a chord which bears N 25°37'30" E, a distance of 155.40 feet to the curves end; thence N 39°40'40" E, a distance of 158.24 feet; thence S 50°19'20" E, a distance of 40.00 feet; thence S 39°40'40" W, a distance of 158.24 feet to the beginning of a curve, concave Southeast, having a radius of 280.00 feet and a central angle of 28°06'20"; thence on the arc of said curve a distance of 137.35 feet said arc being subtended by a chord which bears S 25°37'30" W, a distance of 135.98 feet to the curves end; thence S 11°34'20" W, a distance of 207.64 feet; thence S 05°39'41" W, a distance of 496.99 feet; thence S 13°33'13" W, a distance of 252.88 feet; thence S 16°50'41" W, a distance of 1217.86 feet; thence S 17°11'45" W, a distance

of 3439.37 feet; thence S 16°05'53" W, a distance of 2532.14 feet; thence S 15°36'12" W, a distance of 2911.22 feet; thence S 13°38'05" W, a distance of 598.98 feet; thence S 11°46'53" W, a distance of 3952.85 feet to the beginning of a curve, concave Northwest, having a radius of 1020.00 feet and a central angle of 20°18'59"; thence on the arc of said curve a distance of 361.68 feet said arc being subtended by a chord which bears S 21°56'23" W, a distance of 359.79 feet to the curves end; thence S 32°05'53" W, a distance of 2423.75 feet; thence S 46°25'51" W, a distance of 494.42 feet to the Point of Beginning.

Less and Except:

Those lands described in Official Records Book 235, Page 149 and Official Records Book 609, Page 780 all of the Public Records of Nassau County, Florida.

Parcel 3

A parcel of land, being a portion of Sections 1, 2, 11 and the Heirs of E. Waterman Grant, Section 41, lying Northerly of County Road No. 108, Westerly of CSX Railroad Right-of-Way, and Easterly of Interstate I-95, Township 3 North, Range 26 East, Nassau County, Florida, and being more particularly described as follows:

Commence at the Southwest corner of said Section 1; thence on the South line of said Section 1, N 89°47'06" E, a distance of 397.04 feet to a point on the Southwesterly Right-of-Way line of CSX Railroad (a variable width Right-of-Way); said point also being the Point of Beginning; thence departing said South line and on said Southwesterly Right-of-Way line, N 32°54'39" W, a distance of 1660.86 feet, to the Southeast corner of those lands as described in Official Records 260, Page 357, of the Public Records of Nassau County, Florida; thence departing said Southwesterly Right-of-Way line and on the South line of said lands, S 89°14'18" W, a distance of 173.85 feet to a point the Southwest corner of said lands; thence departing said South line and on the West line of said lands, N 32°54'39" W, a distance of 500.00 feet to the Northwest corner of said lands; thence departing said West line and on the North line of said lands, N 89°14'18" E, a distance of 173.85 feet to a point on the aforesaid Southwesterly Right-of-Way line of CSX Railroad; thence departing said North line and on said Southwesterly Right-of-Way line, N 32°54'39" W, a distance of 890.93 feet to a point on the Northeasterly Right-of-Way line of Interstate I-95 (a variable width Limited Access Right-of-Way); thence departing said Southwesterly Right-of-Way and on said Northeasterly Right-of-Way line, for the next 3 courses; thence S 24°42'34" W, a distance of 1926.46 feet to the beginning of a curve, concave Easterly, having a radius of 6769.49 feet and a central angle of 41°19'33"; thence on the arc of said curve a distance of 4882.64 feet said arc being subtended by a chord which bears S 04°02'47" W, a distance of 4777.49 feet to the curves end; thence S 16°36'59" E, a distance of 531.21 feet to a point on the Northerly Right-

of-Way line of County Road No. 108 (a 80 foot Right-of-Way); thence departing said Northeasterly Right-of-Way line and on said Northerly Right-of-Way line for the next 2 courses; thence S 66°36'32" E, a distance of 589.65 feet; thence S 72°26'59" E, a distance of 6784.16 feet to the intersection of said Northerly Right-of-Way line and aforesaid Southwesterly Right-of-Way line of CSX Railroad; thence departing said Northerly Right-of-Way line and on said Southwesterly Right-of-Way line of CSX Railroad for the next 2 courses; N 32°53'09" W, a distance of 5384.64 feet; thence N 32°54'39" W, a distance of 2645.20 feet to the Point of Beginning.

Less and Except:

Those lands as described in Official Records 942, Page 384, Official Records 594, Page 1111, Official Records 883, Page 1590, Official Records 1567, Page 1597, Official Records 279, Page 615, (Official Records 1750, Page 132, Parcel 11) and (Official Records 1750, Page 132, Parcel 12)

Parcel 4

A parcel of land, being a portion of Sections 11, 14, 23 and the N. Wildes Grant, Section 39 and the Heirs of E. Waterman Grant, Section 41, Township 3 North, Range 26 East,

and being a portion of the Heirs of E. Waterman Mill Grant, Section 44 and the E. Waterman Mill Grant, Section 50 and the John Carr Grant, section 56, Township 3 North, Range 27 East, lying Southerly of County Road No. 108, Westerly of CSX Railroad, and Easterly of Interstate I-95, Nassau County, Florida, and being more particularly described as follows:

Commence at the Northwest corner of the Heirs of E. Waterman Grant, Section 41, Township 3 North, Range 26 East; thence on the West line of said Section 41, S 01°08'09" E, a distance of 5354.74 feet to a point on the Southerly Right-of-Way line of County Road No. 108 (a 80 foot Right-of-Way) and the Point of Beginning; thence departing said West line and on said Southerly Right-of-Way line, S 72°26'59" E, a distance of 4950.42 feet to point on the Southwesterly Right-of-Way line of CSX Railroad (a variable width Right-of-Way); thence departing said Southerly Right-of-Way line and on said Southwesterly Right-of-Way line for the next 3 courses, S 32°53'09" E, a distance of 1338.21 feet; thence S 32°57'39" E, a distance of 2740.73 feet; thence S 32°52'39" E, a distance of 1038.25 feet to the Northeast corner of those lands as described in Official Records 1232, Page 954, of the Public Records of Nassau County, Florida; thence departing said Southwesterly Right-of-Way line and on the Northerly line of said lands, S 57°07'21" W, a distance of 158.00 feet to the Northwest corner of said lands; thence departing said Northerly line and on the Westerly line of said lands, and on the Westerly line of those lands as described in Official Records 875, Page 1070, of said Public

Records, S 40°05'39" E, a distance of 320.00 feet to the Southwest corner of said lands; thence departing said Westerly line and on the Southerly line of said lands, N 57°07'21" E, a distance of 117.80 feet to a point on aforesaid Southwesterly Right-of-Way line of the CSX Railroad; thence departing said Southerly line and on said Southwesterly Right-of-Way line for the next 3 courses, S 32°52'39" E, a distance of 4678.98 feet to the beginning of a curve, concave Northeast, having a radius of 5967.15 feet and a central angle of 5°53'00"; thence on the arc of said curve a distance of 612.73 feet said arc being subtended by a chord which bears S 35°49'09" E, a distance of 612.46 feet to the curves end; thence S 38°45'39" E, a distance of 12456.99 feet to the Northeast corner of those lands described in Official Record Book 715, Page 1293 of the Public Records of Nassau County, Florida; thence departing said Southwesterly Right of Way line and on the North line of said lands, S 72°16'23" W, a distance of 1557.25 feet to the Northwest corner of said lands; thence departing said North line and on the Westerly of said lands the next 2 courses and on the Westerly line of those lands described in Official Record Book 1205, Page 1158 of said Public Records, thence S 13°25'59" W, a distance of 461.74 feet; thence S 11°04'43" E, a distance of 85.85 feet to the Southwest corner of said lands; thence departing said Westerly line and on the Southerly line of said lands, N 72°19'49" E, a distance of 44.42 feet to a point on the Westerly line of those lands described in Official Record Book 826, Page 1117 of said Public Records; thence departing said Southerly line and on said Westerly line for the next 2 courses, S 32°37'18" W, a distance of 48.23 feet; thence S 31°02'03" E, a distance of 30.01 feet to the Southwest corner of said lands; thence departing said Westerly line and on the Southerly line of said lands, N 72°18'45" E, a distance of 43.74 feet to the Northwest corner of those lands described in Official Record Book 1588, Page 1340 of said Public Records said point being on a curve, concave Northeast, having a radius of 457.48 feet and a central angle of 26°44'58"; thence on the Westerly line of said lands and the arc of said curve for the next 2 courses, a distance of 213.58 feet said arc being subtended by a chord which bears S 50°22'02" E, a distance of 211.65 feet to the curves end; thence S 69°51'30" E, a distance of 259.80 feet to the Southwest corner of said lands said point also being on the Northerly Right of way line of State Road No. 200 (A1A) (184 foot Right of Way); thence departing said Westerly line and on said Northerly Right of way line, S 76°05'01" W, a distance of 511.09 feet to the Southeast corner of those lands described in Official Record Book 142, Page 441 of the aforesaid Public Records; thence departing said Northerly Right of way line and on the East line of said lands, N 17°43'59" W, a distance of 206.66 feet to the Northeast corner of said lands; thence departing said East line and on the North line of said lands, S 72°16'01" W, a distance of 99.78 feet to the Northwest corner of said lands; thence departing said North line and on the West line of said lands, S 17°43'59" E, a distance of 200.00 feet to the Southwest corner of said lands said point also being on the aforesaid Northerly Right of Way line State Road No. 200 (A1A); thence departing said West line and on

said Northerly Right of Way line, S 76°05'01" W, a distance of 60.13 feet to the Southeast corner of Tax I.D. No. 44-2N-27-0000-0003-0080 of the Property Appraiser's Office of Nassau County, Florida; thence departing said Northerly Right of Way line and on the East line of Tax I.D. No. 44-2N-27-0000-0003-0080 and Tax I.D. No. 44-2N-27-0000-0003-0000 and Tax I.D. No. 44-2N-27-0000-0003-0010, N 17°43'59" W, a distance of 256.00 feet to the Northeast corner of said Tax I.D. No. 44-2N-27-0000-0003-0000; thence departing said East line and on the North line of said Tax I.D. No. 44-2N-27-0000-0003-0000 and Tax I.D. No. 44-2N-27-0000-0003-0030 and Tax I.D. No. 44-2N-27-0000-0006-0000, S 70°03'50" W, a distance of 522.00 feet to the Northwest corner of said Tax I.D. No. 44-2N-27-0000-0006-0000; thence departing said North line and on the West line of said Tax I.D. No. 44-2N-27-0000-0006-0000 and Tax I.D. No. 44-2N-27-0000-0008-0000, S 17°05'59" E, a distance of 201.00 feet to the Southeast corner of said Tax I.D. No. 44-2N-27-0000-0008-0000 said point also being on the aforesaid Northerly Right of Way line State Road No. 200 (A1A); thence departing said West line and on said Northerly Right of Way line for the next 3 courses, S 76°05'01" W, a distance of 2180.25 feet to the beginning of a curve, concave Southeast, having a radius of 17312.73 feet and a central angle of 3°46'03"; thence on the arc of said curve a distance of 1138.42 feet said arc being subtended by a chord which bears S 74°11'59" W, a distance of 1138.22 feet to the curves end; thence S 72°19'01" W, a distance of 5100.21 feet to the Southeast corner of those lands described in Official Record Book 408, Page 695 of the aforesaid Public Records; thence departing said Northerly Right of way line and on the Easterly line of said lands, N 17°40'59" W, a distance of 595.24 feet to the Northeast corner of said lands; thence departing said Easterly line and on the Northerly line of said lands and the Northerly line of those lands described in Official Record Book 1782, Page 1450 and Official Record Book 1484, Page 1762 of the said Public Records for the next 2 courses, S 72°15'36" W, a distance of 818.28 feet; thence S 89°00'37" W, a distance of 840.96 feet to a Northeast corner of last said lands; thence departing said Northerly line and on the Easterly line of said lands, N 16°36'59" W, a distance of 1241.54 feet to the most Northeast corner of said lands; thence departing said Easterly line and on the most Northerly line of said lands, S 73°23'30" W, a distance of 1172.26 feet to the Northwest corner of said lands said point being on the Easterly Limited Access Right of Way line of Interstate 95 (Variable Width Limited Access Right of Way); thence departing said most Northerly line and on said Easterly Limited Access Right of Way line for the next 3 courses, N 16°36'59" W, a distance of 13466.15 feet; thence N 73°23'01" E, a distance of 25.00 feet; thence N 16°36'59" W, a distance of 518.67 feet to a point on the South line of Henry Young Grant, Section 40, Township 3 North, Range 26 East, Nassau County, Florida; thence departing said Easterly Limited Access Right of Way line and on said South line, S 85°14'18" E, a distance of 2011.92 feet to the Southeast corner of said Section 40 said point also being on the East line of the N. Wildes Grant, Section 39, Township 3 North, Range 26 East, Nassau County, Florida; thence departing said South line and on said East line,

S 04°52'08" W, a distance of 1450.42 feet to the Southwest corner of said Section 39; thence departing said East line and on the South line of said Section 39 and on the South line of N. Wildes Grant, Section 57, Township 3 North, Range 27 East, Nassau County, Florida, S 88°54'50" E, a distance of 4785.65 feet to the Southeast corner of said Section 57; thence departing said South line and on the East line of said Section 57, N 04°00'16" E, a distance of 3135.18 feet to the Northeast corner of said Section 57; thence departing said East line and on the North line of said Section 57, N 84°41'50" W, a distance of 2194.99 feet to Northwest corner of said Section 57 said point also being the Northeast corner of the N. Wildes Grant, Section 39, Township 3 North, Range 26 East, Nassau County, Florida; thence departing said North line, and on the North line of said Section 39, N 85°35'46" W, a distance of 2543.35 feet to the Northwest corner of said Section 39 said point also being the Northeast corner of the Henry Young Grant, Section 40, Township 3 North, Range 26 East; thence departing said North line and on the North line of said Section 40, N 85°07'42" W, a distance of 2359.91 feet to a point on the Northeasterly Right-of-Way line of Interstate I-95 (a variable width Limited Access Right-of-Way); thence departing said North line and on said Northeasterly Right-of-Way line for the next 4 courses, N 16°36'59" W, a distance of 1294.85 feet; thence S 73°23'01" W, a distance of 261.65 feet; thence N 31°39'00" W, a distance of 626.48 feet; thence N 16°36'59" W, a distance of 6817.56 feet to a point on the Southerly Right-of-Way line of aforesaid County Road No. 108; thence departing said Northeasterly Right-of-Way line and on said Southerly Right-of-Way line for the next 2 courses, S 77°22'21" E, a distance of 466.13 feet; thence S 72°26'59" E, a distance of 1930.57 feet to the Point of Beginning.

Less and Except:

Those lands described in Official Records Book 1981, Page 109 (School Site) and Official Records Book 1981, Page 172 (90 foot Roadway Parcel "A" and 81 foot Roadway Parcel "B") all of the Public Records of Nassau County, Florida.

Also Less and Except:

Lot 1 as shown on Plat of Market Street Office Site as recorded in Plat Book 8, Pages 156 – 160 of the Public Records of Nassau County, Florida.

Parcel 5

A parcel of land, being a portion of Sections 6, 7 and the Heirs of E. Waterman Mill Grant, Section 44, Township 2 North, Range 27 East, Nassau County, Florida, and being more particularly described as follows:

Begin at the Southeast corner of Heirs of E. Waterman Mill Grant, Section 44, Township 2 North, Range 27 East, Nassau County, Florida; thence on the South line of said Section 44, S 88°51'21" W, a distance of 3142.74 feet to the Northeast corner of Section 6, Township 2 North, Range 27 East, Nassau County, Florida; thence departing said South line and on the East line of said Section 6, S 00°39'07" W, a distance of 973.20 feet to the Southeast corner of said Section 6 said point also being the Northeast corner of Section 7, Township 2 North, Range 27 East, Nassau County, Florida; thence departing said East line and on the East line of said Section 7, S 00°35'09" E, a distance of 570.02 feet to a point on the Northeasterly Right of Way line of William Burgess Boulevard (100 foot Right of Way) said point also being on a curve, concave Northeast, having a radius of 595.00 feet and a central angle of 47°04'42"; thence departing said East line and on said Northeasterly Right of Way line and on the arc of said curve for the next 8 courses a distance of 488.89 feet said arc being subtended by a chord which bears N 25°01'39" W, a distance of 475.26 feet to the curves end; thence N 01°29'18" W, a distance of 887.57 feet to the beginning of a curve, concave Southwest, having a radius of 450.00 feet and a central angle of 56°32'45"; thence on the arc of said curve a distance of 444.11 feet said arc being subtended by a chord which bears N 29°45'40" W, a distance of 426.30 feet to the curves end; thence N 58°02'03" W, a distance of 655.42 feet to the beginning of a curve, concave Southwest, having a radius of 725.00 feet and a central angle of 13°30'21"; thence on the arc of said curve a distance of 170.90 feet said arc being subtended by a chord which bears N 64°47'21" W, a distance of 170.50 feet to the curves end; thence N 71°32'24" W, a distance of 964.03 feet to the beginning of a curve, concave Northeast, having a radius of 255.32 feet and a central angle of 53°48'49"; thence on the arc of said curve a distance of 239.80 feet said arc being subtended by a chord which bears N 44°37'59" W, a distance of 231.09 feet to the curves end; thence N 17°43'35" W, a distance of 230.01 feet to a point on the Southerly Right of way line of State Road No. 200 (A1A) (184 foot Right of Way); thence departing said Northeasterly Right of Way line and said Southerly Right of way line N 72°19'01" E, a distance of 629.04 feet to the Northeast corner of those lands described in Official Record Book 235, Page 514 of the Public Records of Nassau County, Florida; thence departing said Southerly Right of way line and on the Westerly line of said lands, S 17°40'59" E, a distance of 800.00 feet to the Southeast corner of said lands; thence departing said Westerly line and on the Southerly line of said lands, N 72°19'01" E, a distance of 800.00 feet to the Southeast corner of said lands; thence departing said Southerly line and on the Easterly line of said lands, N 17°40'59" W, a distance of 800.00 feet to the Northeast corner of said lands said point being on the aforesaid Southerly Right of way line of State Road No. 200 (A1A); thence departing said Easterly line and on said Southerly Right of way line for the next 3 courses, N 72°19'01" E, a distance of 2918.12 feet to the beginning of a curve, concave Southeast, having a radius of 17128.73 feet; and a central angle of 03°46'00"; thence on the arc of said curve a distance of 1126.06 feet said arc being

subtended by a chord which bears N 74°12'01" E, a distance of 1125.85 feet to the curves end; thence N 76°05'01" E, a distance of 2201.73 feet to the Northwest corner of those lands described in Official Record Book 739, Page 1054 of the aforesaid Public Records; thence departing said Southerly Right of way line and on the West line of said lands and on the West line of Parcel No. 100-A as shown on Florida Department of Transportation Right of Way Map, Section No. 74060, State Road No. 200 (A1A), S 17°40'59" E, a distance of 517.51 feet to the Southwest corner of said Parcel 100-A; thence departing said West line and on the South line of said Parcel 100-A, N 72°11'36" E, a distance of 183.67 feet to the Northwest corner of Parcel 100-B of said Florida Department of Transportation Right of Way Map, Section No. 74060; thence departing said South line and on the West line of said Parcel 100-B, S 17°48'24" E, a distance of 73.85 feet to the Southwest corner of said Parcel 100-B; thence departing said West line and on the South line of said Parcel 100-B, N 72°11'36" E, a distance of 50.00 feet to the Southeast corner of said Parcel 100-B; thence departing said South line and on the East line of said Parcel 100-B, N 17°48'24" W, a distance of 73.85 feet to the Northeast corner of said Parcel 100-B said point also being on the aforesaid South line of Parcel 100-A; thence departing said East line and on said South line and on the Southerly and Easterly lines of said Parcel 100-A for the next 4 courses, N 72°11'36" E, a distance of 52.03 feet; thence N 42°10'12" E, a distance of 531.94 feet; thence N 13°54'59" W, a distance of 160.22 feet; thence N 76°05'01" E, a distance of 675.00 feet; thence N 13°54'59" W, a distance of 40.00 feet to the aforesaid Southerly Right of way line of State Road No. 200 (A1A); thence departing said Easterly line and on said Southerly Right of way line for the next 2 courses, N 76°05'01" E, a distance of 155.31 feet to the beginning of a curve, concave Northwest, having a radius of 1969.86 feet and a central angle of 04°58'03"; thence on the arc of said curve a distance of 170.79 feet said arc being subtended by a chord which bears N 73°36'00" E, a distance of 170.73 feet to a point on the Westerly Right of way line of Oak Tree Lane; thence departing said Southerly Right of way line and on said Westerly Right of way line, S 25°30'41" E, a distance of 53.14 feet to a point on the Easterly line of the aforesaid Section 44, of Heirs of E. Waterman Mill Grant; thence departing said Westerly Right of way line and on said Easterly line of said Section 44 for the next 6 courses, S 45°54'18" W, a distance of 1268.66 feet; thence S 42°41'32" W, a distance of 771.87 feet; thence N 86°46'11" W, a distance of 43.23 feet; thence S 03°05'38" W, a distance of 50.06 feet; thence S 43°57'52" W, a distance of 1279.55 feet; thence S 44°24'05" W, a distance of 1834.86 feet to the Point of Beginning.

Parcel 6

A parcel of land, being a portion of Sections 6 and 7 and the Heirs of E. Waterman Mill Grant, Section 44, Township 2 North, Range 27 East, Nassau County, Florida, and being more particularly described as follows:

Begin at the intersection of the Southerly Right of way line of State Road No. 200 (A1A) (184 foot Right of Way) with the Southwesterly Right of Way line of William Burgess Boulevard (100 foot Right of Way); thence on said Southwesterly Right of Way line for the next 8 courses, S 17°43'35" E, a distance of 230.08 feet to the beginning of a curve, concave Northeast, having a radius of 355.32 feet and a central angle of 53°48'49"; thence on the arc of said curve a distance of 333.73 feet said arc being subtended by a chord which bears S 44°37'59" E, a distance of 321.59 feet to the curves end; thence S 71°32'24" E, a distance of 964.03 feet to the beginning of a curve, concave Southwest, having a radius of 625.00 feet and a central angle of 13°30'21"; thence on the arc of said curve a distance of 147.33 feet said arc being subtended by a chord which bears S 64°47'13" E, a distance of 146.98 feet to the curves end; thence S 58°02'03" E, a distance of 655.42 feet to the beginning of a curve, concave Southwest, having a radius of 350.00 feet and a central angle of 56°32'45"; thence on the arc of said curve a distance of 345.42 feet said arc being subtended by a chord which bears S 29°45'40" E, a distance of 331.57 feet to the curves end; thence S 01°29'18" E, a distance of 887.57 feet to the beginning of a curve, concave Easterly, having a radius of 695.00 feet and a central angle of 3°40'38"; thence on the arc of said curve a distance of 44.61 feet said arc being subtended by a chord which bears S 03°19'37" E, a distance of 44.60 feet to a point on the Northeasterly line of those lands described in Official Record Book 936, Page 894 of the Public Records of Nassau County, Florida; thence departing said Southwesterly Right of Way line and on said Northeasterly line, N 67°40'22" W, a distance of 479.97 feet to the most Northeasterly corner of said lands said point also being on the South line of Section 6, Township 2 North, Range 27 East, Nassau County, Florida; thence departing said Northeasterly line and on the North line of said lands and on said South line of Section 6, S 89°40'42" W, a distance of 528.86 feet; thence departing said North line and said South line, N 00°06'22" W, a distance of 965.41 feet to a point on the North line of said Section 6; thence on said North line, S 89°20'06" W, a distance of 1071.37 feet to the Southeast corner of those lands described in Deed Book 81, Page 359 of the aforesaid Public Records; thence departing said North line and on the East line of said lands, N 00°39'54" W, a distance of 208.70 feet to the Northeast corner of said lands; thence departing said East line and on the North line of said lands, S 89°20'06" W, a distance of 208.70 feet to the Northwest corner of said lands said point also being the Northeast corner of those lands described in Official Record Book 513, Page 91 of said Public Records; thence departing said North line and on the Northerly line of said lands, S 69°45'17" W, a distance of 94.87 feet to the Northwest corner of said lands said point also being on the Easterly Right of Way line of Harper Chapel Road and being on a curve, concave Northeast, having a radius of 126.27 feet and a central angle of 10°58'25"; thence on the arc of said curve a distance of 24.18 feet said arc being subtended by a chord which bears N 23°10'12" W, a distance of 24.15 feet to the curves end; thence on said Easterly Right of Way line, N 17°40'59" W' a distance of, 923.94 feet to a point on

the aforesaid Southerly Right of way line of State Road No. 200 (A1A); thence departing said Easterly Right of Way line and on said Southerly Right of way line, N 72°19'01" E, a distance of 573.63 feet to the Point of Beginning.

Parcel 7

A parcel of land, being a portion of Section 12, Township 2 North, Range 26 East and being a portion of Sections 7 and 18, Township 2 North, Range 27 East, all in Nassau County, Florida, and being more particularly described as follows:

Begin at the Northwest corner of Section 7, Township 2 North, Range 27 East, Nassau County, Florida; thence on the North line of said Section 7, N 88°16'03" E, a distance of 1986.88 feet to the Northeast corner of the East ½ of the Northeast ¼ of the Northwest ¼ of said Section 7; thence departing said North line and on the East line of said East ½ of the Northeast ¼ of the Northwest ¼ of Section 7 and the Southerly prolongation of said East line, S 02°07'48" E, a distance of 2244.22 feet to the Southwest corner of those lands described in Official Record Book 936, Page 894 of the Public Records of Nassau County, Florida; thence departing said Southerly prolongation of East line and on the South line of said lands, N 88°02'22" E, a distance of 1654.64 feet to the Northwest corner of those lands described in Official Record Book 1376, Page 651 Well Site 1 of said Public Records; thence departing said South line and on the West line of said lands, S 01°57'38" E, a distance of 800.00 feet to the Southwest corner of said lands; thence departing said West line and on the South line of said lands, N 88°02'22" E, a distance of 800.00 feet to the Southeast corner of said lands; thence departing said South line and on the East line of said lands, N 01°57'38" W, a distance of 800.00 feet to the Northeast corner of said lands said point also being on the aforesaid South line of those lands described in Official Record Book 936, Page 894; thence departing said East line and on said South line, N 88°02'22" E, a distance of 742.77 feet to the Southeast corner of said lands said point also being on the East line of aforesaid Section 7; thence departing said South line and on said East line of Section 7, S 00°35'09" E, a distance of 98.31 feet to the Northeast corner of those lands described in Official Record Book 1376, Page 651 Well Site 2 of aforesaid Public Records; thence departing said East line and on the North line of said lands, S 89°24'51" W, a distance of 200.00 feet to the Northwest corner of said lands; thence departing said North line and on the West line of said lands, S 00°35'09" E, a distance of 200.00 feet to the Southwest corner of said lands; thence departing said West line and on the South line of said lands, N 89°24'51" E, a distance of 200.00 feet to the Southeast corner of said lands said point also being on the East line of aforesaid Section 7; thence departing said South line and on said East line of Section 7, S 00°35'09" E, a distance of 1487.09 feet to a point on the Northerly line of the Jno Uptergrove Grant, Section 45, Township 2 North, Range 27 East, Nassau County, Florida; thence departing said East line and on said Northerly line, S 67°24'50" W, a distance of 610.19 feet to the

Northwest corner of said Section 45; thence departing said Northerly line and on the Westerly line of said Section 45, S 22°35'10" E, a distance of 1511.79 feet to a point on the East line of Section 18, Township 2 North, Range 27 East, Nassau County, Florida; thence departing said Westerly line and on said East line, S 01°03'30" E, a distance of 2228.05 feet to the Northeast corner of those lands described in Official Record Book 1828, Page 47 of the aforesaid Public Records; thence departing said East line and on the North line of said lands, N 89°00'13" W, a distance of 34.73 feet to the Northwest corner of said lands; thence departing said North line and on the Westerly lines of said lands for the next 4 courses, S 00°58'51" W, a distance of 326.17 feet; thence S 18°22'50" W, a distance of 439.28 feet; thence S 00°24'30" W, a distance of 579.16 feet; thence S 10°13'00" E, a distance of 216.58 feet to a point on the Mean High Water Line of the Nassau River said point being referred to as reference point "A"; thence departing said Westerly line and on said Mean High Water Line of the Nassau River, Westerly and Northerly, a distance of 4797 feet more or less to a point being on the Mean High Water Line of Plummer Creek said point also being referred to as reference point "B" said point having a tie line of, N 57°04'14" W, a distance of 2799.23 feet from said reference point "A"; thence departing said Mean High Water Line of the Nassau River and on said Mean High Water Line of Plummer Creek, Westerly and Northerly a distance of 2852 feet more or less to a point said point having a tie line of, N 52°09'11" W, a distance of 1897.00 feet from said reference point "B"; thence continue on said Mean High Water Line of Plummer Creek, N 62°30'17" W, a distance of 268.44 feet to a point on the Easterly limited Access Right of Way line of Interstate 95 (variable width limited Access Right of Way) also said point being on a curve, concave Westerly, having a radius of 7789.44 feet and a central angle of 8°23'40"; thence departing said Mean High Water Line of Plummer Creek and on said Easterly limited Access Right of Way line and on the arc of said curve a distance of 1141.25 feet said arc being subtended by a chord which bears N 03°45'11" E, a distance of 1140.23 feet to the Southwest corner of those lands described in Official Record Book 364, Page 395 of the aforesaid Public Records; thence departing said Easterly limited Access Right of Way line and on the South line of said lands, N 89°14'13" E, a distance of 2893.20 feet to the Southeast corner of said lands; thence departing said South line and on the East line of said land, N 01°05'19" W, a distance of 1374.08 feet to the Northeast corner of said lands; thence departing said East line and on the North line of said lands, S 88°28'11" W, a distance of 1330.59 feet to the Southeast corner of those lands described in Official Record Book 1376, Page 651 Well Site 5 of aforesaid Public Records; thence departing said North line and on the East line of said lands, N 01°31'49" W, a distance of 200.00 feet to the Northeast corner of said lands; thence departing said East line and on the North line of said lands, S 88°28'11" W, a distance of 200.00 feet to the Northwest corner of said lands; thence departing said North line and on the West line of said lands, S 01°31'49" E, a distance of 200.00 feet to the Southwest corner of said lands said point also being on the North line of the aforesaid lands

described in Official Record Book 364, Page 395; thence departing said West line and on said North line S 88°28'11" W, a distance of 1462.62 feet to the Northwest corner of said lands said point also being on the aforesaid Easterly limited Access Right of Way line of Interstate 95 said point also being on a curve, concave Southwest, having a radius of 7789.44 feet and a central angle of 6°18'57"; thence departing said North line and on said Easterly limited Access Right of Way line and on the arc of said curve for the next 3 courses, a distance of 858.66 feet said arc being subtended by a chord which bears N 13°27'30" W, a distance of 858.23 feet to the curves end; thence N 16°36'59" W, a distance of 3196.48 feet; thence N 11°31'54" W, a distance of 74.27 feet to a point on the North line of Section 12, Township 2 North, Range 26 East, Nassau County, Florida; thence departing said Easterly limited Access Right of Way line and on said North line, N 89°14'31" E, a distance of 67.91 feet to the Point of Beginning.

Less and Except:

Those lands described in Official Records Book 1376, Page 651 (Well Sites 3and 4) of the Public Records of Nassau County, Florida.

Parcel 8

A parcel of land, being a portion of the John D. Vaughan Grant, Section 38, Township 2 North, Range 27 East and being a portion of the John Lowe Mill Grant, Section 51 and the John D. Vaughan Grant, Section 52, Township 3 North, Range 27 East, all in Nassau County, Florida and being more particularly described as follows:

Begin at the Point of Curvature of CSX Transportation System Railroad (former Seaboard Air Line Railway Company per Right of Way and Track Map, Baldwin Branch, Dated: June 30, 1918, Sheet VO4275, 120 foot Right of Way); thence on the Southerly Right of Way line of said CSX Transportation System Railroad and on a curve, concave Southerly, having radius of 2804.94 feet and a central angle of 26°12'02"; thence on the arc of said curve a distance of 1282.66 feet said arc being subtended by a chord which bears N 85°26'05" E, a distance of 1271.52 feet to the Northwest corner of those lands described in Official Records Book 1577, Page 1447, of the Public Records of Nassau County, Florida; thence departing said Southerly Right of Way line and on the Westerly of said lands, S 00°45'05" E, a distance of 51.15 feet to the Northwest corner of those lands described in Official Records Book 1231, Page 541, Parcel 3, of said Public Records; thence departing said Westerly line and on the Westerly line of said lands described in Official Records Book 1231, Page 541, Parcel 3, S 21°26'44" E, a distance of 1993.18 feet to the Southwest corner of said lands; thence departing said Westerly line, S 29°50'31" E, a distance of 864.91 feet to the Southwest corner of those lands described in Official Records Book 1626, Page 210, of said Public Records; thence S 35°51'31" E, a distance of 566.46 feet to the Northwest corner of those lands described in Official Records Book 1579, Page 453,

Parcel 2, of said Public Records; thence on the Westerly line of said lands and also being on the Westerly line of those lands described in Official Records Book 1671, Page 1626, of said Public Records, S 15°59'57" E, a distance of 1375.26 feet to the Southwest corner of said lands described in Official Records Book 1671, Page 1626 said point also being on the Northerly Right of Way line of State Road No. 200 (per Florida Department of Transportation Right of Way Map, Section 74060-2503, a Variable Width Right of Way); thence departing said Westerly line and on said Northerly Right of Way line for the next 3 courses, N 84°44'02" W, a distance of 1740.65 feet; thence N 81°09'27" W, a distance of 400.78 feet; thence N 84°44'02" W, a distance of 207.38 feet to a point on the Mean High Water Line of Lofton Creek said point being referred to as reference point "H"; thence departing said Northerly Right of Way line and on said Mean High Water Line, Northerly a distance of 7551 feet more or less to the Southeast corner of those lands described in Official Records Book 678, Page 699, Parcel C of aforesaid Public Records said point having a tie line of, N 20°34'22" W, a distance of 3357.16 feet from said reference point "H"; thence departing said Mean High Water Line and on the Easterly line of said lands, N 24°03'26" W, a distance of 717.45 feet to the Northeast corner of said lands said point also being on the aforesaid Mean High Water Line; thence departing said lands and on said Mean High Water Line, thence N 22°30'09" E, a distance of 105.39 feet to a point on the aforesaid Southerly Right of Way line of CSX Transportation System Railroad; thence departing said Mean High Water Line and on said Southerly Right of Way line, N 72°20'04" E, a distance of 660.65 feet to the Point of Beginning.

Parcel 9

A parcel of land, being a portion of Sections 25, 26, 36 and the John Frazier Grant, Section 39, Township 4 North, Range 26 East, Nassau County, Florida, and being more particularly described as follows:

Commence at the Southwest corner of Section 26, Township 4 North, Range 26 East, Nassau County, Florida; thence on the West line of said Section 26, N 00°30'18" W, a distance of 1648.49 feet to a point on the Mean High Water Line of the St. Mary's River said point being referred to as reference point "A" and the Point of Beginning; thence departing said West line and on said Mean High Water Line of the St. Mary's River, Southeasterly a distance of 8022 feet more or less to a point on the Westerly Limited Access Right of Way line of Interstate 95 (variable width limited Access Right of Way) said point having a tie line of, S 68°37'45" E, a distance of 7483.47 feet from said point being referred to as reference point "A" and the Point of Beginning; thence departing said Mean High Water Line and on said Westerly Limited Access Right of Way line for the next 2 courses, N 30°46'08" E, a distance of 1027.28 feet; thence N 24°42'34" E, a distance of 208.67 feet to a point on the South line of Section 25, Township 4 North, Range 26 East, Nassau County, Florida said point being referred to as reference point "B"; thence departing said Westerly Limited Access Right of Way line and on the

Northerly meander lines of Section 25, Township 4 North, Range 26 East, Nassau County, Florida, Northwesterly, a distance of 2344 feet more or less to a point on the Easterly line of the John Frazier Grant, Section 39, Township 4 North, Range 26 East, Nassau County, Florida said point being referred to as reference point "C" said point having a tie line of, N 27°35'34" W, a distance of 1874.93 feet from said point being referred to as reference point "B"; thence departing said Northerly meander line of Section 25 and on the Easterly line of said Section 39, N 36°04'58" E, a distance of 2323.66 feet to a point on the waters of the St. Mary's River said point being referred to as reference point "D"; thence departing said Easterly line and on said waters of the St. Mary's River, Northerly, a distance of 2089 feet more or less to a point said point having a tie line of, N 56°11'22" W, a distance of 1835.09 feet from said point being referred to as reference point "D"; thence departing said waters of the St. Mary's River, S 66°25'16" W, a distance of 1223.70 feet to the waters of the St. Mary's River said point being referred to as reference point "E"; thence on said waters of the St. Mary's River, Southerly and Westerly, a distance of 6791 feet more or less to the West line of the aforesaid Section 26 said point having a tie line of, S 81°13'49" W, a distance of 5513.84 feet from said point being referred to as reference point "E"; thence departing said waters of the St. Mary's River and on said West line, S 0°30'18" E, a distance of 1575.89 feet to the Point of Beginning.

Parcel 10

A parcel of land, being a portion of Section 36, Township 4 North, Range 26 East and being a portion of the Charles Seton Grant, Section 37, Township 3 North, Range 26 East and being a portion of the Spicer S. Christopher Grant, Section 48, the Charles Seton Grant, Section 49 and the he Heirs of E. Waterman Mill Grant, Section 50, Township 3 North, Range 27 East, Nassau County, Florida, and being more particularly described as follows:

Begin at the Southeast corner of Section 36, Township 4 North, Range 26 East, Nassau County, Florida; thence on the East line of Section 36, N 00°50'05" W, a distance of 3453.89 feet to a point on the waters of the St. Mary's River said point being referred to as reference point "E"; thence departing said East line and on said waters of the St. Mary's River, Northwesterly, a distance of 2241 feet more or less to a point on the North line of aforesaid Section 36 said point having a tie line of, N 33°02'08" W, a distance of 2109.99 feet from said point being referred to as reference point "E"; thence departing said waters of the St. Mary's River and on said North line, S 87°05'38" W, a distance of 1591.13 feet to a point on the Easterly Limited Access Right of Way line of Interstate 95 (Variable Width Right of Way); thence departing said North line and on said Easterly Limited Access Right of Way line for the next 3 courses, S 20°56'59" W, a distance of 1683.67 feet; thence S 24°42'34" W, a distance of 1200.00 feet; thence S 31°16'11" W, a distance of 148.73 feet to a point on the Mean High Water Line of the St. Mary's River said point being

referred to as reference point "A"; thence departing said Easterly Limited Access Right of Way line and on said Mean High Water Line, Southeasterly a distance of 2951 feet more or less to a point on the Easterly line of the William Fox Grant Section 38, Township 4 North, Range 26 East, Nassau County, Florida also said point being referred to as reference point "F" said point having a tie line of, S 51°34'50" E, a distance of 2855.64 feet from said point being referred to as reference point "A"; thence departing said the Mean High Water Line and on the said Easterly line of Section 38, S 33°27'43" W, a distance of 748.66 feet to a point on the South line of aforesaid Section 36; thence departing said Easterly line and on said South line, N 88°44'44" E, a distance of 513.75 feet to a point on the aforesaid Mean High Water Line of the St. Mary's River said point being referred to as reference point "B"; thence departing said South line and on said Mean High Water Line of the St. Mary's River, Southeasterly, a distance of 5276 feet more or less to a point on said Mean High Water Line said point being referred to as reference point "C" said point having a tie line of, S 36°30'52" E, a distance of 4828.26 feet from said reference point "B"; thence continue on said Mean High Water Line, Northeasterly, a distance of 7051 feet more or less to a point on the North line of Township 3 North, Range 26 East, Nassau County, Florida, said point also being on said Mean High Water Line said point being referred to as reference point "D" said point having a tie line of, N 49°38'32" E, a distance of 6131.74 feet from said reference point "C"; thence departing said Mean High Water Line of the St. Mary's River, Southwesterly and Northwesterly, a distance of 9133 more or less to the Point of Beginning said point having a tie line of, S 89°28'22" W, a distance of 5913.35 feet said tie line being the aforesaid North line of Township 3 North, Range 26 East, from said reference point "D";

Parcel 11

A parcel of land, being a portion of Section 34 and 35, Township 4 North, Range 27 East and being a portion of Section 2 and 3, Township 3 North, Range 27 East, all in Nassau County, Florida, and being more particularly described as follows:

Commence at the Northwest corner of those lands described in Official Record Book 1043, Page 181 of the Public Records of Nassau County, Florida; thence N 15°33'29" W, a distance of 5567.35 feet to the Mean High Water Line of the St. Mary's River said point being referred to as reference point "G" and the Point of Beginning; thence on said Mean High Water Line of the St. Mary's River, Westerly, a distance of 2526 feet more or less to a point being referred to as reference point "I" said point having a tie line of, N 84°33'29" W, a distance of 2256.91 feet from said point being referred to as reference point "G"; thence departing said Mean High Water Line of the St. Mary's River and on the waters of the St. Mary's River, Northerly, a distance of 1723 feet more or less to a point being referred to as reference point "J" said point having a tie line of, N 38°50'53" W, a distance of 2146.27 feet from said point being

referred to as reference point “G”; thence continue on said waters of the St. Mary’s River, Easterly and Southerly, a distance of 6702 feet more or less to a point being referred to as reference point “K” said point having a tie line of, S 65°04’22” E, a distance of 5854.39 feet from said point being referred to as reference point “J” and said point having a tie line of, S 78°04’37” E, a distance of 4041.88 feet from said point being referred to as reference point “G”; thence departing said waters of the St. Mary’s River and on the waters of Bells River, Northwesterly, a distance of 4558 feet more or less to a point being referred to as reference point “L” said point having a tie line of, S 24°12’34” W, a distance of 729.91 feet from said point being referred to as reference point “G”; thence departing said waters of Bells River and on the Mean High Water Line of Bells River and on the aforesaid Mean High Water Line of the St. Mary’s River, Northerly, a distance of 1083 feet more or less the Point of Beginning.

Section 5. Board of supervisors; members and meetings; organization; powers; duties; terms of office; related election requirements.—

(1) The board of supervisors shall exercise the powers granted to the district pursuant to this act. The board shall consist of five members, each of whom shall hold office for a term of 4 years, as provided in this section, except as otherwise provided herein for initial board members, and until a successor is chosen and qualified. The members of the board must be residents of the state and citizens of the United States.

(2)(a) Within 90 days after the effective date of this act, there shall be held a meeting of the landowners of the district for the purpose of electing five supervisors for the district. Notice of the landowners’ meeting shall be published once a week for 2 consecutive weeks in a newspaper that is in general circulation in the area of the district, the last day of such publication to be not fewer than 14 days or more than 28 days before the date of the election. The landowners, when assembled at such meeting, shall organize by electing a chair, who shall conduct the meeting. The chair may be any person present at the meeting. If the chair is a landowner or proxy holder of a landowner, he or she may nominate candidates and make and second motions. The landowners present at the meeting, in person or by proxy, shall constitute a quorum. At any landowners’ meeting, 50 percent of the district acreage shall not be required to constitute a quorum, and each governing board member elected by landowners shall be elected by a majority of the acreage represented either by owner or proxy present and voting at said meeting.

(b) At such meeting, each landowner shall be entitled to cast one vote per acre of land owned by him or her and located within the district for each person to be elected. A landowner may vote in person or by proxy in writing. Each proxy must be signed by one of the legal owners of the property for which the vote is cast and must contain the typed or printed name of the individual who signed the proxy; the street address, legal description of the property, or tax parcel identification number; and the number of authorized votes. If the proxy authorizes more than one vote, each property must be

listed and the number of acres of each property must be included. The signature on a proxy need not be notarized. A fraction of an acre shall be treated as 1 acre, entitling the landowner to one vote with respect thereto. The three candidates receiving the highest number of votes shall each be elected for a term expiring November 17, 2020, and the two candidates receiving the next largest number of votes shall each be elected for a term expiring November 20, 2018, with the term of office for each successful candidate commencing upon election. The members of the first board elected by landowners shall serve their respective terms; however, the next election of board members shall be held on the first Tuesday after the first Monday in November 2018. Thereafter, there shall be an election by landowners for the district every 2 years on the first Tuesday after the first Monday in November, which shall be noticed pursuant to paragraph (a). The second and subsequent landowners' election shall be announced at a public meeting of the board at least 90 days before the date of the landowners' meeting and shall also be noticed pursuant to paragraph (a). Instructions on how all landowners may participate in the election, along with sample proxies, shall be provided during the board meeting that announces the landowners' meeting. Each supervisor elected in or after November 2018 shall serve a 4-year term.

(3)(a)1. The board may not exercise the ad valorem taxing power authorized by this act until such time as all members of the board are qualified electors who are elected by qualified electors of the district.

2.a. Regardless of whether the district has proposed to levy ad valorem taxes, board members shall begin being elected by qualified electors of the district as the district becomes populated with qualified electors. The transition shall occur such that the composition of the board, after the first general election following a trigger of the qualified elector population thresholds set forth below, shall be as follows:

(I) Once 9,000 qualified electors reside within the district, one governing board member shall be a person who is a qualified elector of the district and who was elected by the qualified electors, and four governing board members shall be persons who were elected by the landowners.

(II) Once 18,000 qualified electors reside within the district, two governing board members shall be persons who are qualified electors of the district and who were elected by the qualified electors, and three governing board members shall be persons elected by the landowners.

(III) Once 27,000 qualified electors reside within the district, three governing board members shall be persons who are qualified electors of the district and who were elected by the qualified electors, and two governing board members shall be persons who were elected by the landowners.

(IV) Once 36,000 qualified electors reside within the district, four governing board members shall be persons who are qualified electors of

the district and who were elected by the qualified electors, and one governing board member shall be a person who was elected by the landowners.

(V) Once 40,500 qualified electors reside within the district, all five governing board members shall be persons who are qualified electors of the district and who were elected by the qualified electors. In the event less than 40,500 qualified electors reside within the district, but the development of the district has completed the construction of 22,000 residential units or more, all five governing board members shall be persons who were elected by the qualified electors.

Nothing in this sub-subparagraph is intended to require an election prior to the expiration of an existing board member's term.

b. On or before June 1 of each election year, the board shall determine the number of qualified electors in the district as of the immediately preceding April 15. The board shall use and rely upon the official records maintained by the supervisor of elections and property appraiser or tax collector in Nassau County in making this determination. Such determination shall be made at a properly noticed meeting of the board and shall become a part of the official minutes of the district.

c. All governing board members elected by qualified electors shall be elected at large at an election occurring as provided in subsection (2) and this subsection.

d. All governing board members elected by qualified electors shall reside in the district.

e. Once the district qualifies to have any of its board members elected by the qualified electors of the district, the initial and all subsequent elections by the qualified electors of the district shall be held at the general election in November. The board shall adopt a resolution if necessary to implement this requirement. The transition process described herein is intended to be in lieu of the process set forth in s. 189.041, Florida Statutes.

(b) Elections of board members by qualified electors held pursuant to this subsection shall be nonpartisan and shall be conducted in the manner prescribed by law for holding general elections. Board members shall assume the office on the second Tuesday following their election.

(c) Candidates seeking election to office by qualified electors under this subsection shall conduct their campaigns in accordance with the provisions of chapter 106, Florida Statutes, and shall file qualifying papers and qualify for individual seats in accordance with s. 99.061, Florida Statutes.

(d) The supervisor of elections shall appoint the inspectors and clerks of elections, prepare and furnish the ballots, designate polling places, and canvass the returns of the election of board members by qualified electors. The county canvassing board shall declare and certify the results of the election.

(4) Members of the board, regardless of how elected, shall be public officers, shall be known as supervisors, and, upon entering into office, shall take and subscribe to the oath of office as prescribed by s. 876.05, Florida Statutes. Members of the board shall be subject to ethics and conflict of interest laws of the state that apply to all local public officers. They shall hold office for the terms for which they were elected or appointed and until their successors are chosen and qualified. If, during the term of office, a vacancy occurs, the remaining members of the board shall fill each vacancy by an appointment for the remainder of the unexpired term.

(5) Any elected member of the board of supervisors may be removed by the Governor for malfeasance, misfeasance, dishonesty, incompetency, or failure to perform the duties imposed upon him or her by this act, and any vacancies that may occur in such office for such reasons shall be filled by the Governor as soon as practicable.

(6) A majority of the members of the board constitutes a quorum for the purposes of conducting its business and exercising its powers and for all other purposes. Action taken by the district shall be upon a vote of a majority of the members present unless general law or a rule of the district requires a greater number.

(7) As soon as practicable after each election or appointment, the board shall organize by electing one of its members as chair and by electing a secretary, who need not be a member of the board, and such other officers as the board may deem necessary.

(8) The board shall keep a permanent record book entitled "Record of Proceedings of East Nassau Stewardship District," in which shall be recorded minutes of all meetings, resolutions, proceedings, certificates, bonds given by all employees, and any and all corporate acts. The record book and all other district records shall at reasonable times be opened to inspection in the same manner as state, county, and municipal records pursuant to chapter 119, Florida Statutes. The record book shall be kept at the office or other regular place of business maintained by the board in a designated location in Nassau County.

(9) Each supervisor shall not be entitled to receive compensation for his or her services; however, each supervisor shall receive travel and per diem expenses as set forth in s. 112.061, Florida Statutes.

(10) All meetings of the board shall be open to the public and governed by the provisions of chapter 286, Florida Statutes.

Section 6. Board of supervisors; general duties.—

(1) DISTRICT MANAGER AND EMPLOYEES.—The board shall employ and fix the compensation of a district manager, who shall have charge and supervision of the works of the district and shall be responsible for preserving and maintaining any improvement or facility constructed or

erected pursuant to the provisions of this act, for maintaining and operating the equipment owned by the district, and for performing such other duties as may be prescribed by the board. It shall not be a conflict of interest under chapter 112, Florida Statutes, for a board member, the district manager, or another employee of the district to be a stockholder, officer, or employee of a landowner. The district manager may hire or otherwise employ and terminate the employment of such other persons, including, without limitation, professional, supervisory, and clerical employees, as may be necessary and authorized by the board. The compensation and other conditions of employment of the officers and employees of the district shall be as provided by the board.

(2) TREASURER.—The board shall designate a person who is a resident of the state as treasurer of the district, who shall have charge of the funds of the district. Such funds shall be disbursed only upon the order of or pursuant to a resolution of the board by warrant or check countersigned by the treasurer and by such other person as may be authorized by the board. The board may give the treasurer such other or additional powers and duties as the board may deem appropriate and may fix his or her compensation. The board may require the treasurer to give a bond in such amount, on such terms, and with such sureties as may be deemed satisfactory to the board to secure the performance by the treasurer of his or her powers and duties. The financial records of the board shall be audited by an independent certified public accountant at least once a year.

(3) PUBLIC DEPOSITORY.—The board is authorized to select as a depository for its funds any qualified public depository as defined in s. 280.02, Florida Statutes, which meets all the requirements of chapter 280, Florida Statutes, and has been designated by the treasurer as a qualified public depository upon such terms and conditions as to the payment of interest by such depository upon the funds so deposited as the board may deem just and reasonable.

(4) BUDGET; REPORTS AND REVIEWS.—

(a) The district shall provide financial reports in such form and such manner as prescribed pursuant to this act and chapter 218, Florida Statutes.

(b) On or before July 15 of each year, the district manager shall prepare a proposed budget for the ensuing fiscal year to be submitted to the board for board approval. The proposed budget shall include at the direction of the board an estimate of all necessary expenditures of the district for the ensuing fiscal year and an estimate of income to the district from the taxes and assessments provided in this act. The board shall consider the proposed budget item by item and may either approve the budget as proposed by the district manager or modify the same in part or in whole. The board shall indicate its approval of the budget by resolution, which resolution shall provide for a hearing on the budget as approved. Notice of the hearing on the budget shall be published in a newspaper of general circulation in the area of the district once a week for two consecutive weeks, except that the first

publication shall be no fewer than 15 days prior to the date of the hearing. The notice shall further contain a designation of the day, time, and place of the public hearing. At the time and place designated in the notice, the board shall hear all objections to the budget as proposed and may make such changes as the board deems necessary. At the conclusion of the budget hearing, the board shall, by resolution, adopt the budget as finally approved by the board. The budget shall be adopted prior to October 1 of each year.

(c) At least 60 days prior to adoption, the board of supervisors of the district shall submit to the Board of County Commissioners of Nassau County, for purposes of disclosure and information only, the proposed annual budget for the ensuing fiscal year, and the board of county commissioners may submit written comments to the board of supervisors solely for the assistance and information of the board of supervisors of the district in adopting its annual district budget.

(d) The board of supervisors of the district shall submit annually a public facilities report to the Board of County Commissioners of Nassau County pursuant to Florida Statutes. The board of county commissioners may use and rely on the district's public facilities report in the preparation or revision of the Nassau County comprehensive plan.

(5) DISCLOSURE OF PUBLIC INFORMATION, WEB-BASED PUBLIC ACCESS.—The district shall take affirmative steps to provide for the full disclosure of information relating to the public financing and maintenance of improvements to real property undertaken by the district. Such information shall be made available to all existing residents and all prospective residents of the district. The district shall furnish each developer of a residential development within the district with sufficient copies of that information to provide each prospective initial purchaser of property in that development with a copy; and any developer of a residential development within the district, when required by law to provide a public offering statement, shall include a copy of such information relating to the public financing and maintenance of improvements in the public offering statement. The district shall file the disclosure documents required by this subsection and any amendments thereto in the property records of each county in which the district is located. By the end of the first full fiscal year of the district's creation, the district shall maintain an official Internet website in accordance with s. 189.069, Florida Statutes.

(6) GENERAL POWERS.—The district shall have, and the board may exercise, the following general powers:

(a) To sue and be sued in the name of the district; to adopt and use a seal and authorize the use of a facsimile thereof; to acquire, by purchase, gift, devise, or otherwise, and to dispose of, real and personal property, or any estate therein; and to make and execute contracts and other instruments necessary or convenient to the exercise of its powers.

(b) To apply for coverage of its employees under the Florida Retirement System in the same manner as if such employees were state employees, subject to necessary action by the district to pay employer contributions into the Florida Retirement System Trust Fund.

(c) To contract for the services of consultants to perform planning, engineering, legal, or other appropriate services of a professional nature. Such contracts shall be subject to public bidding or competitive negotiation requirements as set forth in general law applicable to independent special districts.

(d) To borrow money and accept gifts; to apply for and use grants or loans of money or other property from the United States, the state, a unit of local government, or any person for any district purposes and enter into agreements required in connection therewith; and to hold, use, and dispose of such moneys or property for any district purposes in accordance with the terms of the gift, grant, loan, or agreement relating thereto.

(e) To adopt and enforce rules and orders pursuant to the provisions of chapter 120, Florida Statutes, prescribing the powers, duties, and functions of the officers of the district; the conduct of the business of the district; the maintenance of records; and the form of certificates evidencing tax liens and all other documents and records of the district. The board may also adopt and enforce administrative rules with respect to any of the projects of the district and define the area to be included therein. The board may also adopt resolutions which may be necessary for the conduct of district business.

(f) To maintain an office at such place or places as the board of supervisors designates in Nassau County, and within the district when facilities are available.

(g) To hold, control, and acquire by donation, purchase, or condemnation, or dispose of, any public easements, dedications to public use, platted reservations for public purposes, or any reservations for those purposes authorized by this act and to make use of such easements, dedications, or reservations for the purposes authorized by this act.

(h) To lease as lessor or lessee to or from any person, firm, corporation, association, or body, public or private, any projects of the type that the district is authorized to undertake and facilities or property of any nature for the use of the district to carry out the purposes authorized by this act.

(i) To borrow money and issue bonds, certificates, warrants, notes, or other evidence of indebtedness as provided herein; to levy such taxes and assessments as may be authorized; and to charge, collect, and enforce fees and other user charges.

(j) To raise, by user charges or fees authorized by resolution of the board, amounts of money which are necessary for the conduct of district activities

and services and to enforce their receipt and collection in the manner prescribed by resolution not inconsistent with law.

(k) To exercise within the district, or beyond the district with prior approval by vote of a resolution of the governing body of the county if the taking will occur in an unincorporated area in that county, or the governing body of the city if the taking will occur in an incorporated area, the right and power of eminent domain, pursuant to the provisions of chapters 73 and 74, Florida Statutes, over any property within the state, except municipal, county, state, and federal property, for the uses and purpose of the district relating solely to water, sewer, district roads, and water management, specifically including, without limitation, the power for the taking of easements for the drainage of the land of one person over and through the land of another.

(l) To cooperate with, or contract with, other governmental agencies as may be necessary, convenient, incidental, or proper in connection with any of the powers, duties, or purposes authorized by this act.

(m) To assess and to impose upon lands in the district ad valorem taxes as provided by this act.

(n) If and when authorized by general law, to determine, order, levy, impose, collect, and enforce maintenance taxes.

(o) To determine, order, levy, impose, collect, and enforce assessments pursuant to this act and chapter 170, Florida Statutes, pursuant to authority granted in s. 197.3631, Florida Statutes, or pursuant to other provisions of general law that provide or authorize a supplemental means to order, levy, impose, or collect special assessments. Such special assessments, in the discretion of the district, may be collected and enforced pursuant to the provisions of ss. 197.3632 and 197.3635, Florida Statutes, and chapters 170 and 173, Florida Statutes, or as provided by this act, or by other means authorized by general law. The district may levy such special assessments for the purposes enumerated in this act and to pay special assessments imposed by Nassau County on lands within the district.

(p) To exercise such special powers and other express powers as may be authorized and granted by this act in the charter of the district, including powers as provided in any interlocal agreement entered into pursuant to chapter 163, Florida Statutes, or which shall be required or permitted to be undertaken by the district pursuant to any development order, including any detailed specific area plan development order, or any interlocal service agreement with Nassau County for fair-share capital construction funding for any certain capital facilities or systems required or the construction or dedication of right-of-way of any portion of the East Nassau Community Planning Area Mobility Network (as defined in the East Nassau Community Planning Area Mobility Fee Agreement), of the developer pursuant to any applicable development order or agreement.

(q) To exercise all of the powers necessary, convenient, incidental, or proper in connection with any other powers or duties or the special and limited purpose of the district authorized by this act.

The provisions of this subsection shall be construed liberally in order to carry out effectively the special and limited purpose of this act.

(7) SPECIAL POWERS.—The district shall have, and the board may exercise, the following special powers to implement its lawful and special purpose and to provide, pursuant to that purpose, systems, facilities, services, improvements, projects, works, and infrastructure, each of which constitutes a lawful public purpose when exercised pursuant to this charter, subject to, and not inconsistent with, general law regarding utility providers' interlocal, territorial, and service agreements, and the regulatory jurisdiction and permitting authority of all other applicable governmental bodies, agencies, and any special districts having authority with respect to any area included therein, and to plan, establish, acquire, construct or reconstruct, enlarge or extend, equip, operate, finance, fund, and maintain improvements, systems, facilities, services, works, projects, and infrastructure. Any or all of the following special powers are granted by this act in order to implement the special and limited purpose of the district:

(a) To provide water management and control for the lands within the district and to connect some or any of such facilities with roads and bridges. In the event that the board assumes the responsibility for providing water management and control for the district which is to be financed by benefit special assessments, the board shall adopt plans and assessments pursuant to law or may proceed to adopt water management and control plans, assess for benefits, and apportion and levy special assessments, as follows:

1. The board shall cause to be made by the district's engineer, or such other engineer or engineers as the board may employ for that purpose, complete and comprehensive water management and control plans for the lands located within the district that will be improved in any part or in whole by any system of facilities that may be outlined and adopted, and the engineer shall make a report in writing to the board with maps and profiles of said surveys and an estimate of the cost of carrying out and completing the plans.

2. Upon the completion of such plans, the board shall hold a hearing thereon to hear objections thereto, shall give notice of the time and place fixed for such hearing by publication once each week for 2 consecutive weeks in a newspaper of general circulation in the general area of the district, and shall permit the inspection of the plan at the office of the district by all persons interested. All objections to the plan shall be filed at or before the time fixed in the notice for the hearing and shall be in writing.

3. After the hearing, the board shall consider the proposed plan and any objections thereto and may modify, reject, or adopt the plan or continue the

hearing until a day certain for further consideration of the proposed plan or modifications thereof.

4. When the board approves a plan, a resolution shall be adopted and a certified copy thereof shall be filed in the office of the secretary and incorporated by him or her into the records of the district.

5. The water management and control plan may be altered in detail from time to time until the engineer's report pursuant to s. 298.301, Florida Statutes, is filed but not in such manner as to affect materially the conditions of its adoption. After the engineer's report has been filed, no alteration of the plan shall be made, except as provided by this act.

6. Within 20 days after the final adoption of the plan by the board, the board shall proceed pursuant to s. 298.301, Florida Statutes.

(b) To provide water supply, sewer, and wastewater management, reclamation, and reuse, or any combination thereof, and any irrigation systems, facilities, and services and to construct and operate connecting intercepting or outlet sewers and sewer mains and pipes and water mains, conduits, or pipelines in, along, and under any street, alley, highway, or other public place or ways, and to dispose of any effluent, residue, or other byproducts of such system or sewer system.

(c) To provide bridges, culverts, wildlife corridors, or road crossings that may be needed across any drain, ditch, canal, floodway, holding basin, excavation, public highway, tract, grade, fill, or cut and roadways over levees and embankments, and to construct any and all of such works and improvements across, through, or over any public right-of way, highway, grade, fill, or cut.

(d) To provide district roads equal to or exceeding the specifications of the county in which such district roads are located, and to provide street lights, including conditions of development approval for which specifications may sometimes be different than the normal specifications of the county. This special power includes, but is not limited to, roads, parkways, intersections, bridges, landscaping, hardscaping, irrigation, bicycle lanes, sidewalks, jogging paths, multi-use pathways/trails, street lighting, traffic signals, regulatory or informational signage, road striping, underground conduit, underground cable or fiber or wire installed pursuant to an agreement with or tariff of a retail provider of services, and all other customary elements of a functioning modern road system in general or as tied to the conditions of development approval for the area within the district, and parking facilities that are freestanding or that may be related to any innovative strategic intermodal system of transportation pursuant to applicable federal, state, and local law and ordinance.

(e) To provide buses, trolleys, rail access, mass transit facilities, transit shelters, ridesharing facilities and services, parking improvements, and related signage.

(f) To provide investigation and remediation costs associated with the cleanup of actual or perceived environmental contamination within the district under the supervision or direction of a competent governmental authority unless the covered costs benefit any person who is a landowner within the district and who caused or contributed to the contamination.

(g) To provide observation areas, mitigation areas, wetland creation areas, and wildlife habitat, including the maintenance of any plant or animal species, and any related interest in real or personal property, including the management, maintenance, and ownership of the Conservation and Habitat Network (“CHN”).

(h) Using its general and special powers as set forth in this act, to provide any other project within or without the boundaries of the district when the project is the subject of an agreement between the district and the Board of County Commissioners of Nassau County or with any other applicable public or private entity, and is not inconsistent with the effective local comprehensive plans.

(i) To provide public parks and public facilities for indoor and outdoor recreational, cultural, and educational uses.

(j) To provide school buildings and related structures, which may be leased, sold, or donated to the school district, for use in the educational system when authorized by the district school board.

(k) To provide security, including, but not limited to, guardhouses, fences, gates, electronic intrusion-detection systems, and patrol cars, when authorized by proper governmental agencies; however, the district may not exercise any powers of a law enforcement agency but may contract with the appropriate local general-purpose government agencies for an increased level of such services within the district boundaries. Notwithstanding any provision of general law, the district may operate guardhouses for the limited purpose of providing security for the residents of the district and which serve a predominate public, as opposed to private, purpose. Such guardhouses shall be operated by the district or any other unit of local government pursuant to procedures designed to serve such security purposes as set forth in rules adopted by the board, from time to time, following the procedures set forth in chapter 120, Florida Statutes.

(l) To provide control and elimination of mosquitoes and other arthropods of public health importance.

(m) To enter into impact fee, mobility fee, or other similar credit agreements with Nassau County or a landowner developer and to sell or assign such credits, on such terms as the district deems appropriate.

(n) To provide buildings and structures for district offices, maintenance facilities, meeting facilities, town centers, or any other project authorized or granted by this act.

(o) To establish and create, at noticed meetings, such departments of the board of supervisors of the district, as well as committees, task forces, boards, or commissions, or other agencies under the supervision and control of the district, as from time to time the members of the board may deem necessary or desirable in the performance of the acts or other things necessary to exercise the board's general or special powers to implement an innovative project to carry out the special and limited purpose of the district as provided in this act and to delegate the exercise of its powers to such departments, boards, task forces, committees, or other agencies and such administrative duties and other powers as the board may deem necessary or desirable, but only if there is a set of expressed limitations for accountability, notice, and periodic written reporting to the board that shall retain the powers of the board.

(p) To provide sustainable or green infrastructure improvements, facilities, and services, including, but not limited to, recycling of natural resources, reduction of energy demands, development and generation of alternative or renewable energy sources and technologies, mitigation of urban heat islands, sequestration, capping or trading of carbon emissions or carbon emissions credits, LEED or Florida Green Building Coalition certification, and development of facilities and improvements for low-impact development and to enter into joint ventures, public-private partnerships, and other agreements and to grant such easements as may be necessary to accomplish the foregoing. Nothing herein shall authorize the district to provide electric service to retail customers or otherwise act to impair electric utility franchise agreements.

(q) To provide fire prevention and control, including fire stations, water mains and plugs, fire trucks, and other vehicles and equipment.

(r) To provide waste collection and disposal.

(s) To provide for the construction and operation of communications systems and related infrastructure for the carriage and distribution of communications services, and to enter into joint ventures, public-private partnerships, and other agreements and to grant such easements as may be necessary to accomplish the foregoing. Communications systems shall mean all facilities, buildings, equipment, items, and methods necessary or desirable in order to provide communications services, including, without limitation, wires, cables, conduits, wireless cell sites, computers, modems, satellite antennae sites, transmission facilities, network facilities, and appurtenant devices necessary and appropriate to support the provision of communications services. Communications services includes, without limitation, internet, voice telephone or similar services provided by voice over internet protocol, cable television, data transmission services, electronic security monitoring services, and multi-channel video programming distribution services.

The enumeration of special powers herein shall not be deemed exclusive or restrictive but shall be deemed to incorporate all powers express or implied

necessary or incident to carrying out such enumerated special powers, including also the general powers provided by this special act charter to the district to implement its single purpose. Further, the provisions of this subsection shall be construed liberally in order to carry out effectively the special and limited purpose of this district under this act. The exercise of the special powers described in paragraphs (i) and (k) shall be accomplished through an interlocal agreement between the district and Nassau County. The interlocal agreement will address the procedures, operation, and care of such facilities based upon county requirements.

(8) ISSUANCE OF BOND ANTICIPATION NOTES.—In addition to the other powers provided for in this act, and not in limitation thereof, the district shall have the power, at any time and from time to time after the issuance of any bonds of the district shall have been authorized, to borrow money for the purposes for which such bonds are to be issued in anticipation of the receipt of the proceeds of the sale of such bonds and to issue bond anticipation notes in a principal sum not in excess of the authorized maximum amount of such bond issue. Such notes shall be in such denomination or denominations, bear interest at such rate as the board may determine not to exceed the maximum rate allowed by general law, mature at such time or times not later than 5 years from the date of issuance, and be in such form and executed in such manner as the board shall prescribe. Such notes may be sold at either public or private sale or, if such notes shall be renewal notes, may be exchanged for notes then outstanding on such terms as the board shall determine. Such notes shall be paid from the proceeds of such bonds when issued. The board may, in its discretion, in lieu of retiring the notes by means of bonds, retire them by means of current revenues or from any taxes or assessments levied for the payment of such bonds, but, in such event, a like amount of the bonds authorized shall not be issued.

(9) BORROWING.—The district at any time may obtain loans, in such amount and on such terms and conditions as the board may approve, for the purpose of paying any of the expenses of the district or any costs incurred or that may be incurred in connection with any of the projects of the district, which loans shall bear interest as the board determines, not to exceed the maximum rate allowed by general law, and may be payable from and secured by a pledge of such funds, revenues, taxes, and assessments as the board may determine, subject, however, to the provisions contained in any proceeding under which bonds were theretofore issued and are then outstanding. For the purpose of defraying such costs and expenses, the district may issue negotiable notes, warrants, or other evidences of debt to be payable at such times and to bear such interest as the board may determine, not to exceed the maximum rate allowed by general law, and to be sold or discounted at such price or prices not less than 95 percent of par value and on such terms as the board may deem advisable. The board shall have the right to provide for the payment thereof by pledging the whole or any part of the funds, revenues, taxes, and assessments of the district or by covenanting to budget and appropriate from such funds. The approval of the electors

residing in the district shall not be necessary except when required by the State Constitution.

(10) BONDS.—

(a) Sale of bonds.—Bonds may be sold in blocks or installments at different times, or an entire issue or series may be sold at one time. Bonds may be sold at public or private sale after such advertisement, if any, as the board may deem advisable but not in any event at less than 90 percent of the par value thereof, together with accrued interest thereon. Bonds may be sold or exchanged for refunding bonds. Special assessment and revenue bonds may be delivered by the district as payment of the purchase price of any project or part thereof, or a combination of projects or parts thereof, or as the purchase price or exchange for any property, real, personal, or mixed, including franchises or services rendered by any contractor, engineer, or other person, all at one time or in blocks from time to time, in such manner and upon such terms as the board in its discretion shall determine. The price or prices for any bonds sold, exchanged, or delivered may be:

1. The money paid for the bonds.

2. The principal amount, plus accrued interest to the date of redemption or exchange, or outstanding obligations exchanged for refunding bonds.

3. In the case of special assessment or revenue bonds, the amount of any indebtedness to contractors or other persons paid with such bonds, or the fair value of any properties exchanged for the bonds, as determined by the board.

(b) Authorization and form of bonds.—Any general obligation bonds, special assessment bonds, or revenue bonds may be authorized by resolution or resolutions of the board which shall be adopted by a majority of all the members thereof then in office. Such resolution or resolutions may be adopted at the same meeting at which they are introduced and need not be published or posted. The board may, by resolution, authorize the issuance of bonds and fix the aggregate amount of bonds to be issued; the purpose or purposes for which the moneys derived therefrom shall be expended, including, but not limited to, payment of costs as defined in section 2(2)(i); the rate or rates of interest, not to exceed the maximum rate allowed by general law; the denomination of the bonds; whether or not the bonds are to be issued in one or more series; the date or dates of maturity, which shall not exceed 40 years from their respective dates of issuance; the medium of payment; the place or places within or without the state at which payment shall be made; registration privileges; redemption terms and privileges, whether with or without premium; the manner of execution; the form of the bonds, including any interest coupons to be attached thereto; the manner of execution of bonds and coupons; and any and all other terms, covenants, and conditions thereof and the establishment of revenue or other funds. Such authorizing resolution or resolutions may further provide for the contracts authorized by s. 159.825(1)(f) and (g), Florida Statutes, regardless of the tax treatment of such bonds being authorized, subject to the finding by the board

of a net saving to the district resulting by reason thereof. Such authorizing resolution may further provide that such bonds may be executed in accordance with the Registered Public Obligations Act, except that bonds not issued in registered form shall be valid if manually countersigned by an officer designated by appropriate resolution of the board. The seal of the district may be affixed, lithographed, engraved, or otherwise reproduced in facsimile on such bonds. In case any officer whose signature shall appear on any bonds or coupons shall cease to be such officer before the delivery of such bonds, such signature or facsimile shall nevertheless be valid and sufficient for all purposes the same as if he or she had remained in office until such delivery.

(c) Interim certificates; replacement certificates.—Pending the preparation of definitive bonds, the board may issue interim certificates or receipts or temporary bonds, in such form and with such provisions as the board may determine, exchangeable for definitive bonds when such bonds have been executed and are available for delivery. The board may also provide for the replacement of any bonds which become mutilated, lost, or destroyed.

(d) Negotiability of bonds.—Any bond issued under this act or any temporary bond, in the absence of an express recital on the face thereof that it is nonnegotiable, shall be fully negotiable and shall be and constitute a negotiable instrument within the meaning and for all purposes of the law merchant and the laws of the state.

(e) Defeasance.—The board may make such provision with respect to the defeasance of the right, title, and interest of the holders of any of the bonds and obligations of the district in any revenues, funds, or other properties by which such bonds are secured as the board deems appropriate and, without limitation on the foregoing, may provide that when such bonds or obligations become due and payable or shall have been called for redemption and the whole amount of the principal and interest and premium, if any, due and payable upon the bonds or obligations then outstanding shall be held in trust for such purpose, and provision shall also be made for paying all other sums payable in connection with such bonds or other obligations, then and in such event the right, title, and interest of the holders of the bonds in any revenues, funds, or other properties by which such bonds are secured shall thereupon cease, terminate, and become void; and the board may apply any surplus in any sinking fund established in connection with such bonds or obligations and all balances remaining in all other funds or accounts other than moneys held for the redemption or payment of the bonds or other obligations to any lawful purpose of the district as the board shall determine.

(f) Issuance of additional bonds.—If the proceeds of any bonds are less than the cost of completing the project in connection with which such bonds were issued, the board may authorize the issuance of additional bonds, upon such terms and conditions as the board may provide in the resolution authorizing the issuance thereof, but only in compliance with the resolution or other proceedings authorizing the issuance of the original bonds.

(g) Refunding bonds.—The district shall have the power to issue bonds to provide for the retirement or refunding of any bonds or obligations of the district that at the time of such issuance are or subsequent thereto become due and payable, or that at the time of issuance have been called or are, or will be, subject to call for redemption within 10 years thereafter, or the surrender of which can be procured from the holders thereof at prices satisfactory to the board. Refunding bonds may be issued at any time that in the judgment of the board such issuance will be advantageous to the district. No approval of the qualified electors residing in the district shall be required for the issuance of refunding bonds except in cases in which such approval is required by the State Constitution. The board may by resolution confer upon the holders of such refunding bonds all rights, powers, and remedies to which the holders would be entitled if they continued to be the owners and had possession of the bonds for the refinancing of which such refunding bonds are issued, including, but not limited to, the preservation of the lien of such bonds on the revenues of any project or on pledged funds, without extinguishment, impairment, or diminution thereof. The provisions of this act pertaining to bonds of the district shall, unless the context otherwise requires, govern the issuance of refunding bonds, the form and other details thereof, the rights of the holders thereof, and the duties of the board with respect to them.

(h) Revenue bonds.—

1. The district shall have the power to issue revenue bonds from time to time without limitation as to amount. Such revenue bonds may be secured by, or payable from, the gross or net pledge of the revenues to be derived from any project or combination of projects; from the rates, fees, or other charges to be collected from the users of any project or projects; from any revenue-producing undertaking or activity of the district; from special assessments; or from benefit special assessments; or from any other source or pledged security. Such bonds shall not constitute an indebtedness of the district, and the approval of the qualified electors shall not be required unless such bonds are additionally secured by the full faith and credit and taxing power of the district.

2. Any two or more projects may be combined and consolidated into a single project and may hereafter be operated and maintained as a single project. The revenue bonds authorized herein may be issued to finance any one or more of such projects, regardless of whether or not such projects have been combined and consolidated into a single project. If the board deems it advisable, the proceedings authorizing such revenue bonds may provide that the district may thereafter combine the projects then being financed or theretofore financed with other projects to be subsequently financed by the district and that revenue bonds to be thereafter issued by the district shall be on parity with the revenue bonds then being issued, all on such terms, conditions, and limitations as shall have been provided in the proceeding which authorized the original bonds.

(i) General obligation bonds.—

1. Subject to the limitations of this charter, the district shall have the power from time to time to issue general obligation bonds to finance or refinance capital projects or to refund outstanding bonds in an aggregate principal amount of bonds outstanding at any one time not in excess of 35 percent of the assessed value of the taxable property within the district as shown on the pertinent tax records at the time of the authorization of the general obligation bonds for which the full faith and credit of the district is pledged. Except for refunding bonds, no general obligation bonds shall be issued unless the bonds are issued to finance or refinance a capital project and the issuance has been approved at an election held in accordance with the requirements for such election as prescribed by the State Constitution. Such elections shall be called to be held in the district by the Board of County Commissioners of Nassau County upon the request of the board of the district. The expenses of calling and holding an election shall be at the expense of the district, and the district shall reimburse the county for any expenses incurred in calling or holding such election.

2. The district may pledge its full faith and credit for the payment of the principal and interest on such general obligation bonds and for any reserve funds provided therefor and may unconditionally and irrevocably pledge itself to levy ad valorem taxes on all taxable property in the district, to the extent necessary for the payment thereof, without limitation as to rate or amount.

3. If the board determines to issue general obligation bonds for more than one capital project, the approval of the issuance of the bonds for each and all such projects may be submitted to the electors on one and the same ballot. The failure of the electors to approve the issuance of bonds for any one or more capital projects shall not defeat the approval of bonds for any capital project which has been approved by the electors.

4. In arriving at the amount of general obligation bonds permitted to be outstanding at any one time pursuant to subparagraph 1., there shall not be included any general obligation bonds that are additionally secured by the pledge of:

a. Any assessments levied in an amount sufficient to pay the principal and interest on the general obligation bonds so additionally secured, which assessments have been equalized and confirmed by resolution of the board pursuant to this act or s. 170.08, Florida Statutes.

b. Water revenues, sewer revenues, or water and sewer revenues of the district to be derived from user fees in an amount sufficient to pay the principal and interest on the general obligation bonds so additionally secured.

c. Any combination of assessments and revenues described in sub-subparagraphs a. and b.

(j) Bonds as legal investment or security.—

1. Notwithstanding any provisions of any other law to the contrary, all bonds issued under the provisions of this act shall constitute legal investments for savings banks, banks, trust companies, insurance companies, executors, administrators, trustees, guardians, and other fiduciaries and for any board, body, agency, instrumentality, county, municipality, or other political subdivision of the state and shall be and constitute security which may be deposited by banks or trust companies as security for deposits of state, county, municipal, or other public funds or by insurance companies as required or voluntary statutory deposits.

2. Any bonds issued by the district shall be incontestable in the hands of bona fide purchasers or holders for value and shall not be invalid because of any irregularity or defect in the proceedings for the issue and sale thereof.

(k) Covenants.—Any resolution authorizing the issuance of bonds may contain such covenants as the board may deem advisable, and all such covenants shall constitute valid and legally binding and enforceable contracts between the district and the bondholders, regardless of the time of issuance thereof. Such covenants may include, without limitation, covenants concerning the disposition of the bond proceeds; the use and disposition of project revenues; the pledging of revenues, taxes, and assessments; the obligations of the district with respect to the operation of the project and the maintenance of adequate project revenues; the issuance of additional bonds; the appointment, powers, and duties of trustees and receivers; the acquisition of outstanding bonds and obligations; restrictions on the establishing of competing projects or facilities; restrictions on the sale or disposal of the assets and property of the district; the priority of assessment liens; the priority of claims by bondholders on the taxing power of the district; the maintenance of deposits to ensure the payment of revenues by users of district facilities and services; the discontinuance of district services by reason of delinquent payments; acceleration upon default; the execution of necessary instruments; the procedure for amending or abrogating covenants with the bondholders; and such other covenants as may be deemed necessary or desirable for the security of the bondholders.

(l) Validation proceedings.—The power of the district to issue bonds under the provisions of this act may be determined, and any of the bonds of the district maturing over a period of more than 5 years shall be validated and confirmed, by court decree, under the provisions of chapter 75, Florida Statutes, and laws amendatory thereof or supplementary thereto.

(m) Tax exemption.—To the extent allowed by general law, all bonds issued hereunder and interest paid thereon and all fees, charges, and other revenues derived by the district from the projects provided by this act are exempt from all taxes by the state or by any political subdivision, agency, or instrumentality thereof; however, any interest, income, or profits on debt obligations issued hereunder are not exempt from the tax imposed by chapter 220, Florida Statutes. Further, the district is not exempt from the provisions of chapter 212, Florida Statutes.

(n) Application of s. 189.051, Florida Statutes.—Bonds issued by the district shall meet the criteria set forth in s. 189.051, Florida Statutes.

(o) Act furnishes full authority for issuance of bonds.—This act constitutes full and complete authority for the issuance of bonds and the exercise of the powers of the district provided herein. No procedures or proceedings, publications, notices, consents, approvals, orders, acts, or things by the board, or any board, officer, commission, department, agency, or instrumentality of the district, other than those required by this act, shall be required to perform anything under this act, except that the issuance or sale of bonds pursuant to the provisions of this act shall comply with the general law requirements applicable to the issuance or sale of bonds by the district. Nothing in this act shall be construed to authorize the district to utilize bond proceeds to fund the ongoing operations of the district.

(p) Pledge by the state to the bondholders of the district.—The state pledges to the holders of any bonds issued under this act that it will not limit or alter the rights of the district to own, acquire, construct, reconstruct, improve, maintain, operate, or furnish the projects or to levy and collect the taxes, assessments, rentals, rates, fees, and other charges provided for herein and to fulfill the terms of any agreement made with the holders of such bonds or other obligations and that it will not in any way impair the rights or remedies of such holders.

(q) Default.—A default on the bonds or obligations of a district shall not constitute a debt or obligation of the state or any general-purpose local government or the state. In the event of a default or dissolution of the district, no local general-purpose government shall be required to assume the property of the district, the debts of the district, or the district's obligations to complete any infrastructure improvements or provide any services to the district. The provisions of s. 189.076(2), Florida Statutes, shall not apply to the district.

(11) TRUST AGREEMENTS.—Any issue of bonds shall be secured by a trust agreement by and between the district and a corporate trustee or trustees, which may be any trust company or bank having the powers of a trust company within or without the state. The resolution authorizing the issuance of the bonds or such trust agreement may pledge the revenues to be received from any projects of the district and may contain such provisions for protecting and enforcing the rights and remedies of the bondholders as the board may approve, including, without limitation, covenants setting forth the duties of the district in relation to: the acquisition, construction, reconstruction, improvement, maintenance, repair, operation, and insurance of any projects; the fixing and revising of the rates, fees, and charges; and the custody, safeguarding, and application of all moneys, and for the employment of consulting engineers in connection with such acquisition, construction, reconstruction, improvement, maintenance, repair, or operation. It shall be lawful for any bank or trust company within or without the state which may act as a depository of the proceeds of bonds or of revenues to furnish such indemnifying bonds or to pledge such securities as may be

required by the district. Such resolution or trust agreement may set forth the rights and remedies of the bondholders and of the trustee, if any, and may restrict the individual right of action by bondholders. The board may provide for the payment of proceeds of the sale of the bonds and the revenues of any project to such officer, board, or depository as it may designate for the custody thereof and may provide for the method of disbursement thereof with such safeguards and restrictions as it may determine. All expenses incurred in carrying out the provisions of such resolution or trust agreement may be treated as part of the cost of operation of the project to which such trust agreement pertains.

(12) AD VALOREM TAXES; ASSESSMENTS, BENEFIT SPECIAL ASSESSMENTS, MAINTENANCE SPECIAL ASSESSMENTS, AND SPECIAL ASSESSMENTS; MAINTENANCE TAXES.—

(a) Ad valorem taxes.—An elected board shall have the power to levy and assess an ad valorem tax on all the taxable property in the district to construct, operate, and maintain assessable improvements; to pay the principal of, and interest on, any general obligation bonds of the district; and to provide for any sinking or other funds established in connection with any such bonds. An ad valorem tax levied by the board for operating purposes, exclusive of debt service on bonds, shall not exceed 3 mills. The ad valorem tax provided for herein shall be in addition to county and all other ad valorem taxes provided for by law. Such tax shall be assessed, levied, and collected in the same manner and at the same time as county taxes. The levy of ad valorem taxes must be approved by referendum as required by Section 9 of Article VII of the State Constitution.

(b) Benefit special assessments.—The board annually shall determine, order, and levy the annual installment of the total benefit special assessments for bonds issued and related expenses to finance assessable improvements. These assessments may be due and collected during each year county taxes are due and collected, in which case such annual installment and levy shall be evidenced to and certified to the property appraiser by the board not later than August 31 of each year. Such assessment shall be entered by the property appraiser on the county tax rolls and shall be collected and enforced by the tax collector in the same manner and at the same time as county taxes, and the proceeds thereof shall be paid to the district. However, this subsection shall not prohibit the district in its discretion from using the method prescribed in either s. 197.3632 or chapter 173, Florida Statutes, for collecting and enforcing these assessments. Each annual installment of benefit special assessments shall be a lien on the property against which assessed until paid and shall be enforceable in like manner as county taxes. The amount of the assessment for the exercise of the district's powers under subsections (6) and (7) shall be determined by the board based upon a report of the district's engineer and assessed by the board upon such lands, which may be part or all of the lands within the district benefited by the improvement, apportioned between benefited lands in proportion to the benefits received by each tract of land. The board may, if it determines it is in the best interests of the district, set

forth in the proceedings initially levying such benefit special assessments or in subsequent proceedings a formula for the determination of an amount, which when paid by a taxpayer with respect to any tax parcel, shall constitute a prepayment of all future annual installments of such benefit special assessments and that the payment of which amount with respect to such tax parcel shall relieve and discharge such tax parcel of the lien of such benefit special assessments and any subsequent annual installment thereof. The board may provide further that upon delinquency in the payment of any annual installment of benefit special assessments, the prepayment amount of all future annual installments of benefit special assessments as determined in the preceding sentence shall be and become immediately due and payable together with such delinquent annual installment.

(c) Non-ad valorem maintenance taxes.—If and when authorized by general law, to maintain and to preserve the physical facilities and services constituting the works, improvements, or infrastructure owned by the district pursuant to this act, to repair and restore any one or more of them, when needed, and to defray the current expenses of the district, including any sum which may be required to pay state and county ad valorem taxes on any lands which may have been purchased and which are held by the district under the provisions of this act, the board of supervisors may, upon the completion of said systems, facilities, services, works, improvements, or infrastructure, in whole or in part, as may be certified to the board by the engineer of the board, levy annually a non-ad valorem and nonmillage tax upon each tract or parcel of land within the district, to be known as a “maintenance tax.” This non-ad valorem maintenance tax shall be apportioned upon the basis of the net assessments of benefits assessed as accruing from the original construction and shall be evidenced to and certified by the board of supervisors of the district not later than June 1 of each year to the Nassau County property appraiser and shall be extended by the property appraiser on the tax roll of the property appraiser, as certified by the property appraiser to the tax collector, and collected by the tax collector on the merged collection roll of the tax collector in the same manner and at the same time as county ad valorem taxes, and the proceeds therefrom shall be paid to the district. This non-ad valorem maintenance tax shall be a lien until paid on the property against which assessed and enforceable in like manner and of the same dignity as county ad valorem taxes.

(d) Maintenance special assessments.—To maintain and preserve the facilities and projects of the district, the board may levy a maintenance special assessment. This assessment may be evidenced to and certified to the property appraiser by the board of supervisors not later than August 31 of each year and shall be entered by the property appraiser on the county tax rolls and shall be collected and enforced by the tax collector in the same manner and at the same time as county taxes, and the proceeds therefrom shall be paid to the district. However, this subsection shall not prohibit the district in its discretion from using the method prescribed in s. 197.363, s. 197.3631, or s. 197.3632, Florida Statutes, for collecting and enforcing these assessments. These maintenance special assessments shall be a lien on the

property against which assessed until paid and shall be enforceable in like manner as county taxes. The amount of the maintenance special assessment for the exercise of the district's powers under this section shall be determined by the board based upon a report of the district's engineer and assessed by the board upon such lands, which may be all of the lands within the district benefited by the maintenance thereof, apportioned between the benefited lands in proportion to the benefits received by each tract of land.

(e) Special assessments.—The board may levy and impose any special assessments pursuant to this subsection.

(f) Enforcement of taxes.—The collection and enforcement of all taxes levied by the district shall be at the same time and in like manner as county taxes, and the provisions of the laws of Florida relating to the sale of lands for unpaid and delinquent county taxes; the issuance, sale, and delivery of tax certificates for such unpaid and delinquent county taxes; the redemption thereof; the issuance to individuals of tax deeds based thereon; and all other procedures in connection therewith shall be applicable to the district to the same extent as if such statutory provisions were expressly set forth herein. All taxes shall be subject to the same discounts as county taxes.

(g) When unpaid tax is delinquent; penalty.—All taxes provided for in this act shall become delinquent and bear penalties on the amount of such taxes in the same manner as county taxes.

(h) Status of assessments.—Benefit special assessments, maintenance special assessments, and special assessments are hereby found and determined to be non-ad valorem assessments as defined by s. 197.3632, Florida Statutes. Maintenance taxes are non-ad valorem taxes and are not special assessments.

(i) Assessments constitute liens; collection.—Any and all assessments, including special assessments, benefit special assessments, and maintenance special assessments authorized by this section, and including special assessments as defined by section 2(2)(z) and granted and authorized by this subsection, and including maintenance taxes if authorized by general law, shall constitute a lien on the property against which assessed from the date of levy and imposition thereof until paid, coequal with the lien of state, county, municipal, and school board taxes. These assessments may be collected, at the district's discretion, under authority of s. 197.3631, Florida Statutes, by the tax collector pursuant to the provisions of ss. 197.3632 and 197.3635, Florida Statutes, or in accordance with other collection measures provided by law. In addition to, and not in limitation of, any powers otherwise set forth herein or in general law, these assessments may also be enforced pursuant to the provisions of chapter 173, Florida Statutes.

(j) Land owned by governmental entity.—Except as otherwise provided by law, no levy of ad valorem taxes or non-ad valorem assessments under this act or chapters 170 or 197, Florida Statutes, or otherwise, by a board of

the district, on property of a governmental entity that is subject to a ground lease as described in s. 190.003(14), Florida Statutes, shall constitute a lien or encumbrance on the underlying fee interest of such governmental entity. There shall be no levy of ad valorem taxes or non-ad valorem assessments under this act on property owned by the state or Nassau County.

(13) SPECIAL ASSESSMENTS.—

(a) As an alternative method to the levy and imposition of special assessments pursuant to chapter 170, Florida Statutes, pursuant to the authority of s. 197.3631, Florida Statutes, or pursuant to other provisions of general law, now or hereafter enacted, which provide a supplemental means or authority to impose, levy, and collect special assessments as otherwise authorized under this act, the board may levy and impose special assessments to finance the exercise of any of its powers permitted under this act using the following uniform procedures:

1. At a noticed meeting, the board of supervisors of the district may consider and review an engineer's report on the costs of the systems, facilities, and services to be provided, a preliminary special assessment methodology, and a preliminary roll based on acreage or platted lands, depending upon whether platting has occurred.

a. The special assessment methodology shall address and discuss and the board shall consider whether the systems, facilities, and services being contemplated will result in special benefits peculiar to the property, different in kind and degree than general benefits, as a logical connection between the systems, facilities, and services themselves and the property, and whether the duty to pay the special assessments by the property owners is apportioned in a manner that is fair and equitable and not in excess of the special benefit received. It shall be fair and equitable to designate a fixed proportion of the annual debt service, together with interest thereon, on the aggregate principal amount of bonds issued to finance such systems, facilities, and services which give rise to unique, special, and peculiar benefits to property of the same or similar characteristics under the special assessment methodology so long as such fixed proportion does not exceed the unique, special, and peculiar benefits enjoyed by such property from such systems, facilities, and services.

b. The engineer's cost report shall identify the nature of the proposed systems, facilities, and services, their location, a cost breakdown plus a total estimated cost, including cost of construction or reconstruction, labor, and materials, lands, property, rights, easements, franchises, or systems, facilities, and services to be acquired, cost of plans and specifications, surveys of estimates of costs and revenues, costs of engineering, legal, and other professional consultation services, and other expenses or costs necessary or incident to determining the feasibility or practicability of such construction, reconstruction, or acquisition, administrative expenses, relationship to the authority and power of the district in its charter, and such

other expenses or costs as may be necessary or incident to the financing to be authorized by the board of supervisors.

c. The preliminary special assessment roll will be in accordance with the assessment methodology as may be adopted by the board of supervisors; the special assessment roll shall be completed as promptly as possible and shall show the acreage, lots, lands, or plats assessed and the amount of the fairly and reasonably apportioned assessment based on special and peculiar benefit to the property, lot, parcel, or acreage of land; and, if the special assessment against such lot, parcel, acreage, or portion of land is to be paid in installments, the number of annual installments in which the special assessment is divided shall be entered into and shown upon the special assessment roll.

2. The board of supervisors of the district may determine and declare by an initial special assessment resolution to levy and assess the special assessments with respect to assessable improvements stating the nature of the systems, facilities, and services, improvements, projects, or infrastructure constituting such assessable improvements, the information in the engineer's cost report, the information in the special assessment methodology as determined by the board at the noticed meeting and referencing and incorporating as part of the resolution the engineer's cost report, the preliminary special assessment methodology, and the preliminary special assessment roll as referenced exhibits to the resolution by reference. If the board determines to declare and levy the special assessments by the initial special assessment resolution, the board shall also adopt and declare a notice resolution which shall provide and cause the initial special assessment resolution to be published once a week for a period of 2 weeks in newspapers of general circulation published in Nassau County and said board shall by the same resolution fix a time and place at which the owner or owners of the property to be assessed or any other persons interested therein may appear before said board and be heard as to the propriety and advisability of making such improvements, as to the costs thereof, as to the manner of payment therefor, and as to the amount thereof to be assessed against each property so improved. Thirty days' notice in writing of such time and place shall be given to such property owners. The notice shall include the amount of the special assessment and shall be served by mailing a copy to each assessed property owner at his or her last known address, the names and addresses of such property owners to be obtained from the record of the property appraiser of the county political subdivision in which the land is located or from such other sources as the district manager or engineer deems reliable, and proof of such mailing shall be made by the affidavit of the manager of the district or by the engineer, said proof to be filed with the district manager, provided that failure to mail said notice or notices shall not invalidate any of the proceedings hereunder. It is provided further that the last publication shall be at least 1 week prior to the date of the hearing on the final special assessment resolution. Said notice shall describe the general areas to be improved and advise all persons interested that the description of each property to be assessed and the amount to be assessed to each piece, parcel,

lot, or acre of property may be ascertained at the office of the manager of the district. Such service by publication shall be verified by the affidavit of the publisher and filed with the manager of the district. Moreover, the initial special assessment resolution with its attached, referenced, and incorporated engineer's cost report, preliminary special assessment methodology, and preliminary special assessment roll, along with the notice resolution, shall be available for public inspection at the office of the manager and the office of the engineer or any other office designated by the board of supervisors in the notice resolution. Notwithstanding the foregoing, the landowners of all of the property which is proposed to be assessed may give the district written notice of waiver of any notice and publication provided for in this subparagraph and such notice and publication shall not be required, provided, however, that any meeting of the board of supervisors to consider such resolution shall be a publicly noticed meeting.

3. At the time and place named in the noticed resolution as provided for in subparagraph 2., the board of supervisors of the district shall meet and hear testimony from affected property owners as to the propriety and advisability of making the systems, facilities, services, projects, works, improvements, or infrastructure and funding them with assessments referenced in the initial special assessment resolution on the property. Following the testimony and questions from the members of the board or any professional advisors to the district of the preparers of the engineer's cost report, the special assessment methodology, and the special assessment roll, the board of supervisors shall make a final decision on whether to levy and assess the particular special assessments. Thereafter, the board of supervisors shall meet as an equalizing board to hear and to consider any and all complaints as to the particular special assessments and shall adjust and equalize the special assessments to ensure proper assessment based on the benefit conferred on the property.

4. When so equalized and approved by resolution or ordinance by the board of supervisors, to be called the final special assessment resolution, a final special assessment roll shall be filed with the clerk of the board and such special assessment shall stand confirmed and remain legal, valid, and binding first liens on the property against which such special assessments are made until paid, equal in dignity to the first liens of ad valorem taxation of county and municipal governments and school boards. However, upon completion of the systems, facilities, service, project, improvement, works, or infrastructure, the district shall credit to each of the assessments the difference in the special assessment as originally made, approved, levied, assessed, and confirmed and the proportionate part of the actual cost of the improvement to be paid by the particular special assessments as finally determined upon the completion of the improvement; but in no event shall the final special assessment exceed the amount of the special and peculiar benefits as apportioned fairly and reasonably to the property from the system, facility, or service being provided as originally assessed. Promptly after such confirmation, the special assessment shall be recorded by the clerk of the district in the minutes of the proceedings of the district, and the

record of the lien in this set of minutes shall constitute prima facie evidence of its validity. The board of supervisors, in its sole discretion, may, by resolution grant a discount equal to all or a part of the payee's proportionate share of the cost of the project consisting of bond financing cost, such as capitalized interest, funded reserves, and bond discounts included in the estimated cost of the project, upon payment in full of any special assessments during such period prior to the time such financing costs are incurred as may be specified by the board of supervisors in such resolution.

5. District special assessments may be made payable in installments over no more than 40 years from the date of the payment of the first installment thereof and may bear interest at fixed or variable rates.

(b) Notwithstanding any provision of this act or chapter 170, Florida Statutes, that portion of s. 170.09, Florida Statutes, that provides that special assessments may be paid without interest at any time within 30 days after the improvement is completed and a resolution accepting the same has been adopted by the governing authority shall not be applicable to any district special assessments, whether imposed, levied, and collected pursuant to the provisions of this act or other provisions of Florida law, including, but not limited to, chapter 170, Florida Statutes.

(c) In addition, the district is authorized expressly in the exercise of its rulemaking power to adopt a rule or rules which provides or provide for notice, levy, imposition, equalization, and collection of assessments.

(14) ISSUANCE OF CERTIFICATES OF INDEBTEDNESS BASED ON ASSESSMENTS FOR ASSESSABLE IMPROVEMENTS; ASSESSMENT BONDS.—

(a) The board may, after any special assessments or benefit special assessments for assessable improvements are made, determined, and confirmed as provided in this act, issue certificates of indebtedness for the amount so assessed against the abutting property or property otherwise benefited, as the case may be, and separate certificates shall be issued against each part or parcel of land or property assessed, which certificates shall state the general nature of the improvement for which the assessment is made. The certificates shall be payable in annual installments in accordance with the installments of the special assessment for which they are issued. The board may determine the interest to be borne by such certificates, not to exceed the maximum rate allowed by general law, and may sell such certificates at either private or public sale and determine the form, manner of execution, and other details of such certificates. The certificates shall recite that they are payable only from the special assessments levied and collected from the part or parcel of land or property against which they are issued. The proceeds of such certificates may be pledged for the payment of principal of and interest on any revenue bonds or general obligation bonds issued to finance in whole or in part such assessable improvement, or, if not so pledged, may be used to pay the cost or part of the cost of such assessable improvements.

(b) The district may also issue assessment bonds, revenue bonds, or other obligations payable from a special fund into which such certificates of indebtedness referred to in paragraph (a) may be deposited or, if such certificates of indebtedness have not been issued, the district may assign to such special fund for the benefit of the holders of such assessment bonds or other obligations, or to a trustee for such bondholders, the assessment liens provided for in this act unless such certificates of indebtedness or assessment liens have been theretofore pledged for any bonds or other obligations authorized hereunder. In the event of the creation of such special fund and the issuance of such assessment bonds or other obligations, the proceeds of such certificates of indebtedness or assessment liens deposited therein shall be used only for the payment of the assessment bonds or other obligations issued as provided in this section. The district is authorized to covenant with the holders of such assessment bonds, revenue bonds, or other obligations that it will diligently and faithfully enforce and collect all the special assessments, and interest and penalties thereon, for which such certificates of indebtedness or assessment liens have been deposited in or assigned to such fund; to foreclose such assessment liens so assigned to such special fund or represented by the certificates of indebtedness deposited in the special fund, after such assessment liens have become delinquent, and deposit the proceeds derived from such foreclosure, including interest and penalties, in such special fund; and to make any other covenants deemed necessary or advisable in order to properly secure the holders of such assessment bonds or other obligations.

(c) The assessment bonds, revenue bonds, or other obligations issued pursuant to this section shall have such dates of issue and maturity as shall be deemed advisable by the board; however, the maturities of such assessment bonds or other obligations shall not be more than 2 years after the due date of the last installment which will be payable on any of the special assessments for which such assessment liens, or the certificates of indebtedness representing such assessment liens, are assigned to or deposited in such special fund.

(d) Such assessment bonds, revenue bonds, or other obligations issued under this section shall bear such interest as the board may determine, not to exceed the maximum rate allowed by general law, and shall be executed, shall have such provisions for redemption prior to maturity, shall be sold in the manner, and shall be subject to all of the applicable provisions contained in this act for revenue bonds, except as the same may be inconsistent with the provisions of this section.

(e) All assessment bonds, revenue bonds, or other obligations issued under the provisions of this section shall be, shall constitute, and shall have all the qualities and incidents of negotiable instruments under the law merchant and the laws of the state.

(15) TAX LIENS.—All taxes of the district provided for in this act, together with all penalties for default in the payment of the same and all costs in collecting the same, including a reasonable attorney fee fixed by the

court and taxed as a cost in the action brought to enforce payment, shall, from January 1 for each year the property is liable to assessment and until paid, constitute a lien of equal dignity with the liens for state and county taxes and other taxes of equal dignity with state and county taxes upon all the lands against which such taxes shall be levied. A sale of any of the real property within the district for state and county or other taxes shall not operate to relieve or release the property so sold from the lien for subsequent district taxes or installments of district taxes, which lien may be enforced against such property as though no such sale thereof had been made. In addition to, and not in limitation of, the preceding sentence, for purposes of s. 197.552, Florida Statutes, the lien of all special assessments levied by the district shall constitute a lien of record held by a municipal or county governmental unit. The provisions of ss. 194.171, 197.122, 197.333, and 197.432, Florida Statutes, shall be applicable to district taxes with the same force and effect as if such provisions were expressly set forth in this act.

(16) PAYMENT OF TAXES AND REDEMPTION OF TAX LIENS BY THE DISTRICT; SHARING IN PROCEEDS OF TAX SALE.—

(a) The district shall have the power and right to:

1. Pay any delinquent state, county, district, municipal, or other tax or assessment upon lands located wholly or partially within the boundaries of the district.

2. Redeem or purchase any tax sales certificates issued or sold on account of any state, county, district, municipal, or other taxes or assessments upon lands located wholly or partially within the boundaries of the district.

(b) Delinquent taxes paid, or tax sales certificates redeemed or purchased, by the district, together with all penalties for the default in payment of the same and all costs in collecting the same and a reasonable attorney fee, shall constitute a lien in favor of the district of equal dignity with the liens of state and county taxes and other taxes of equal dignity with state and county taxes upon all the real property against which the taxes were levied. The lien of the district may be foreclosed in the manner provided in this act.

(c) In any sale of land pursuant to s. 197.542, Florida Statutes, the district may certify to the clerk of the circuit court of the county holding such sale the amount of taxes due to the district upon the lands sought to be sold, and the district shall share in the disbursement of the sales proceeds in accordance with the provisions of this act and under the laws of the state.

(17) FORECLOSURE OF LIENS.—Any lien in favor of the district arising under this act may be foreclosed by the district by foreclosure proceedings in the name of the district in a court of competent jurisdiction as provided by general law in like manner as is provided in chapter 170 or chapter 173, Florida Statutes, and amendments thereto, and the provisions of those chapters shall be applicable to such proceedings with the same force

and effect as if those provisions were expressly set forth in this act. Any act required or authorized to be done by or on behalf of a municipality in foreclosure proceedings under chapter 170 or chapter 173, Florida Statutes, may be performed by such officer or agent of the district as the board of supervisors may designate. Such foreclosure proceedings may be brought at any time after the expiration of 1 year from the date any tax, or installment thereof, becomes delinquent; however, no lien shall be foreclosed against any political subdivision or agency of the state. Other legal remedies shall remain available.

(18) MANDATORY USE OF CERTAIN DISTRICT SYSTEMS, FACILITIES, AND SERVICES.—To the full extent permitted by law, the district shall require all lands, buildings, premises, persons, firms, and corporations within the district to use the facilities of the district.

(19) COMPETITIVE PROCUREMENT; BIDS; NEGOTIATIONS; RELATED PROVISIONS REQUIRED.—

(a) No contract shall be let by the board for any goods, supplies, or materials to be purchased when the amount thereof to be paid by the district shall exceed the amount provided in s. 287.017, Florida Statutes, for category four, unless notice of bids shall be advertised once in a newspaper in general circulation in Nassau County. Any board seeking to construct or improve a public building, structure, or other public works shall comply with the bidding procedures of s. 255.20, Florida Statutes, and other applicable general law. In each case, the bid of the lowest responsive and responsible bidder shall be accepted unless all bids are rejected because the bids are too high or the board determines it is in the best interests of the district to reject all bids. The board may require the bidders to furnish bond with a responsible surety to be approved by the board. Nothing in this subsection shall prevent the board from undertaking and performing the construction, operation, and maintenance of any project or facility authorized by this act by the employment of labor, material, and machinery.

(b) The provisions of the Consultants' Competitive Negotiation Act, s. 287.055, Florida Statutes, apply to contracts for engineering, architecture, landscape architecture, or registered surveying and mapping services let by the board.

(c) Contracts for maintenance services for any district facility or project shall be subject to competitive bidding requirements when the amount thereof to be paid by the district exceeds the amount provided in s. 287.017, Florida Statutes, for category four. The district shall adopt rules, policies, or procedures establishing competitive bidding procedures for maintenance services. Contracts for other services shall not be subject to competitive bidding unless the district adopts a rule, policy, or procedure applying competitive bidding procedures to said contracts. Nothing herein shall preclude the use of requests for proposal instead of invitations to bid as determined by the district to be in its best interest.

(20) FEES, RENTALS, AND CHARGES; PROCEDURE FOR ADOPTION AND MODIFICATIONS; MINIMUM REVENUE REQUIREMENTS.

(a) The district is authorized to prescribe, fix, establish, and collect rates, fees, rentals, or other charges, hereinafter sometimes referred to as "revenues," and to revise the same from time to time, for the systems, facilities, and services furnished by the district, within the limits of the district, including, but not limited to, recreational facilities, water management and control facilities, and water and sewer systems; to recover the costs of making connection with any district service, facility, or system; and to provide for reasonable penalties against any user or property for any such rates, fees, rentals, or other charges that are delinquent.

(b) No such rates, fees, rentals, or other charges for any of the facilities or services of the district shall be fixed until after a public hearing at which all the users of the proposed facility or services or owners, tenants, or occupants served or to be served thereby and all other interested persons shall have an opportunity to be heard concerning the proposed rates, fees, rentals, or other charges. Rates, fees, rentals, and other charges shall be adopted under the administrative rulemaking authority of the district, but shall not apply to district leases. Notice of such public hearing setting forth the proposed schedule or schedules of rates, fees, rentals, and other charges shall have been published in a newspaper of general circulation in Nassau County at least once and at least 10 days prior to such public hearing. The rulemaking hearing may be adjourned from time to time. After such hearing, such schedule or schedules, either as initially proposed or as modified or amended, may be finally adopted. A copy of the schedule or schedules of such rates, fees, rentals, or charges as finally adopted shall be kept on file in an office designated by the board and shall be open at all reasonable times to public inspection. The rates, fees, rentals, or charges so fixed for any class of users or property served shall be extended to cover any additional users or properties thereafter served which shall fall in the same class, without the necessity of any notice or hearing.

(c) Such rates, fees, rentals, and charges shall be just and equitable and uniform for users of the same class, and when appropriate may be based or computed either upon the amount of service furnished, upon the average number of persons residing or working in or otherwise occupying the premises served, or upon any other factor affecting the use of the facilities furnished, or upon any combination of the foregoing factors, as may be determined by the board on an equitable basis.

(d) The rates, fees, rentals, or other charges prescribed shall be such as will produce revenues, together with any other assessments, taxes, revenues, or funds available or pledged for such purpose, at least sufficient to provide for the items hereinafter listed, but not necessarily in the order stated:

1. To provide for all expenses of operation and maintenance of such facility or service.

2. To pay when due all bonds and interest thereon for the payment of which such revenues are, or shall have been, pledged or encumbered, including reserves for such purpose.

3. To provide for any other funds which may be required under the resolution or resolutions authorizing the issuance of bonds pursuant to this act.

(e) The board shall have the power to enter into contracts for the use of the projects of the district and with respect to the services, systems, and facilities furnished or to be furnished by the district.

(21) RECOVERY OF DELINQUENT CHARGES.—In the event that any rates, fees, rentals, charges, or delinquent penalties shall not be paid as and when due and shall be in default for 60 days or more, the unpaid balance thereof and all interest accrued thereon, together with reasonable attorney fees and costs, may be recovered by the district in a civil action.

(22) DISCONTINUANCE OF SERVICE.—In the event the fees, rentals, or other charges for district services or facilities are not paid when due, the board shall have the power, under such reasonable rules and regulations as the board may adopt, to discontinue and shut off services until such fees, rentals, or other charges, including interest, penalties, and charges for the shutting off and discontinuance and the restoration of such services are fully paid; and, for such purposes, the board may enter on any lands, waters, or premises of any person, firm, corporation, or body, public or private, within the district limits. Such delinquent fees, rentals, or other charges, together with interest, penalties, and charges for the shutting off and discontinuance and the restoration of such services and facilities and reasonable attorney fees and other expenses, may be recovered by the district, which may also enforce payment of such delinquent fees, rentals, or other charges by any other lawful method of enforcement.

(23) ENFORCEMENT AND PENALTIES.—The board or any aggrieved person may have recourse to such remedies in law and at equity as may be necessary to ensure compliance with the provisions of this act, including injunctive relief to enjoin or restrain any person violating the provisions of this act or any bylaws, resolutions, regulations, rules, codes, or orders adopted under this act. In case any building or structure is erected, constructed, reconstructed, altered, repaired, converted, or maintained, or any building, structure, land, or water is used, in violation of this act or of any code, order, resolution, or other regulation made under authority conferred by this act or under law, the board or any citizen residing in the district may institute any appropriate action or proceeding to prevent such unlawful erection, construction, reconstruction, alteration, repair, conversion, maintenance, or use; to restrain, correct, or avoid such violation; to prevent the occupancy of such building, structure, land, or water; and to prevent any illegal act, conduct, business, or use in or about such premises, land, or water.

(24) SUITS AGAINST THE DISTRICT.—Any suit or action brought or maintained against the district for damages arising out of tort, including, without limitation, any claim arising upon account of an act causing an injury or loss of property, personal injury, or death, shall be subject to the limitations provided in s. 768.28, Florida Statutes.

(25) EXEMPTION OF DISTRICT PROPERTY FROM EXECUTION.—All district property shall be exempt from levy and sale by virtue of an execution, and no execution or other judicial process shall issue against such property, nor shall any judgment against the district be a charge or lien on its property or revenues; however, nothing contained herein shall apply to or limit the rights of bondholders to pursue any remedy for the enforcement of any lien or pledge given by the district in connection with any of the bonds or obligations of the district.

(26) TERMINATION, CONTRACTION, OR EXPANSION OF DISTRICT.—

(a) The board of supervisors of the district shall not ask the Legislature to amend this act to expand or to contract the boundaries of the district without first obtaining a resolution or official statement from Nassau County as provided for in s. 189.031(2)(e)4., Florida Statutes.

(b) The district shall remain in existence until:

1. The district is terminated and dissolved pursuant to amendment to this act by the Legislature.

2. The district has become inactive pursuant to s. 189.062, Florida Statutes.

(27) INCLUSION OF TERRITORY.—The inclusion of any or all territory of the district within a municipality does not change, alter, or affect the boundary, territory, existence, or jurisdiction of the district.

(28) SALE OF REAL ESTATE WITHIN THE DISTRICT; REQUIRED DISCLOSURE TO PURCHASER.—Subsequent to the creation of this district under this act, each contract for the initial sale of a parcel of real property and each contract for the initial sale of a residential unit within the district shall include, immediately prior to the space reserved in the contract for the signature of the purchaser, the following disclosure statement in boldfaced and conspicuous type which is larger than the type in the remaining text of the contract: “THE EAST NASSAU STEWARDSHIP DISTRICT MAY IMPOSE AND LEVY TAXES OR ASSESSMENTS, OR BOTH TAXES AND ASSESSMENTS, ON THIS PROPERTY. THESE TAXES AND ASSESSMENTS PAY FOR THE CONSTRUCTION, OPERATION, AND MAINTENANCE COSTS OF CERTAIN PUBLIC SYSTEMS, FACILITIES, AND SERVICES OF THE DISTRICT AND ARE SET ANNUALLY BY THE GOVERNING BOARD OF THE DISTRICT. THESE TAXES AND ASSESSMENTS ARE IN ADDITION TO COUNTY

AND OTHER LOCAL GOVERNMENTAL TAXES AND ASSESSMENTS AND ALL OTHER TAXES AND ASSESSMENTS PROVIDED FOR BY LAW.”

(29) NOTICE OF CREATION AND ESTABLISHMENT.—Within 30 days after the election of the first board of supervisors creating this district, the district shall cause to be recorded in the grantor-grantee index of the property records in Nassau County “Notice of Creation and Establishment of the East Nassau Stewardship District.” The notice shall, at a minimum, include the legal description of the property covered by this act.

(30) DISTRICT PROPERTY PUBLIC; FEES.—Any system, facility, service, works, improvement, project, or other infrastructure owned by the district, or funded by federal tax exempt bonding issued by the district, is public; and the district by rule may regulate, and may impose reasonable charges or fees for, the use thereof but not to the extent that such regulation or imposition of such charges or fees constitutes denial of reasonable access.

Section 7. If any provision of this act is determined unconstitutional or otherwise determined invalid by a court of law, all the rest and remainder of the act shall remain in full force and effect as the law of this state.

Section 8. This act shall take effect upon becoming a law, except that the provisions of this act which authorize the levy of ad valorem taxation shall take effect only upon express approval by a majority vote of those qualified electors of the East Nassau Stewardship District, as required by Section 9 of Article VII of the State Constitution, voting in a referendum election held at such time as all members of the board are qualified electors who are elected by qualified electors of the district as provided in this act.

Approved by the Governor June 6, 2017.

Filed in Office Secretary of State June 6, 2017.

EXHIBIT 7



DETAILED SPECIFIC AREA PLAN:

CHESTER ROAD

EAST NASSAU
COMMUNITY
PLANNING AREA

Owner(s)

TERRAPOINTE LLC

c/o Raydient Places + Properties

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 Lewis

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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Detailed Specific Area Plan: Chester Road

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Introduction



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Introduction

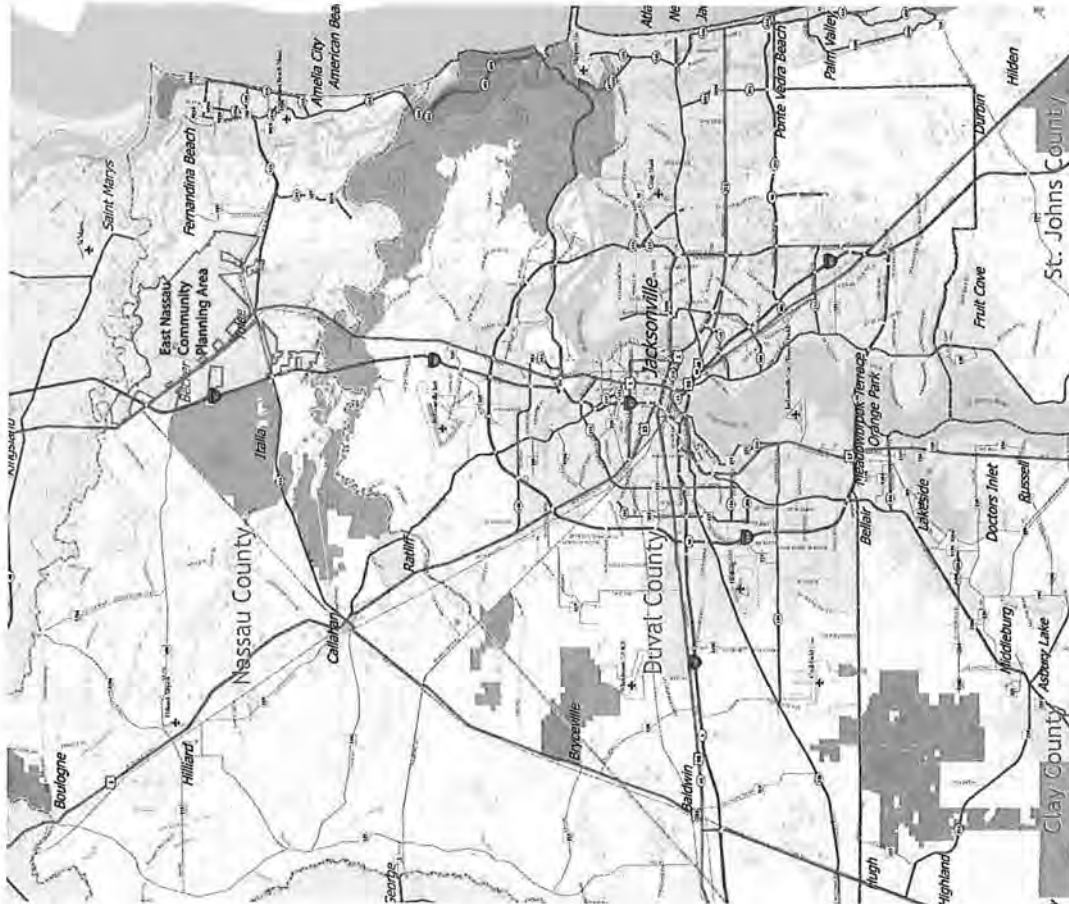
Located in Florida's northeastern corner and bisected by Interstate 95, Nassau County serves as a key gateway to the Sunshine State. Sandy beaches, scenic rivers and abundant resources have long attracted residents and visitors to the area. From European settlers to modern working families, the County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



Detailed Specific Area Plan: Chester Road

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 are primarily 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. The residential areas are clustered around Village Centers, 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 Village Centers and Neighborhood Centers providing 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.

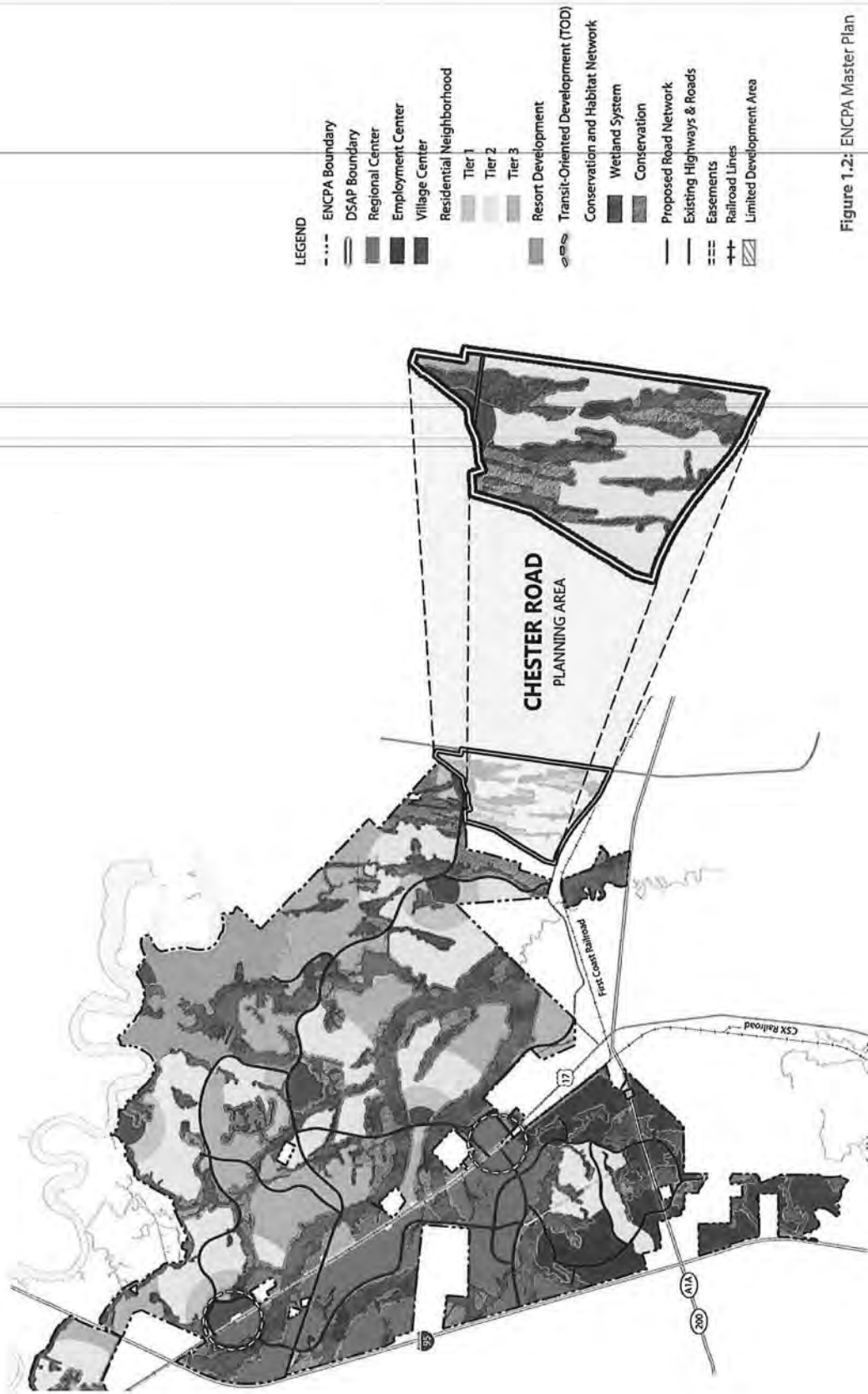


Figure 1.2: ENCPA Master Plan

Detailed Specific Area Plan: Chester Road

Environmental Conditions



Environmental Conditions

ENCPA Environmental Summary

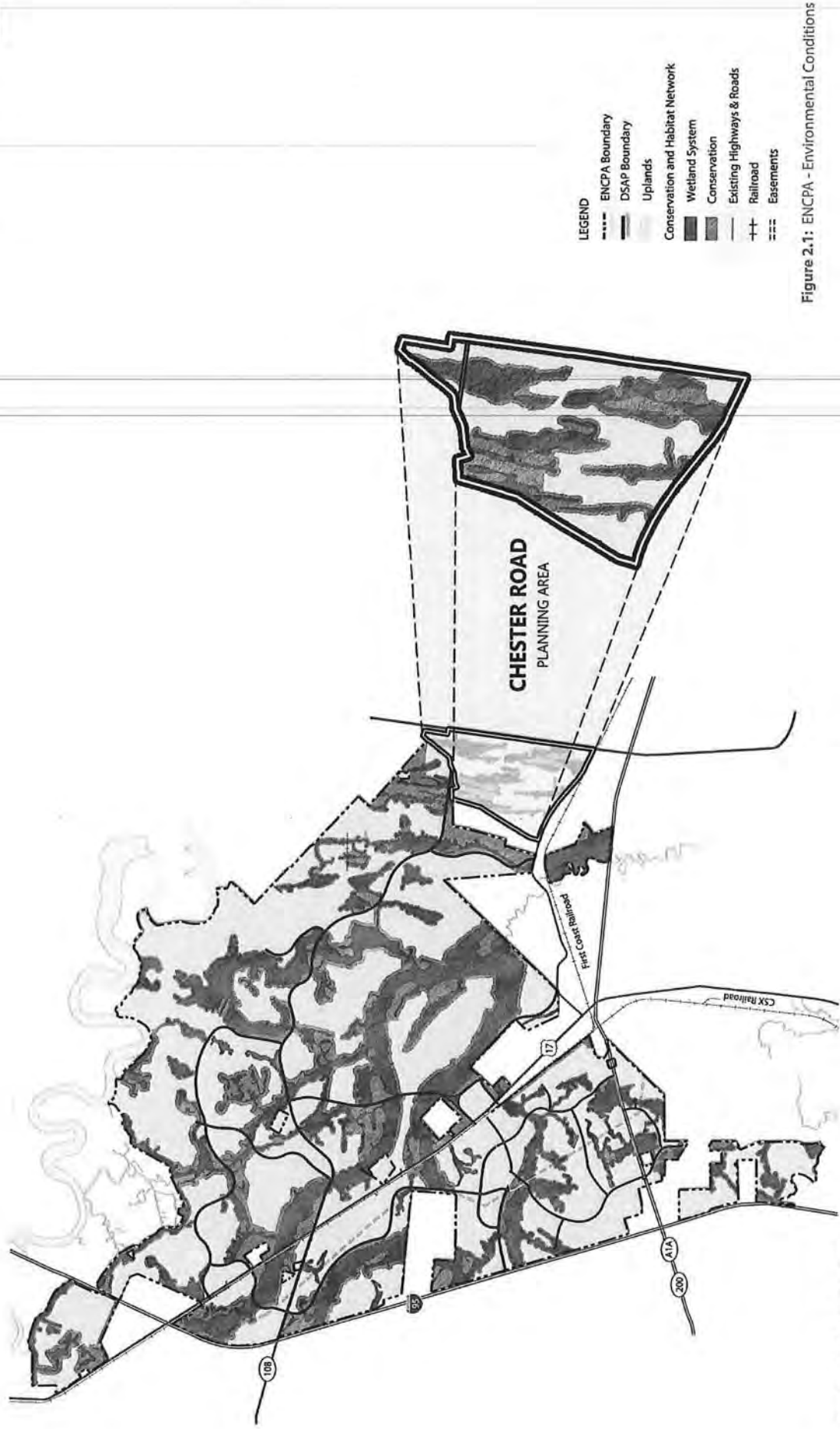
Consistent with state statutes regarding the preparation of a Sector Plan and DSAPs, regionally significant natural resources within the ENCPA planning area have been identified and designated as part of the Conservation and Habitat Network (CHN) as a land use sub-category within the ENCPA policies. 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 CHN.*
- e) *The boundaries of the CHN are identified on Map FLUMS-6. The boundaries of the CHN shall be formally established as conservation tracts or placed under conservation easements when an abutting development parcel to portions of the CHN undergoes development permitting in accordance with the requirements of the St. John's River Water Management District (SRWMD) 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 alteration of such boundary; and*
- iii. *Boundary modifications meeting all of the criteria described in this Policy sub section shall be incorporated into the Conservation and Habitat Network and the ENCPA Master Land Use Plan upon issuance of the applicable SJRWMD permits and shall be effective without the requirement for an amendment to the Nassau County Future Land Use Map, ENCPA 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.*

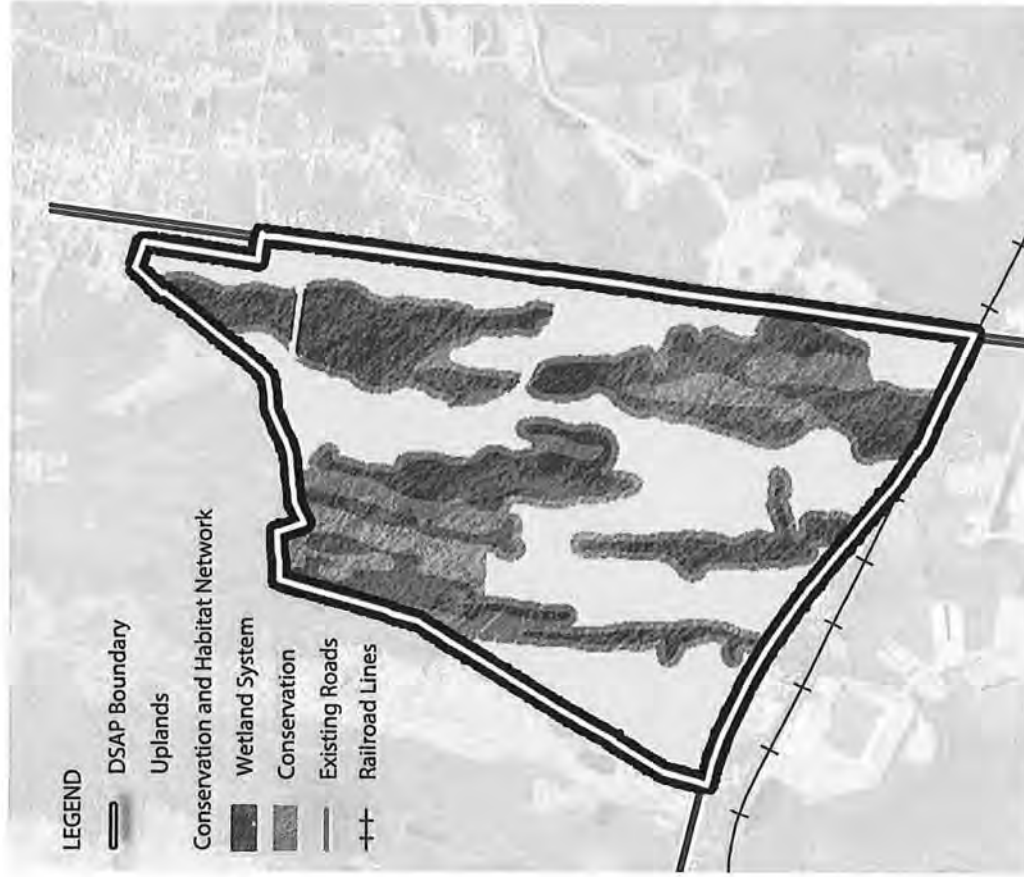
As part of the DSAP process, a full natural resource analysis was completed by Breedlove, Dennis & Associates (BDA). This analysis is included as Appendix A of this document and contains specific information regarding ecological communities and protected species relative to the DSAP planning area. The 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.



Detailed Specific Area Plan: Chester Road

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 5404 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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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.



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 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, 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:

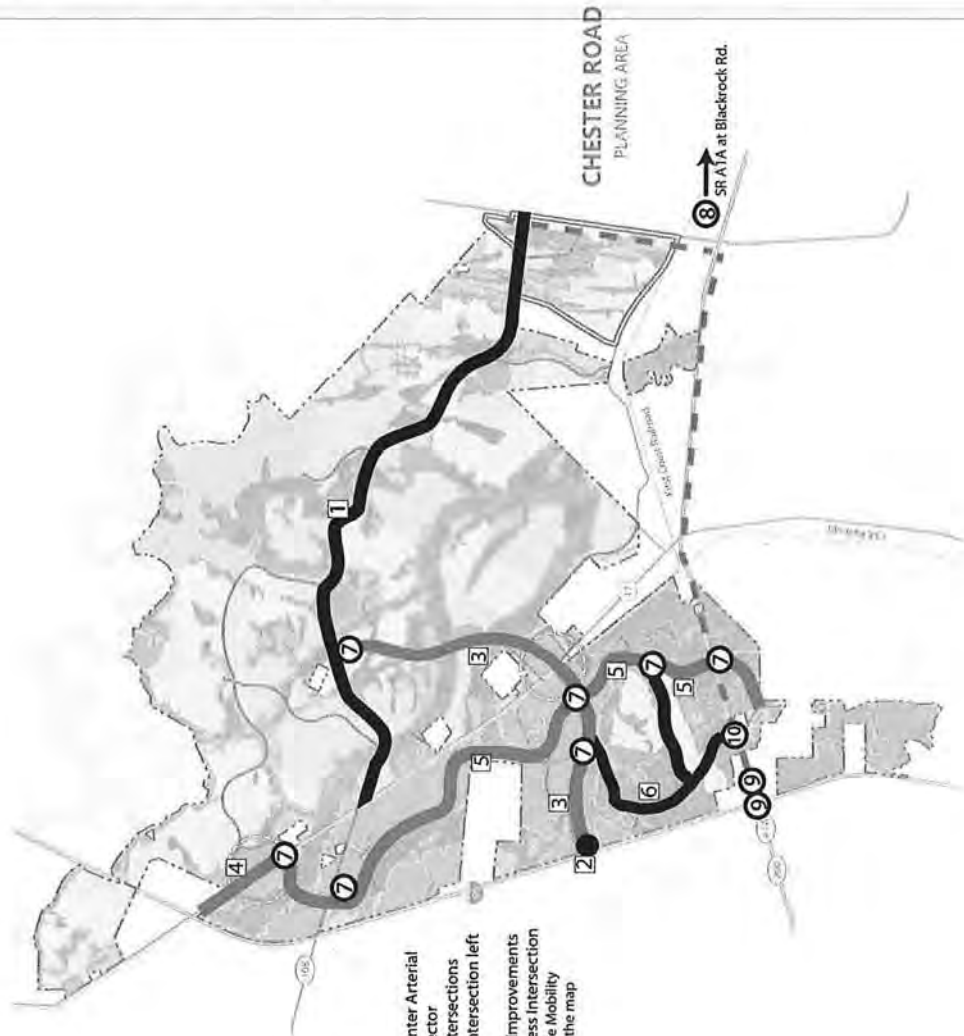
- **Balance of housing and employment** – Per the adopted Sector Plan, the overall development program levels were identified to maintain a balance between housing units and employment square footage. This approach strengthens the employment base in Nassau County, and will seek to maximize the number 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.



Mobility Network Cost Components (on map)

- 1 CR 108 Extension
 - 2 New I-95 Interchange
 - 3 Interchange Road
 - 4 US 17 Widening
 - 5 North-South Regional Center Arterial
 - 6 DSAP Western Loop Collector
 - 7 Traffic Signals at major intersections
 - 8 SR A1A at Blackrock Rd. intersection left turn lane improvements
 - 9 I-95/SR A1A Intersection Improvements
 - 10 SR A1A and William Burgess Intersection
- Internal trails are included in the Mobility Network but are not shown on the map

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.

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

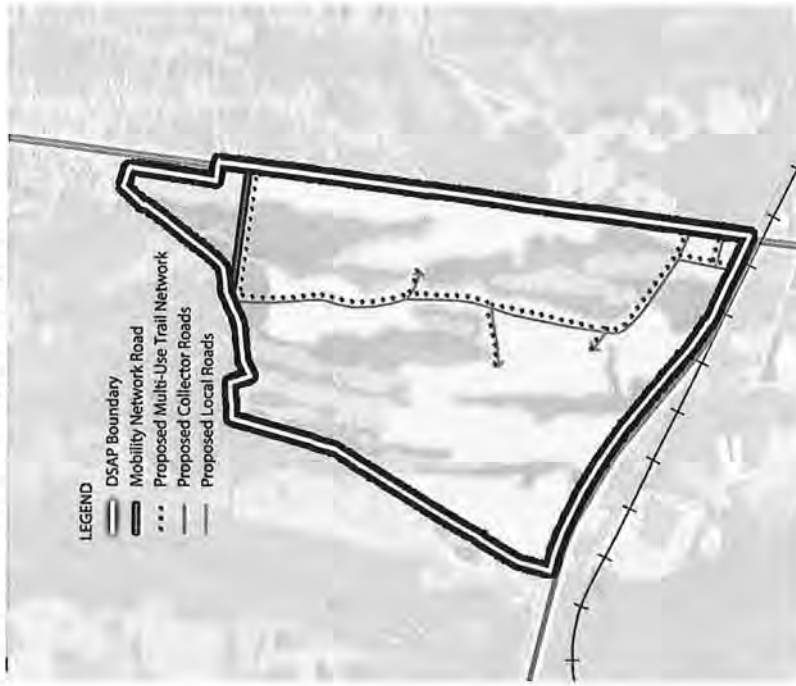
The transportation network to support the Chester Road Planning Area consists of local roadways and trails as shown in Figure 3.3. These roadway locations and alignments are approximate and may be refined subject to final survey and permitting. The final design may be varied based on natural features 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. 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. Three access points along Chester Road, and one along Pages Dairy 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 development program of 700 dwelling units and 31,000 square feet of non-residential uses. The Pages Dairy Road access point and two of the Chester Road access points are identified in the Phase 1 PDP and addressed in the Phase 1 PDP TIA. Since the PDP is being submitted concurrently with this DSAP, refer to the Phase 1 PDP Transportation Impact Analysis (TIA) for short-term (five-year) conditions.

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 T04.03 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.

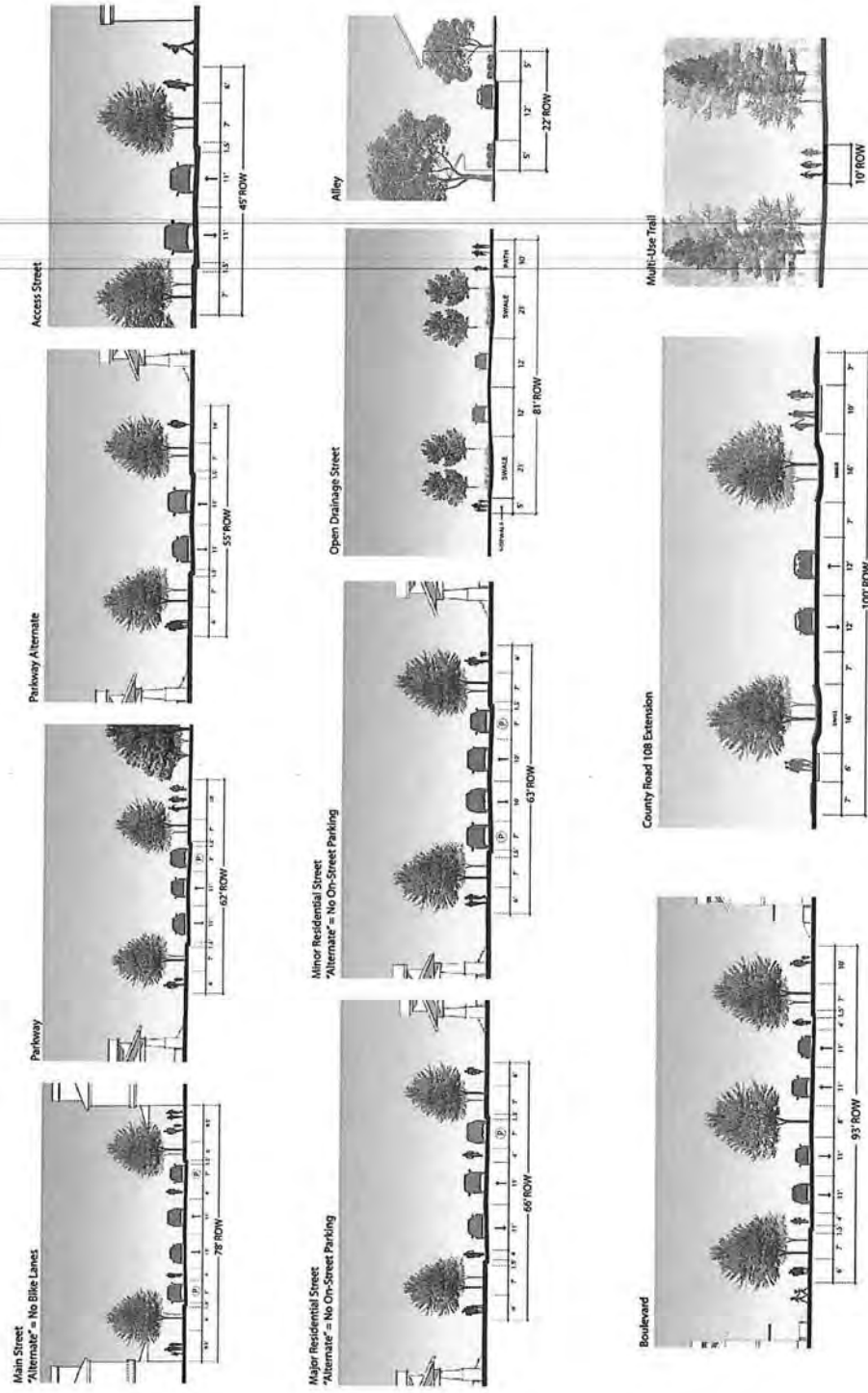
Figure 3.3: Chester Road Planning Area Mobility Plan



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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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.

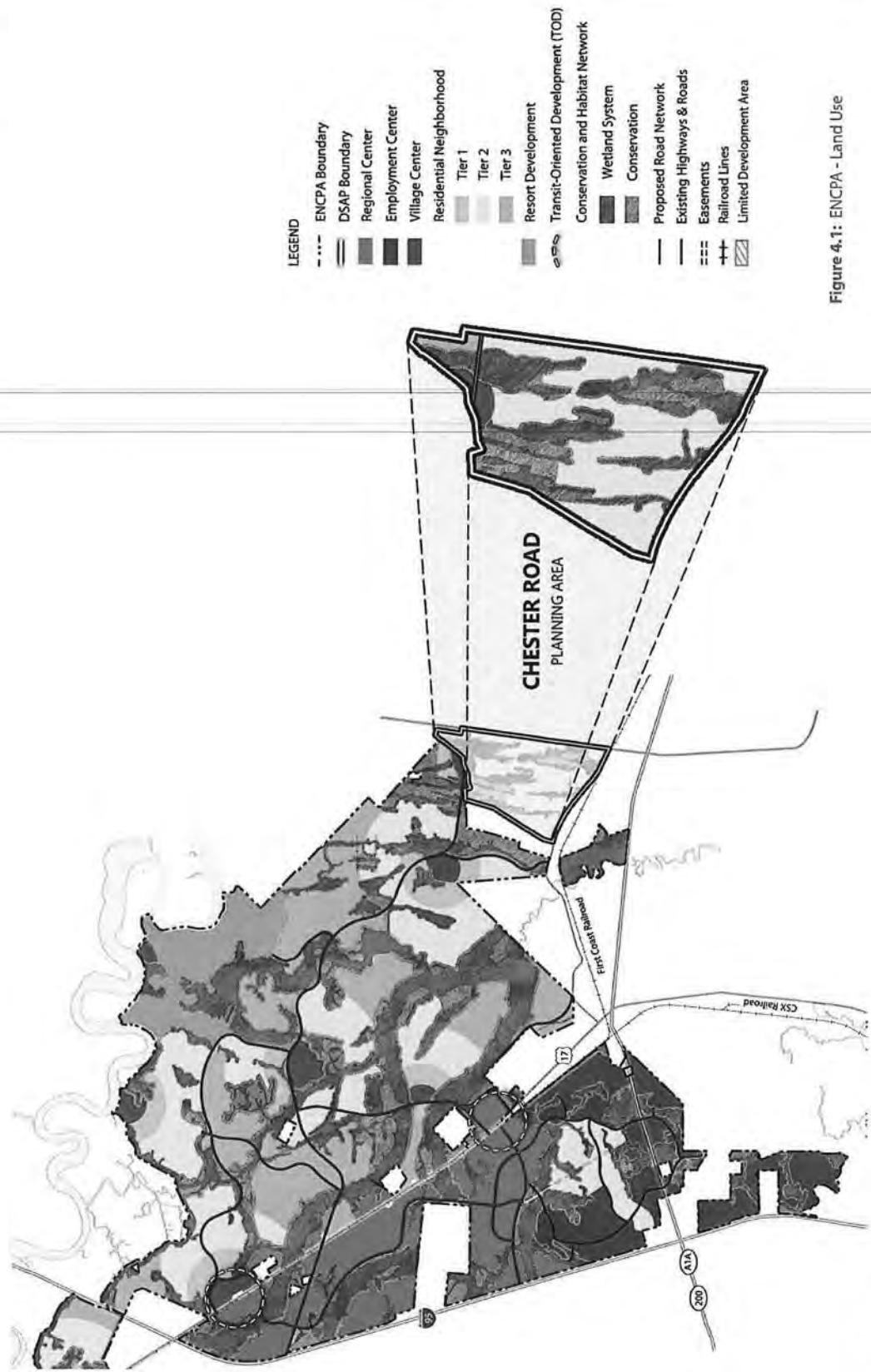


Figure 4.1: ENCPA - Land Use

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 organized 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.

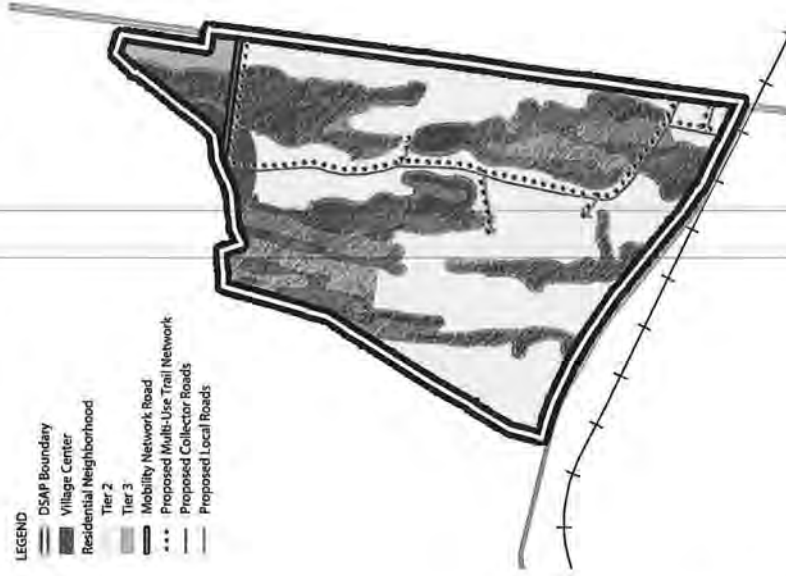
The overall ENCPA Master Plan was intended to develop in phases. The Chester Road DSAP is one of these phases and the planning principles in this DSAP recognize that the Chester Road Planning Area will be connected to the overall ENCPA as it continues to develop. The Village Center district is located 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, along with a Neighborhood Center to provide limited, neighborhood serving land uses designed to support the ENCPA residents' daily needs. This Neighborhood Center is located to serve the population of the Chester Road DSAP and its first related PDP. By connecting to the residential areas by the multimodal transportation network, the 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 DUS	NON-RESIDENTIAL USES SOURCE: PDP
1,080	553.57	583.03	1,875	91,000

Figure 4.2: Chester Road Planning Area Overall Land Map



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.

Table 4.2: Chester Road DSAP Village Center Development Program

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

Permitted Uses

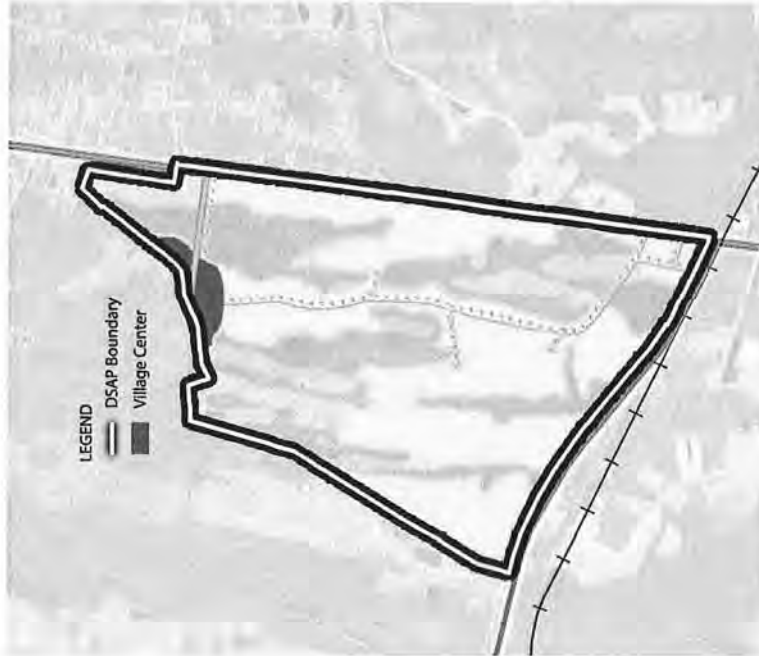
Single family, two-family and multi-family residential (either free-standing or in mixed-use structures), ancillary (accessory) dwelling units, continuing care retirement communities, schools, retail sales, personal services, businesses and professional offices, recreation and commercial-working waterfront 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.

Figure 4.3: Chester Road Planning Area Village Center



- **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
 - 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 architectural 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: 35%
 - 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 FL13.07(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 RVillage 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 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

Detailed Specific Area Plan: Chester Road

- provides for safe and comfortable pathways.*
- b) Sidewalks or pathways should be located on both sides of streets where practical and include street trees.*

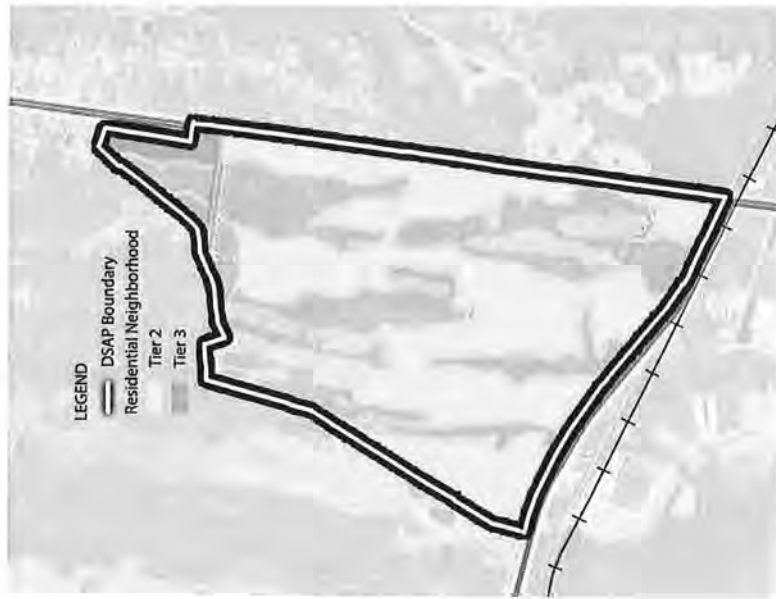
Pedestrian and Bicycle Circulation

- 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.

Table 4.3: Chester Road DSAP Residential Neighborhood Development Program

GROSS AREA ACRES	SINGLE-FAMILY DWELLINGS	MULTIFAMILY 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 architectural 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: 35%
 - 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: 1 du / 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 Neighborhood Centers 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 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.
- 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) 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 in 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.

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 (SRWMD). 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 (SRWMD) 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 both during the first five years, and at build out. 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 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 FL13.07(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 miles of multi-use trail. Assuming an average width of 10 feet, this trail system will provide over 4.8 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 22 acres of 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 Sheriff'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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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

Ch. 163.3245(3)(b)(7), 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.

EXHIBIT 8

Appendix C

Public Facilities Analysis

C.1 Introduction

A detailed analysis of public facilities has been conducted utilizing the DSAP land use plan and associated development program to calculate maximum theoretical impacts. Impacts were analyzed for both short-term (5-yr) and long-term (build-out) conditions. For the purpose of calculating 5-yr impacts, a development program of 700 residential units and 31,000 square feet of non-residential uses were assumed. The full DSAP development program was assumed for estimation of impacts at build-out (2035).

Included in this analysis were the full range of public facilities as defined by 163.3164, Florida Statutes, including potable water, sanitary sewer, solid waste, drainage, schools and parks. Due to the detailed nature of transportation impact studies, an analysis of these facilities was handled separately. A full transportation impact analysis is contained in Appendix B.

The following analyses assumes that demand generated by the proposed Chester Road DSAP is in addition to projected increase in demand generated by population growth which would have occurred regardless of the DSAP. The approved East Nassau Employment Center DSAP is noted in JEA's FY 2015 Water Resource Master Plan and included in the noted projected demand. These projections overlap to an extent. It can be assumed that some portion of the already projected population increase will occur within the DSAP; therefore, the following impact analyses should be considered conservative and it may be presumed that actual impacts may less.

C.2 Potable Water

Nassau County is located within the St Johns River Water Management District (SJRWMD). Per SJRWMD'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 while sustaining water quality and protecting wetland and aquatic systems. Therefore, neither the County nor the DSAP area is within a priority water resource caution area (PWRCA). Given SJRWMD's finding that adequate supplies exist to accommodate the area's

projected needs, Nassau County has not been required to prepare a water supply plan (WSP) or otherwise identify water resource development or water supply development projects to accommodate projected demand.

Jacksonville Electric Authority (JEA), a municipally owned utility, provides potable water service to the Chester Road DSAP site. JEA’s potable water system is made up of 135 artesian wells, tapping the Floridian Aquifer. 37 water treatment plants treat and distribute this water to users through more than 4,300 miles of water main in multiple service districts. The Chester Road DSAP is located within JEA’s District 7 – Nassau County Water Service Area. Currently, the District 7 water service area is served by four potable water treatment plants; Lofton Oaks, Otter Run, Nassau (Yulee) Regional, and West Nassau Regional.

C.2.1 Potable Water – 5-yr Projections

Potable water demand for the proposed 5-yr development program was calculated utilizing Nassau County’s adopted level of service (LOS) as identified in the Nassau County 2030 Comprehensive Plan. The adopted LOS for potable water service within Nassau County is 100 gallons per capita per day. This LOS is then multiplied by 2.32 persons per household to determine the GPD/household. 2.32 persons per household is the projected average household size for Nassau County in 2030, as identified in the Nassau County 2030 Comprehensive Plan. For non-residential uses, the LOS requirements are based upon an Equivalent Residential Connection (ERC) to be calculated by the service provider, at the time of application. For the purposes of this study, an average value ERC of 0.1 gallons per day per square foot was applied to non-residential development. Using these values, Table C-2a estimates short term (5-yr) demand for potable water.

Table C-2a Estimated Potable Water Demand (5-Yr)

	Residential	Non-residential	Total Demand
DSAP (5-yr)	700 du	31,000 sq ft	0.17 MGD

The Chester Road DSAP is located in the Lofton Oaks Grid service area. The Lofton Oaks Grid included four treatment plants: Nassau Regional; Lofton Oaks; Otter Run; and, West Nassau Regional. Table C-2b provides projected available treatment capacity, current usage, 5-yr DSAP demand and resulting capacity.

Table C-2b Projected Potable Water Plant Capacity (5-Yr) (MGD)

Water Plant	Plant Capacity*	Projected Usage*	DSAP Demand	Remaining Capacity
Lofton Oaks Grid	6.69	3.36	0.17	3.16

*Source: JEA FY 2015 Annual Water Resource Master Plan.

JEA’s FY 2015 Annual Water Resource Master Plan indicates an expansion from 1 million to 5 million gallon capacity to the West Nassau Regional Water Treatment Plant. This project is anticipated to help meet the growth of the surrounding area and design and construction is scheduled for FY2016 – FY2018.

Adequate capacity exists at the available treatment facilities to accommodate the proposed 5-yr development program.

C.2.2 Potable Water – Build-out Projections

Tables C-2c estimates the Chester Road DSAP’s potable water demand at build-out utilizing the same methodology as the 5-year development program.

Table C-2c Estimated Potable Water Demand (Build-out)

	Residential	Non-residential	Total Demand
DSAP (Build-out)	1,875 du	91,000 sq ft	0.44 MGD

Should the DSAP’s maximum development program be realized, total projected demand for potable water could be approximately 0.44 million gallons daily (MGD).

Table C-2d provides projected available treatment capacity, forecasted demand through 2035, DSAP demand at build-out and resulting capacity. Values reported consider the known plant capacity increase to the West Nassau facility, set to expand in 2016-2018 from 1.4 MGD to 5 MGD.

Table C-2d Projected Potable Water Capacity (2035) (MGD)

Water Plant	Plant Capacity*	Projected Usage*	DSAP Demand	Remaining Capacity
Lofton Oaks Grid	10.28	4.55	0.44	5.29

*Source: JEA FY 2015 Annual Water Resource Master Plan.

Adequate capacity exists within the Lofton Oaks Grid to accommodate the proposed development program through 2035. It should be noted that the preceding calculations are based upon average daily flow. Maximum daily flow or “peak hour” flow requires approximately twice the average daily flow capacity. Based on the projected usage provided by JEA, it is anticipated that demand may be accommodated under both average daily and maximum daily flow conditions at the build-out conditions of the proposed Chester Road DSAP.

C.3 Wastewater

JEA Service Area 7 is served by a single wastewater treatment plant, the Nassau Regional Sewer Treatment Facility. JEA is currently operating this facility at the permitted level of 1.55 MGD. Currently, average daily demand at this facility is 0.98 MGD. The Nassau Regional Sewer Treatment facility has a plant capacity of 2.0 MGD; but it currently limited by the permitted disposal capacity of 1.55 MGD. Scheduled sewer improvements beyond 2015 are limited to force main

construction, in conjunction with roadway improvements and future development needs.

C.3.1 Wastewater – 5-yr Projections

Wastewater demand for the proposed 5-yr development program was calculated utilizing Nassau County’s adopted level of service (LOS) as identified in the Nassau County 2030 Comprehensive Plan. The adopted LOS for wastewater service within Nassau County is 100 gallons per capita per day. This LOS is then multiplied by 2.32 persons per household to determine the GPD/household. 2.32 persons per household is the projected average household size for Nassau County in 2030, as identified in the Nassau County 2030 Comprehensive Plan. For non-residential uses, the LOS requirements are based upon an Equivalent Residential Connection (ERC) to be calculated by the service provider, at the time of application. For the purposes of this study, an average value ERC of 0.1 gallons per day per square foot was applied to non-residential development. Using these values, Table C-3a estimates short term (5-yr) demand for wastewater.

Table C-3a Estimated Wastewater Demand (5-Yr)

	Residential	Non-residential	Total Demand
5-YR DSAP	700 du	31,000 sq ft	0.17 MGD

Table C-3b provides projected available treatment capacity, current usage, 5-yr DSAP demand and resulting capacity.

Table C-3b Projected Wastewater Plant Capacity (5-Yr) (MGD)

Wastewater Plant	Plant Capacity*	Current Usage*	DSAP Demand	Remaining Capacity
Nassau Regional	1.55	0.98	0.17	0.40

*Source: JEA FY 2015 Annual Water Resource Master Plan.

Adequate capacity exists at the available treatment facilities to accommodate the proposed 5-yr development program.

C.3.2 Wastewater – Build-out Projections

Tables C-3c estimates the Chester Road DSAP’s wastewater demand at build-out utilizing the same methodology as the 5-year development program.

Table C-3c Estimated Wastewater Demand (Build-out)

	Residential	Non-residential	Total Demand
DSAP (Build-out)	1,875 du	91,000 sq ft	0.44 MGD

Should the DSAP’s maximum development program be realized, total projected demand for wastewater treatment would be approximately 0.44 million gallons daily (MGD).

The Nassau Regional Wastewater Plant currently has a permitted capacity of 1.55 MGD; however, it has a design capacity of 2.0 MGD. The *JEA FY2015 Annual Water Resource Master Plan* anticipates that the plant will be re-permitted to its full design capacity of 2.0 MGD in 2032. This Table C-3d provides projected available treatment capacity, forecasted demand through 2035, DSAP demand at build-out and resulting capacity.

Table C-3d JEA Wastewater Plant Availability (MGD) after Build-Out

Wastewater Plant	Plant Capacity*	Projected Usage*	DSAP Demand	Remaining Capacity
Nassau Regional	2.0	1.44	0.44	0.12

*Source: *JEA FY 2015 Annual Water Resource Master Plan*.

At this time, based on projected demands providing by JEA, adequate wastewater treatment capacity exists to accommodate the proposed Chester Road DSAP development program at build-out in 2035.

C.4 Solid Waste

Solid Waste service is provided to the region by Nassau County. Nassau County has an adopted solid waste Level of Service of 4.91 pounds per capita per day. Table C-4 provides an estimate of solid waste creation at build-out based upon the number of residential units and projected persons per household within the DSAP.

Table C-4a Estimated Solid Waste Demand at Build-out (lbs/capita/day)

Residential Units	Persons Per Household	Projected DSAP Population	LOS*	Total Demand (Tons per year)	Total Demand (lbs per day)
1,875	2.32	4,350	4.91	3,915	21,359

*Source: *Nassau County 2030 Comprehensive Plan*

Nassau County has agreements with Camden County Landfill Solid Waste Disposal Facility (Georgia) and with Chesser Island Road Landfill (Georgia). Both agreements signed in 2009 are for ten years with the option to renew for an additional five years.

Camden County Landfill Solid Waste Disposal Facility is located 30 miles northwest of the DSAP area. According to 2014 data available from the Georgia Environmental Protection Division, the Camden County Landfill currently receives an average of approximately 349 tons per day and has an available capacity of over 2.1 million tons. The life expectancy is 17 years.

Owned by Waste Management of Georgia, Chesser Island Road Landfill (CIRL) is located 35 miles to the northwest of the DSAP area. According to 2014 data available from the Georgia Environmental Protection Division, CIRL has a remaining capacity of over 56 million tons and receives approximately 3,292 tons per day on average. CIRL has a life expectancy of 54 years.

Table C-4b estimates the impact of the DSAP development program on the existing capacity of the Camden County and Chesser Island Road Landfills. The proposed DSAP contributes approximately 5.36 tons per day to each landfill, at final build-out. The resulting additional annual tonnage does not significantly reduces the estimated lifespan of either landfill.

Table C-4b Solid Waste Capacity

Provider	Current Annual Tonnage	Current Estimated Lifespan (yrs)	DSAP Annual Tonnage	Estimated Lifespan (yrs)
Camden County	127,385	17	3,915/2	17
Chesser Island	1,201,580	54	3,915/2	54

In summary, no improvements to solid waste facilities have been determined to be necessary to accommodate the proposed DSAP development programs.

C.5 Stormwater

Stormwater management system improvements for this region of Nassau County may be developed as regional systems accounting, where possible, for multiple areas of improved development. Efforts may be made to design stormwater treatment and attenuation systems, (i.e. wet and dry ponds, swales, underground chambers, ex-filtration trenches, etc.) and supporting conveyance pipes and swales as systems.

Stormwater systems will be permitted in accordance with the St. John’s River Water Management District (SJRWMD) discharge design criteria. Since the proposed stormwater management system will meet the requirements set forth by SJRWMD and Nassau County, the quality of the storm water leaving the site will meet state water quality standards. The ultimate receiving waters will be the St. Mary’s River or the St. John’s River.

The interconnected wetland systems serve as the method for conveying the treated runoff to the river. In locations where the wetland systems will be severed by proposed roadways, storm drainage networks will be installed beneath the roadway to provide proper surface water flow between wetland areas.

Compared to the pre-existing condition, control structures within the designed ponds and conveyance systems will delay the release of excess stormwater, thereby

allowing suspended solids, excess nutrients such as nitrogen and phosphorus, and other potential pollutants to be removed from the stormwater discharge. The proposed stormwater ponds will be designed at such a size in order to provide storage of stormwater run-off and limit post-development discharge from exceeding pre-development discharge from the project. Lastly, the modeling techniques and design applications will comply with SJRWMD requirements and incorporate best management practices in the treatment ponds and conveyance systems.

C.6 Schools

In 2008, Nassau County adopted a school concurrency system consistent with state statute. The details of this system are outlined in both an Interlocal Agreement (ILA) with the School Board of Nassau County and Nassau County's Comprehensive Plan's Public School Facilities Element (PSFE). These documents identify procedures for determining available capacity, identifying deficiencies and implementing improvements.

For the purpose of determining existing and future capacity, the County was subdivided into eight (8) Concurrency Service Areas. These CSAs identify which schools may serve a proposed development project. The Chester Road DSAP is located within both the Yulee North and Yulee South CSAs. These CSAs are currently served by Yulee Primary School, Yulee Elementary School, Yulee Middle School and Yulee High School.

Via the Comprehensive Plan's PSFE, Nassau County has adopted a Level of Service (LOS) of 95% of the permanent Florida Inventory of School Houses (FISH) capacity for elementary schools and 100% for middle and high schools. For the purpose of estimating DSAP impacts, an analysis was completed for both the 5-yr (2016) and build-out conditions.

C.6.1 Schools – 5-yr Projections

Table C-6a estimates short-term or 5-yr student generation for the Chester Road DSAP. Student generations rates for each school level were provided by Nassau County School Board Staff.

Table C-6a Estimated DSAP Student Generation (5-yr)

Residential Units	Student Generation Rates			Students by School Type		
	Elementary	Middle	High	Elementary	Middle	High
700	.25	.15	.17	176	103	119

**Source: 2015 student generation rates as provided by Nassau County School Board staff*

Table C-6b is an estimate of 5-yr capacity available at the public schools serving the DSAP. The 2014-2015 Nassau County School Board 5-year Facilities Work Program

was used to determine permanent FISH capacity and projected enrollment per school.

Table C-6b 5-yr School Capacity (Yulee CSA)

School	FISH Capacity	2018/19 Projected Enrollment	2016/2017 LOS	Available Capacity
Yulee Primary	878	953	109%	-75
Yulee Elementary	824	878	107%	-54
Yulee Middle	917	961	105%	-44
Yulee High	1,124	1,086	97%	38

**Source: 2014-2015 Nassau County School Board 5-yr Facilities Work Program*

Per Table C-6b, a 5-year deficit is projected at Yulee Primary, Yulee Elementary and Yulee Middle schools. Adequate capacity does not exist at Yulee High to accommodate the projected 119 high school students generated by the 5-yr development program. To address these existing issues, the 2014-2015 Nassau County School Board 5-yr Facilities Work Program identified the establishment of two new elementary schools and one new middle schools in the 10-year program.

In addition to the inclusion of programmed improvements, the ILA allows for the use of additional capacity contained in adjacent CSAs. Per the County’s PSFE, CSAs contiguous to Yulee North and South include, North Central Nassau, South Central Nassau and Fernandina. At this time, no schools exist in the North Central Nassau or South Central Nassau; therefore, no additional capacity may be had from these areas. The Fernandina Beach CSA contains four (4) schools including, Emma Love Hardee Elementary, Southside Elementary, Fernandina Beach Middle and Fernandina Beach Senior High.

Table C-6c is an estimation of 5-yr capacity available within the Fernandina Beach CSA.

Table C-6c 5-yr School Capacity (Fernandina CSA)

School	FISH Capacity	2018/19 Projected Enrollment	2018/19 LOS	Available Capacity
ELH Elem	705	580	82%	125
Southside Elem	679	591	87%	88
Fernandina Middle	726	619	85%	107
Fernandina High	1,116	779	70%	337

**Source: 2014-15 Nassau County School Board 5-yr Facilities Work Program*

It appears that adequate capacity exists within the adjacent Fernandina CSA to accommodate the projected elementary level impacts of the DSAP 5-year development program; therefore, no amendment to the Nassau County Capital

Improvements Plan (CIP) or School Board’s Educational Facility Plan is needed at this time.

C.6.2 Schools – Build-out Projections

Table C-6d estimates long-term or build-out student generation for the Chester Road DSAP.

Table C-6d Estimated DSAP Student Generation (build-out)

Residential Units	Student Generation Rates			Students by School Type		
	Elementary	Middle	High	Elementary	Middle	High
1,875	.25	.15	.17	471	276	319

**Source: 2015 student generation rates as provided by Nassau County School Board staff*

Build-out of the DSAP development program could result in the addition of 471 elementary school students, 276 middle school students and 319 high school students. Utilizing the school districts prototypical school sizes as outlined in the IIA, it can be assumed that the equivalent of 0.59 elementary schools, 0.23 middle schools and 0.21 high schools would be needed to accommodate the projected DSAP student generation at build-out. The School Board’s 2014-2015 Work Plan contains two new Yulee area elementary schools and one new Yulee area middle school within the 10-year work plan. The 2014-2015 Work Plan also identifies one new elementary school and one new middle school in the Yulee area in the 20-year capacity plan, in addition to the schools contains in the 10-year work plan within If built, these schools would address projected deficits at the existing Yulee area elementary and middle schools and accommodate the projected DSAP student generation at build-out. During the approval of the East Nassau Employment Center DSAP, the developer donated 27 acres to the Nassau County School Board for the construction of an elementary school within the ENCPA. Additional high school improvements may need to be included in future School Board Work Plans to accommodate projected impacts at those levels.

C.7 Recreation and Open Space

Nassau County has adopted a tiered recreation and open space level of service (LOS) standard based upon acreage per 1,000 residents. These LOS standards are identified in Nassau County’s 2030 Comprehensive Plan and summarized in Table C-7a.

Table C-7a Nassau County Recreation and Open Space LOS

Type	Service Radius	Minimum Size	Acres/1,000 Residents
Community Parks	1-2 Miles	10 Acres	3.35
Regional Parks - General	County-wide	30 Acres	10
Regional Parks – Beach Access	County-wide	Variable	.25

Regional Parks – Boat Facility	County-wide	Variable	.40
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Source: Nassau County 2030 Comprehensive Plan

C.7.1 Recreation and Open Space – 5-yr Projections

Table C-7b estimates short-term or 5-yr recreation and open space demand for the Chester Road DSAP. It assumes a standard 2.32 persons per household (PPH) for the 700 residential units proposed in the 5-yr development program. The 2.32 PPH is the projected average household size for Nassau County in 2030 and provided in the 2030 Comprehensive Plan.

Table C-7b Estimated DSAP recreation and open space demand (5-yr)

Type	Projected 5-yr Population*	Acres/1,000 Residents	Projected 5-yr Demand
Community Parks	1,624	3.35	5.4
Regional Parks - General	1,624	10	16.2
Regional Parks – Beach Access	1,624	.25	0.4
Regional Parks – Boat Facility	1,624	.40	0.6

* 700 dwelling units x 2.32 persons per household = residents

C.7.2 Recreation and Open Space – Build-out Projections

Table C-7c estimates long-term or build-out recreation and open space demand for the Chester Road DSAP. As with the 5-yr projections, the build-out projections assume a standard 2.32 persons per household (PPH) for the 1,875 residential units proposed at build-out.

Table C-7c Estimated DSAP recreation and open space demand (build-out)

Type	Projected Buildout Population*	Acres/1,000 Residents	Projected Buildout Demand
Community Parks	4,350	3.35	14.6
Regional Parks - General	4,350	10	43.5
Regional Parks – Beach Access	4,350	.25	1.1
Regional Parks – Boat Facility	4,350	.40	1.7

*1,875 dwelling units x 2.32 persons per household = 4,350 residents

Currently, Nassau County is deficient in all types of recreation and open space facilities. The proposed DSAP 5-yr and build-out programs are estimated to increase demand by approximately 22.6 acres and 60.9 acres, respectively. This demand is being met through the provision of significant open space and an extensive multi-use trail system.

The proposed DSAP land use plan includes approximately 553.6 acres of open space in the form of interconnected wetlands, surface waters and upland preserves forming a Conservation Habitat Network (CHN). This open space system is intended to serve both the residents and employees of the Chester Road DSAP as well as the remainder of the County. The significant open space system provided by the DSAP is capable of not only accommodating DSAP impacts but also addressing a County wide deficiency in regional parks through 2030.

At build-out, the Chester Road will contain over 4 miles of multi-use trails. Assuming an average width of ten feet, this trail system would provide over 4.8 acres of recreational facilities and connect neighborhoods and employment centers to the extensive open space network.

In addition to both the CHN and multi-use trail system, ENCPA policies require the inclusion of neighborhood parks, plazas and playfields. At build-out, these facilities are anticipated to exceed the projected demand created by the DSAP development program and assist significantly in addressing the County's overall deficiency in recreation and open space acreage.

C.7 Summary

In conclusion, adequate potable water, sanitary sewer, solid waste, public school and recreational facilities exist to accommodate the proposed DSAP 5-yr development program. Future improvements may be necessary to accommodate the DSAP's projected wastewater and public school impacts at build-out.

Appendix D

Intergovernmental Coordination

Section 163.3245, Florida Statutes, requires the, "Identification of specific procedures to facilitate intergovernmental coordination to address extrajurisdictional impacts from the detailed specific area plan." Nassau County maintains a Regional Coordination Element as a component of the comprehensive plan. This element contains goals, objectives and policies ensuring coordination of planning efforts with adjacent counties and cities, regional, state and federal agencies and entities that provide services but do not have regulatory authority within Nassau County. This includes, but is not limited to, the Florida Department of Transportation (FDOT), the North Florida Transportation Planning Organization, Florida Department of Environmental Protection, Florida Fish and Wildlife Conservation Commission (FWC), St Johns River Water Management District (SJRWMD), the Northeast Florida Regional Planning Council (NFRPC) and Jacksonville Electric Authority (JEA).

EXHIBIT 9



NASSAU COUNTY
BOARD OF COUNTY COMMISSIONERS
96135 Nassau Place, Suite 6
Yulee, Florida 32097

Daniel B. Leeper Dist. No. 1 Fernandina Beach
Stephen W. Kelley Dist. No. 2 Amelia Island
Pat Edwards Dist. No. 3 Yulee
George V. Spicer Dist. No. 4 Bryceville/Hilliard
Justin M. Taylor Dist. No. 5 Callahan/West Yulee

November 15, 2017

JOHN A. CRAWFORD
Ex-Officio Clerk

MICHAEL S. MULLIN
County Attorney

SHANEA D. JONES
County Manager

Via Email to:
charles@raydientplaces.com

Mr. Charles Adams
Vice President, Community Development
1 Rayonier Road
Yulee, Florida 32097

Dear Charles:

Enclosed please find our "draft agreement".

As you may recall, in our meeting in October, there was a discussion about public recreation facilities. Jonathan Johnson, your counsel, indicated an agreement could be prepared that could address the funding.

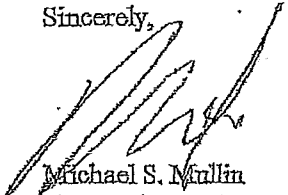
This draft we believe, addresses public facilities, including recreation facilities. The proposed language tracks the discussion in October and other discussions, both telephonic and in person.

If you have changes, please provide these to me.

As we have said, we want to move forward with the public/private partnership and we believe this agreement accomplishes that goal.

Again, if you have changes or want to meet with Shanea and I, please provide changes and let us know about a meeting.

Sincerely,


Michael S. Mullin
County Attorney

MSM:jb

Enclosure

CC: Chris Corr, Senior Vice President, Real Estate chris.corr@rayonier.com
Shanea Jones, County Manager
Justin Stankiewicz, OMB Director/Assistant County Manager
Taco Pope, Director, Planning and Economic Opportunity Department
Doug McDowell, Strategic Planner
Jonathan Johnson, Esq.
Members, Board of County Commissioners

AGREEMENT

This Agreement ("Agreement") is entered into this ____ day of _____, 2017, by and between Raydient Places and Properties, LLC (hereinafter referred to as "Raydient"), the Nassau County Board of County Commissioners, a political subdivision of the State of Florida, and the East Nassau Stewardship District (hereinafter referred to as "Stewardship District").

1. WHEREAS, the ENCPA Sector Plan was planned as a public/private partnership; and
2. WHEREAS, the Board of County Commissioners, based on the public/private partnership, recommended approval to the Legislative Delegation, of the Stewardship District; and
3. WHEREAS, the Board of County Commissioners is desirous of continuing the public/private approach as it serves the best interest of the citizens of Nassau County; and
4. WHEREAS, the representatives of Raydient, the Stewardship District and the Board of County Commissioners staff have met many times in 2017 to address planning issues and public facility issues; and
5. WHEREAS, the representatives of Raydient, the Stewardship District and the Board of County Commissioners have commenced negotiations to develop a Memorandum of Understanding as to public facilities, including recreation, within the ENCPA/Stewardship District; and
6. WHEREAS, the Memorandum of Understanding is expected to generally identify areas for public facility improvements, including recreation and the type of facilities within the public areas; and
7. WHEREAS, the parties acknowledge that this Agreement, at a minimum, will establish the funding responsibility of public recreation facilities; and

8. WHEREAS, the parties, Raydient, the Board of County Commissioners, and the Stewardship District hereby agree and approve this Agreement.

1. The public recreation improvements required within the ENCPA and the Stewardship District shall be the financial responsibility of Raydient and its successor, the Stewardship District, and Developer(s) within the ENCPA and the Stewardship District.
2. The public recreation financial requirements for the facilities within the public recreation areas shall be based upon the County's Comprehensive Plan and the Memorandum of Understanding by and between Raydient, the Board of County Commissioners and the Stewardship District, as approved by the Board of County Commissioners.
3. The financial share for public recreation, once determined as set forth in paragraph 2, may be apportioned, by the parties, between Raydient, the Stewardship District and the Developer(s) and shall be tendered to the County. In lieu of a financial payment, Raydient, the Stewardship District and Developer(s) may construct the facilities based upon the approval by the County.
4. The Board of County Commissioners has the right to contribute recreation impact fees, collected both within and outside the boundaries of the ENCPA and Stewardship District for supplemental funding of public recreation. The Board of County Commissioners also has the right to seek grants with matching funds contributed by Raydient, the Stewardship District and Developer(s).
5. Additional Preliminary Development Plans in the Detailed Specific Area Plan No. 1 or approval of Detailed Specific Area Plan No. 2 will not be considered, by the County,

for approval until the execution and approval of the Memorandum of Understanding. Additional Detailed Specific Area Plans will not be considered, by the County, for approval until the public facilities study is complete and accepted by the Board of County Commissioners.

IN WITNESS WHEREOF, the parties this ____ day of _____, 2017 have caused this Agreement to be signed by their duly authorized representatives.

Nassau County,
Board of County Commissioners

DANIEL B. LEEPER
Its: Chairman

ATTEST TO CHAIR
SIGNATURE

Approved as to form and legal
sufficiency:

JOHN A. CRAWFORD
Its: Ex-Officio Clerk

MICHAEL MULLIN

Accepted and Agreed to by on Behalf of Raydient Places and Properties, LLC

Signature

Date

Witness Signature

Print Name

Date

Witness Print Name

Officer

Accepted and Agreed to by on Behalf of the East Nassau Stewardship District

Signature

Date
Witness Signature

Print Name

Date
Witness Print Name

Officer

By executing this acceptance the above swears or affirms that they have the authority of the entities stated to sign this Agreement.

WITNESS my hand and official seal this ____ day of _____, 20__.

Signature of Notary Public
State of Florida at Large

(NOTARY SEAL)

Print, Type or Stamp
Name of Notary Public

EXHIBIT 10

NASSAU COUNTY
BOARD OF COUNTY COMMISSIONERS MEETING

PURPOSE: ADDRESS PROPOSED LEGISLATION REGARDING SECTOR
PLANS; REPORT BY STAFF AS TO THE MEETING OF THE BOARD OF
SUPERVISORS OF THE EAST NASSAU STEWARDSHIP DISTRICT HELD
ON FEBRUARY 15, 2018; AND ANY OTHER BUSINESS TO COME
BEFORE THE BOARD

TRANSCRIPT OF PROCEEDINGS

DATE TAKEN: Friday, February 16, 2018
TIME: 2:00 p.m. - 3:14 p.m.
PLACE: James S. Page Governmental Complex
96135 Nassau Place
Yulee, Florida 32097

The following proceedings were reported by:

Melissa Kennedy, FPR
Certified Court Reporters, Inc.
301 West Bay Street, Suite 1482
Jacksonville, Florida 32202
904.356.4467

APPEARANCES

1
2
3 Commissioner: DANIEL B. LEEPER
District One: Fernandina Beach
4
5 Commissioner: STEPHEN W. KELLEY
District Two: South Amelia Island, Nassauville, O'Neil
6
7 Commissioner: PAT EDWARDS, Chairman
District Three: Yulee, Chester, Blackrock
8
9 Commissioner: GEORGE V. SPICER
District Four: Hilliard, Bryceville, Boulouogne,
Kingsferry
10
11 Commissioner: JUSTIN M. TAYLOR, Vice Chairman
District Five: Callahan, West Yulee
12 Michael Mullin, Esquire, County Attorney
13 Shanea Jones, County Manager
14 Justin Stankiewicz, OMB Director
15 Taco Pope, Planning & Economic Director
16 Brenda Linville, Deputy Clerk
17
18
19
20
21
22
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24
25

P R O C E E D I N G S

1
2 MR. EDWARDS: Good afternoon, ladies and
3 gentlemen. Welcome to the Nassau County Board of
4 County Commissioners meeting at 2:00 p.m.,
5 February 16th, 2018. This is a special meeting. At
6 this time, I'd like you to stand and have an
7 invitation by Mr. Leeper in the Pledge of
8 Allegiance.

9 MR. LEEPER: Please join me. Lord, we thank
10 you for this day. We ask you for your wisdom and
11 guidance. Lord, we all have heavy hearts for the
12 horrific tragedy that took place in South Florida in
13 Broward County. Lord, apart from prayers, we ask
14 for your healing, your comfort to those families and
15 to the teacher and the students that were victims
16 that day. God be with law enforcement as they bring
17 justice, and, God, we ask these things in your name.
18 Amen.

19 (Pledge of Allegiance was recited by all.)

20 MR. EDWARDS: Would you call roll, please?

21 MS. LINVILLE: Mr. Kelly?

22 MR. KELLY: Here.

23 MS. LINVILLE: Mr. Spicer?

24 MR. SPICER: Here.

25 MS. LINVILLE: Commissioner Leeper?

1 MR. LEEPER: Here.

2 MS. LINVILLE: Commissioner Taylor?

3 MR. TAYLOR: Here.

4 MS. LINVILLE: Chair Edwards?

5 MR. EDWARDS: Here. Thank you, Brenda.

6 At this time, do we have any audience input or
7 anything that is not on the agenda? If you would,
8 please, come forward if you have any information or
9 any questions.

10 Seeing none.

11 We'll move on. Do we have any audience input
12 on the A and B tabs of the agenda today?

13 Seeing none.

14 We'll go into new business. Any members of
15 the public may address any item under new business
16 with three minutes. Again, is there anyone who
17 wishes to come forward?

18 Seeing none.

19 Tab 8, a discussion of proposed legislation
20 regarding sector plans. Mr. Mullin?

21 MR. MULLINS: Yes, sir. Mr. Chairman, it will
22 be easier if I go to the podium.

23 What we need to talk to you about today -- and
24 you have copies of what's referred to as Bill No.
25 Committee Substitute for Senate Bill 324 and

1 Committee Substitute for House Bill 697. Your
2 lobbyist, Mr. Anderson, doing the normal due
3 diligence that he does for you both for economic
4 matters and for other legislation that affects
5 Nassau County or similarly sized counties had
6 notified me Monday, I believe -- late Monday or
7 Tuesday -- I can't remember when -- about two bills
8 because he knew we had a sector plan in our county.

9 The two bills that he thought I might be
10 interested in looking at to see what the effect was
11 start with Senate Bill 324. It's the first couple
12 of pages. If you start on page 2, it addresses
13 amendments to impact fees, which are innocuous and
14 which really don't cause significant issues, and you
15 can understand why those amendments would be made
16 dealing with impact fees.

17 Again, you look at paragraph B(3)(b), it talks
18 about a county and reporting by the local
19 government -- that's understandable -- and when you
20 can start the collection of impact fees. And all of
21 these items down to I on page 3 would be general
22 amendments to the current legislation that I think
23 would be supported by home builders, local
24 government, et cetera. None of these are negative
25 to local government or builders or anybody else --

1 clarifies actually.

2 If you turn to page 7 -- is when we noticed --
3 and the County manager and I -- OMB Director,
4 Mr. Pope, and I have been reviewing these since we
5 got them.

6 And for the court reporter, am I talking
7 slowly enough?

8 THE COURT REPORTER: You're fine. Thank you.

9 MR. MULLIN: The -- starting on page 7,
10 paragraph 3, and I'll read this: "In adopting a
11 detailed specific area plan or related development
12 order, a local government may not include or impose
13 as a development order conditions or a requirement
14 that a developer contribute or pay for land
15 acquisition or construction or expansion of public
16 facilities."

17 Well, that should go off like a firework, a
18 huge firework for -- especially right here in Nassau
19 County. It deals with the sector plan as we all
20 know is the ENCPA.

21 Continuing, "Or portions thereof, unless the
22 local government has enacted a local ordinance that
23 requires developers of other developments not within
24 a sector planning area to contribute a proportionate
25 share of the funds, land, or public facilities

1 necessary to accommodate any impacts having a
2 rational nexus to the proposed development.

3 "When allowed under this section, the
4 obligation to fund or construct new facilities or
5 add to the present system of public facilities must
6 have an essential nexus and be roughly
7 proportionate."

8 And then it talks about in paragraph 4, when
9 you get an application for a detailed specific area
10 plan or DSAP, you -- remember, you process the DSAP
11 for the Wildlight areas, 4,900 plus-or-minus acres.
12 That was a proposed development order submitted on
13 the Chester Road DSAP that was 1,800 acres, plus or
14 minus. Is that --

15 Taco, is that 1,800 for the section?

16 MR. POPE: Yes, sir.

17 MR. MULLINS: So that's the term DSAP. You've
18 seen that before. Going on to the next page where
19 it goes into the time frames for approval. It
20 says -- excuse me. Go back to page 7. "A local
21 government must review the application for
22 completeness and issue a letter either indicating
23 that all required information has been submitted or
24 specifying, with particularity, any areas that are
25 deficient." And if it is found deficient, then the

1 applicant has 30 days to address that, and it
2 basically comes back to you as a local government.
3 You must approve it with certain caveats in there.
4 But it would slow -- it would put a huge burden on
5 your staff, put a time frame on them to accomplish
6 this.

7 Keep in mind that the DSAP process is spelled
8 out in your ordinances that created the ENCPA, East
9 Nassau Community Planning Area. So it was agreed to
10 by both sides on what was required, and then what's
11 required to do a preliminary development plan that
12 comes after that.

13 If you go to the second DSAP, the Chester Road
14 DSAP that we've told you about. The County manager,
15 myself, the OMB director, and Mr. Pope, some cases
16 the engineering director, and some of Mr. Pope's
17 staff, spent a year and a half negotiating the
18 second DSAP Chester Road development order. Not
19 because we were delaying it. Not because we wanted
20 to spend hundreds of hours of doing this. Because
21 each development order did not comport with what we
22 believed were the representations made with the
23 Board of County Commissioners and what you have
24 individual ly told us was your understanding of
25 representations made vis-à-vie recreation.

1 And there was other language in those DSAP
2 development orders that were equally as problematic
3 that weren't associated with necessarily recreation
4 funding. Some were who would control the properties
5 that would be designated for recreation. There were
6 alternatives. So it was a significant series. We
7 have copies of all those development orders that we
8 went through for a year-and-a-half period.

9 And even during that time, the Raydient people
10 brought in the buyer of the Chester Road DSAP, AV
11 Homes, and they participated in several of the
12 meetings. So in no time in that year and a half was
13 there allegations or somebody saying from any side
14 "You're delaying this. You're taking too much
15 time." They would readily go back and change their
16 draft development orders. We'd have other meetings.
17 They'd make more changes. We had large meetings.
18 We had a five-and-a-half-hour meeting out at the
19 headquarters for Raydient in October of last year.

20 So -- but this would change that process that
21 has already had been agreed to when the ENCPA was
22 created and how DSAPs would be addressed and
23 preliminary development plans. And that's what this
24 language would do.

25 Now, the reason we bring this to you is

1 because there's definitive information that says --
2 or leads us to believe this is put in this
3 legislation to address the sector plan here in
4 Nassau County. Somebody may say, well, there may be
5 another sector plan on the State of Florida that
6 this is also related to. That's an outside chance
7 and we can't comment. I don't know anything about
8 that. But I can tell you -- and I think the County
9 manager, OMB director, and Mr. Pope and I agreed
10 this is a significant impact on the -- what we know
11 is ENCPA and detailed specific area plans and
12 funding.

13 And we think that as a result of that, we
14 contacted your lobbyist and said we need to know
15 where this is coming from, who it's coming from, and
16 HB 697 is -- basically mirrors that same language.
17 So does the companion bill of the house and one in
18 the senate. We're given to understand from Mr.
19 Anderson that the lobbying groups responsible also
20 lobby for among other groups Rayonier, Raydient, and
21 others -- Lennar Homes and so forth, so Mr. Anderson
22 tells me. I haven't independently checked that.

23 So, again, this may be related to another
24 sector plan. But it definitively affects your
25 sector plan. Sector plans were created to be

1 treated differently under Chapter 163. It was a
2 benefit in there for both local government and the
3 entities who controlled, at that time when it was
4 created, 15,000 or more acres. So to say that you
5 would treat them the same as a development outside
6 of the sector plan, it runs headlong, in my opinion,
7 with the intent of sector plans that Governor Scott
8 helped change legislatively and Secretary Buzzett,
9 who was then the Secretary of DCA at the time when
10 Governor Scott got elected. That was later
11 abolished, and it became the Department of Economic
12 Opportunity. So definitively could be treated
13 differently. This has a major impact.

14 As a result of that, your lobbyist,
15 Mr. Anderson, has indicated the bill is moving.
16 Obviously, no one told you, as Nassau County
17 Commissioners, that this bill had been amended and
18 had been submitted. No one, in my opinion, can say
19 this doesn't affect it. Even if you say it wasn't
20 intentionally filed to address it. It does affect
21 it.

22 As a result of that, Mr. Anderson has set up
23 or in the process of finalizing some legislative
24 meetings in Tallahassee that he believes are
25 necessary for you and your staff to go to

1 Tallahassee late Monday with meetings set up
2 Tuesday, Wednesday, and Thursday because these bills
3 will move because we're nearing the end of the
4 session. And those legislators who are sponsors of
5 these amendments should hear from you and your staff
6 as this proceeds. So that's the first thing that we
7 need.

8 Number one is the authorization to travel to
9 Tallahassee and to -- and I know it's tough at the
10 last minute. Believe me, I know that, especially
11 with your schedules. Even though with my own county
12 work that's going on, so we have to, from our side,
13 shelve everything we're doing right now and go if
14 you approve it. I know the same would apply to you.

15 Do I think it needs all five? I can't answer
16 that question. I mean, five would get a sponsor's
17 attention. Three or four would get a sponsor's
18 attention. But I know if each of you-all have plans
19 and things, that's hard to change on a dime. It's
20 unfortunate that you didn't know about this two
21 weeks ago or three weeks ago, and perhaps a dialogue
22 could have happened with the legislators.

23 But fortunately, Mr. Anderson found it on --
24 actually, it was Friday -- last Friday, late Friday,
25 and then did some more work on it.

1 So I'll be glad to answer any questions you
2 have. We'll get to the Stewardship District
3 meeting next. I did -- also, you have copies of
4 letters at the Stewardship District meeting before I
5 get in to that. There were two representatives from
6 Raydient and, of course, four of the Stewardship
7 District board of directors were there, conducting
8 their meeting.

9 So we participated. I'll get into that in a
10 minute. But I did tell the members who were there
11 that you have said that we knew by that time.
12 We'd call the chairman and alerted him to this, and
13 that he was going to call a special meeting. So at
14 about 11:45 yesterday after we talked to the
15 chairman, we told him -- or I told him that they
16 they were more than welcome to come to today's
17 meeting, both the Raydient representatives and the
18 Stewardship representatives, and that we were sure
19 that you would give them and afford them whatever
20 time was necessary and two items would be discussed.

21 The pending legislation. We didn't identify
22 the exact bill number, because I didn't have it in
23 front of me like Senate Bill 324 or House Bill 697,
24 but did tell them that were bills that affected the
25 ENCPA and that they were more than welcome to come

1 and talk about it or participate in it because --
2 especially if they didn't know anything about it.
3 This could something they'd want to talk to you
4 about.

5 And we also told the Stewardship District
6 since they were -- it was represented to you they'd
7 be part of the partnership -- that they may want to
8 come to the meeting 'cause I would also be reporting
9 on the district -- Stewardship District meeting from
10 yesterday, and they had every right to be here to
11 say whatever I was going to say they didn't agree
12 with or anything of that nature.

13 So you have the letters both from the
14 Stewardship District's attorney, Mr. Johnson, and
15 the Raydient's attorney, Mr. Bridwell. I responded
16 to Mr. Bridwell when I saw it last night about 8:00
17 at night, indicating that, again, the reason we sent
18 it is because, like you always do, you believe in
19 being transparent. I've said that before. You're
20 the -- probably the most transparent board I've
21 dealt with in all my short years of doing this, and
22 you wanted them to have an opportunity to be
23 present, and then, again, you would afford them
24 whatever time to address you. And they said in the
25 letters from the Stewardship District, it says

1 reasons they can't attend. And then the last
2 sentence "We look forward to meeting with the Board
3 of County Commissioners in the near future on a
4 mutually developed agenda."

5 And the letter from Mr. Bridwell alludes to
6 the same thing. You recall the letters indicating
7 why they didn't show up at the workshop was they
8 wanted a mutually agreed-upon agenda. And, again,
9 not to beat a dead horse, but we had told them in
10 that original email the purpose of the meeting was
11 funding. And that they would have the
12 opportunity -- and I told Mr. Corr that,
13 telephonically, to address any item they wanted to
14 address at that workshop. It could be funding. It
15 could be what they wanted to do, which was give you
16 a future look into the ENCPA of which companies were
17 coming. I said that's the purpose -- main purpose
18 is funding, but you would have that opportunity.
19 Each side would have 20 minutes. I assured them of
20 the chairperson, as you all have, as the Commission,
21 would afford them additional 30 minutes, 40 minutes,
22 whatever time they needed to address whatever
23 aspect. But, again, which was their right, they
24 didn't attend.

25 So having said that, if you've got any

1 questions, again, we do thank -- I agree with
2 Mr. Anderson. It's extremely important to address
3 this legislation. It is 11th hour so it makes it
4 tough. I won't deny that. But Mr. Anderson is in
5 the process of setting this up. We have notified
6 Representative Byrd, whose representative is here
7 today, and Senator Eean when we found out through
8 our lobbyist that these have been submitted.

9 If you have any questions, I can answer them.
10 Shanea can answer them, Justin or Taco.

11 MR. EDWARDS: Before I open this up for
12 discussion, I want to say that I've been kept
13 informed. I've been attending a couple of meetings.
14 I have cleared my schedule to go with them to
15 Tallahassee. I will be there. I've been in
16 business in Nassau County since 1973. And I had one
17 partner. That was my dad. And I'm not saying, in
18 the 50 years that my dad and I were partners, I
19 never had him at any point go behind my back to try
20 to change an outcome of a deal we had made.

21 I've been in business and done business with
22 many people in Nassau County and the state of
23 Florida and the country. I've never had anyone tell
24 me one thing while they were doing another thing to
25 me. And this is the way I feel about this. I

1 supported the ENCPA and the Stewardship because I
2 thought it was the best way for us to address the
3 growth in Nassau County because they were going to
4 play a huge part in funding future recreation and
5 how it was going to happen in Nassau County, and
6 it's been written in every document they've
7 produced, and I agreed with that.

8 I wholeheartedly disagree with both -- the way
9 they have handled their last year and a half. You
10 can call it what you want, but it's stalling an
11 outcome to try to change it. And now we find
12 legislation in Tallahassee that is skewed to Nassau
13 County, regardless of who slipped it in. It was not
14 a part. I just want you-all to know that the Home
15 Builders Association is supporting this bill. And
16 from what I understand, they saw it before this was
17 added to it, so they're not aware or were not aware
18 in the beginning that these two extra paragraphs
19 were added.

20 So it's a trend that I'm concerned about
21 because we are partners. And where I come from, we
22 don't do partners that way. You know, we're in it
23 together. We were for, what I thought, was the
24 correct outcome and that was a better Nassau. And I
25 do not think that this is better for Nassau. So I

1 will be going to Tallahassee, and I will open it up.
2 Commissioner Taylor?

3 MR. TAYLOR: Thank you, Chairman. I agree
4 with everything you said. This is very troubling.
5 I'm still disappointed that they didn't show up to
6 our workshop on Monday. And based off the agenda --
7 the agenda -- we can always, of course, deviate from
8 that. The plan was -- I felt like to talk about the
9 most important thing, which is, you know, financial
10 aspects. But in any partnership, communications is
11 key. You've got to have that communication, and
12 it's very disappointing that, you know, we have this
13 and, you know, our staff's taking up so much of
14 their own time and a lot of other things are getting
15 put on the back burner because of this one project.

16 I agree. I supported Stewardship because it
17 could have been a huge benefit to this county. I
18 felt like the development was going to be good.
19 But, you know, as I mentioned Monday in the
20 public-private partnership, as a public entity, it's
21 our job to protect the interest of the taxpayers and
22 that's what we need to do.

23 If going to Tallahassee, you know, is going to
24 really help, you know, submit our position on this,
25 then that's absolutely what we need to do, and I

1 will be there if I need to be, along with
2 Mr. Edwards and whoever else.

3 MR. EDWARDS: Commissioner Leeper?

4 MR. LEEPER: Thank you, Mr. Chairman. It is
5 disturbing. I agree with the Chair's position on
6 it. Mike, let me ask you this: I said this last
7 August at our workshop. You know, we had a lot of
8 Rayonier/Raydient officials come where you are.
9 Made a lot of promises to this Board, made a lot of
10 promises to taxpayers and residents of this county.

11 In your opinion -- I mean, I've already
12 formulated my opinion. But in your opinion, the
13 language being proposed, does it basically negate
14 the promises that they made to taxpayers of this
15 county?

16 MR. MULLINS: Yes, sir. To directly answer
17 your question, it definitively negates that. And
18 then we give -- I'm not saying they would do this.
19 But I don't want to think what anybody will do. If
20 this were to pass, it would certainly give the
21 opportunity to say we can't because the law has
22 changed. So, yes, sir, it definitively affects you.

23 MR. LEEPER: That troubles me. That's exactly
24 how I read it. I think we have to, the Board,
25 defend our taxpayers every way we can. Again, if we

1 need to be in Tallahassee, that's where we need to
2 be. It's disturbing on all kind of levels. It says
3 if they want to dissolve the partnership in every
4 kind of way they can. And I don't think that we can
5 stand for it.

6 MR. EDWARDS: Thank you, Commissioner Leeper.
7 Commissioner Kelly?

8 MR. KELLEY: Thank you, Mr. Chairman. I, too,
9 agree with the Chairman. I, too, have had a
10 business in Nassau County for some 33 years. And
11 this has never been the way that I dealt with any
12 partners or anyone I was in business with or did
13 business with. And I, too, agree that if we need to
14 to be, as a body -- if I need to be in Tallahassee
15 Monday through whatever of next week, I have no
16 problem doing that. Okay? And I don't think this
17 is a matter of who voted for or who voted against
18 the Stewardship District. I said this the other day
19 in our workshop. We voiced our opinion. We voted
20 our conscience. When it passes forward 3 to 2, it
21 became an issue. I mean, in other words, we're
22 behind it 100 percent. Of votes taken, it was a
23 yay. We're all on board. And we're unified in that
24 area. And I am extremely troubled by this. I did
25 have one question for Mr. Mullin.

1 As I have been -- believe or not, I have gone
2 through many of these documents. As you can see,
3 I'm on my second or third pair of glasses now. The
4 question is -- I know it sounds a little strange.
5 But I need clarification. We have a public-private
6 partnership. Will you please explain to me who we
7 are in partners with? Is it Raydient? Is it Nassau
8 Stewardship District? Is it Rayonier? Who are we
9 in partnership with? Because I'm a little confused
10 at this point.

11 MR. MULLINS: Well, I can understand your
12 confusion. Here's my answer to that. When I came
13 up yesterday in the Stewardship District Board
14 meeting, what was represented to you, unless I'm
15 wrong and Shanea or Justin and Taco can correct me.
16 Your partnership was to consist of Raydient and the
17 Stewardship District because it was Raydient who
18 made the presentation to you on the Stewardship
19 District and made, in my opinion, representations of
20 the benefit of having an additional partner, the
21 Stewardship District.

22 So the simple answer as representative would
23 be, you're in partnership with the two, so you have
24 a three-party. Before, you had a two-party:
25 Raydient, the successor; the predecessor before,

1 which was Terra Point; and then Rayonier. But it
2 was to be a three-party partnership agreement.

3 MR. KELLEY: Is that the way they feel?

4 MR. MULLINS: I have not heard a definitive
5 answer to that, Commissioner Kelly. We, during the
6 whole time of going through the second DSAP
7 development order drafts and in every meeting that I
8 think we've had for a year and a half, consistently
9 said, amongst other things, in a normal tone, that
10 we believed that this partnership had gone haywire,
11 quite frankly. And that all these negotiations and
12 all these discussions were leading to having to come
13 to you and say we think the partnership is -- to use
14 terms some of us are familiar with -- irretrievably
15 broken. And they would say "No, let's do another
16 draft development order;" and they never did say "We
17 agree with that." But we said "We think that's
18 where we're going."

19 That's why we had to come to you with the
20 funding because we had reached the limit of our
21 authority in these discussions/negotiations because
22 we couldn't accept what they were providing us with
23 and only you could do that, so that's a long answer
24 to your question.

25 MR. KELLEY: Well, the reason I ask that

1 question, Mr. Chairman, we and through the Chair,
2 you are legal counsel; we need a clarification on
3 that because over the next 20 to 30 years, as
4 they've continued to develop some 24,000 acres, how
5 do we know that there's not going to be five or six
6 other entity corporations show up that we may not be
7 in partnership with, and that does not instill
8 confidence in me and my stockholders. I can assure
9 you.

10 MR. MULLINS: I think you're correct. I think
11 it was originally a public-private partnership,
12 which was represented that way to you-all. It
13 worked for many years. As a benefit to the
14 public-private partnership, it just needs to have
15 their participation. That's why, as I said
16 yesterday, they should come. In the letter to
17 Mr. Bridwell, when I responded, I told him -- I
18 said, you know, the Board through their lobbyist was
19 advised that the legislation filed within the last
20 several days that affect sector plans.

21 The Chairman called a meeting to address the
22 legislation and added the Stewardship District
23 meeting report to that. We are all involved with
24 sector plan issues and wanted your company to be
25 notified. The Stewardship report was simply to

1 report the district's decision as to the Board's
2 letter.

3 The balance of the agenda is required when a
4 notice is sent in case individual commissioners have
5 issues or staff. His question was, what does or any
6 other matters to be brought before the Board of
7 County Commissioners? That's your standard because
8 you may have the Commissioner bring something up.
9 Somebody from the public may do that.

10 Then the Board's workshop allowed all sides
11 equal time and your letter, the one on Monday,
12 addressed the company's position. I will provide
13 the Board with copies of your letter. Any member of
14 your company could address the board during the
15 meeting and address any issue that you felt
16 necessary, including the recently filed legislation.

17 Again, to your point about the public-private
18 partnership, I would have expected -- and I know
19 they're busy and Mr. Bridwell says that. I have the
20 utmost respect for Mr. Bridwell, but it would have
21 been helpful if someone on -- your partner were to
22 show up and at least -- at least in my opinion, but
23 that's not going to happen, so -- and I know they're
24 busy, and they said that in the letter, so the
25 letter stand for themselves.

1 MR. EDWARDS: Commissioner Spicer, I'm going
2 to give you an opportunity to give your first
3 impression, and then I have a question I want to
4 throw at staff, so go ahead.

5 MR. SPICER: Thank you, Mr. Chairman. I just
6 want to back my fellow commissioners up here on what
7 we need to do to represent the taxpayer here in
8 Nassau County for their best interest. And if I
9 need to go to Tallahassee, that's exactly what I
10 intend to do. So thank you very much and that's all
11 I have.

12 MR. EDWARDS: Thank you. Mr. Leeper, I'll be
13 right back to you. Justin, is there a county
14 financing option to ensure the ENCPA property owners
15 pay for the infrastructure within the boundaries if
16 Raydient doesn't do what they promised? Do we have
17 an option?

18 MR. STANKIEWICZ: Mr. Chairman and
19 Commissioners, the answer to your question, yes. A
20 municipal service tax unit could be established.
21 Those of you that have been part of the budget for
22 many years understand that we have that right now in
23 the unincorporated areas of the county. Right now,
24 we levy 1.6 mills with the unincorporated areas.
25 You can set the specific boundaries to -- for public

1 capital outlay and public facilities can be
2 established underneath the municipal service tax
3 unit.

4 You can levy -- you could have as many MSTUs
5 as you'd like. But the aggregate millage cannot be
6 greater than 10 millage for each one of those MSTUs.
7 So right now, if we have 1.6, that leaves you about
8 8.3 mills able to levy.

9 If you do that, that needs to be established
10 by ordinance because it could be good for them, MSTU
11 for the unincorporated areas. That would need to be
12 adopted by, I believe, end of the calendar year, so
13 it wouldn't be able to affect this budget year, but
14 it would be able to affect the maximum point budget.
15 You used to be able to incorporate that.

16 It does not mean you have to set a millage.
17 We can go ahead and create the ordinance to define
18 the boundaries for the 24,000 acres. We could bring
19 that to you if that's the direction of the Board of
20 County Commissioners, but it would be -- yes, with
21 24,000 acres only, we could establish a municipal
22 service tax unit by Florida statute that would allow
23 that authority to be levied up a millage rate by you
24 each year.

25 MR. EDWARDS: With our penchant for

1 legislation, I think we should go for a higher
2 millage rate simply because (indiscernible)
3 legislation will already be in place if that's
4 something the Board chose to do. I would think that
5 we wouldn't play any more games. I respect a level
6 playing field in the future. So --

7 MR. STANKIEWICZ: That's right.

8 MR. EDWARDS: We do have an option that we
9 could go to to an ordinance.

10 MR. STANKIEWICZ: Yes, sir. And to kind of
11 add to what Mike said yesterday at the Stewardship
12 District's -- I was in attendance. Just to be clear
13 of what they did yesterday. They didn't issue a
14 bond. They didn't validate a bond. They very much
15 passed the assessment allowance so they can place a
16 lien on those properties and assess a bond debt. So
17 basically, in essence, in the simple terms, they
18 create a placeholder.

19 And so even to this point, if we directed
20 back -- myself and county manager and county
21 attorney -- to draft an ordinance that will allow
22 you to establish the MSTU within those 24,000 acres
23 only. And, again, that millage rate can be set
24 every year just like when you set your normal
25 millage and fluctuate throughout -- there's no

1 guarantee that it has to stay the same every -- a
2 period of time, so you can levy that any way you
3 want.

4 MR. EDWARDS: Thank you. One other question
5 I'll just throw this to the Board as chairman. As
6 chairman of the board twice during this time
7 period -- Mr. Leeper, I know you've served at least
8 once or twice as Commissioner. Have any of you-all
9 ever spoken with a board member of the Stewardship
10 since its inception?

11 MR. KELLEY: No, sir.

12 MR. SPICER: No, sir.

13 MR. EDWARDS: Have any of you-all agreed to a
14 partnership with them?

15 MR. KELLEY: No, sir.

16 MR. SPICER: No.

17 MR. EDWARDS: The only partnership I'm aware
18 of is our Partnership through the ENCPA and
19 Raydient. I've never spoken with anyone who is a
20 Stewardship commissioner or anything else.

21 Mike, have you had any discussions with those
22 people?

23 MR. MULLINS: Yes, sir. Mr. -- Shanea and I
24 and Justin and Taco and Mr. Mike Hahaj, who's the
25 chairperson of the Stewardship District, also an

1 employee of Raydient.

2 Yesterday at the Stewardship District meeting,
3 we did have the opportunity -- which I'll get to a
4 little later. -- to address them and probably
5 Mr. Hahaj several times in various meetings along
6 with Raydient. So, yes, sir. I can't -- unless
7 Shanea can, I recall any other member of the board
8 other than Mr. Hahaj.

9 MS. JONES: I can tell you of the four that
10 were there yesterday, Mr. Hahaj is the only one I
11 had ever met prior to yesterday -- or was it
12 yesterday morning. Yesterday morning.

13 MR. EDWARDS: Thank you. Commissioner Leeper?

14 MR. LEEPER: Thank you, Mr. Chairman. Mike,
15 is there -- first and foremost, I hope -- I think
16 it's the wishes of everyone that we try to work this
17 agreement out, if you would, this concern and get
18 back to the partnership -- true partnership for what
19 it is.

20 But is there -- in case it doesn't happen,
21 worst-case scenario, do we have any ability -- do we
22 have an option to rescind, if you will, the ENCPA?
23 It may be -- I don't want to put you on the spot,
24 but it's -- have you thought about that?

25 MR. MULLINS: I have, Commissioner Leeper, and

1 let me -- I want to do some more research on that
2 before I get back to you on that because I
3 anticipated that question and I'm certainly -- as
4 much as I don't like to say it -- started looking at
5 that just because of the failure, as the movie said,
6 to communicate not on your part but no one here to
7 communicate. So, yes, sir. Simple answer is I will
8 research and get that back to the whole Commission.

9 MR. LEEPER: Thank you.

10 MR. EDWARDS: Mr. Kelley?

11 MR. KELLEY: Once again, thank you,
12 Mr. Chairman. Getting back to something that the
13 Chairman just mentioned. If we should decide to
14 take the action of establishing a separate MSTU for
15 24,000 acres -- in light of our so-called partners'
16 ability to go behind our backs and do things in
17 Tallahassee that we're not aware of, is there any
18 way that, should we create an MSTU, that they could
19 take some legislative action out of Tallahassee to
20 stop that?

21 MR. MULLINS: Simple answer is probably yes.

22 MR. KELLEY: That's direct. Thank you.

23 MR. MULLINS: Or attempt to, I should say.
24 But, again, that's why, to belabor Commissioner
25 Leeper's point. I mean, you know, the absurdity of

1 not attending with your partner because you're
2 concerned about whatever and not having to -- each
3 of you who have partners, there are going to be
4 disagreements. I understand that. It happens in
5 any partnership. The fact that the partner doesn't
6 come and is -- makes it, I know, very difficult on
7 you because we've told them since the inception of
8 all these negotiations and we said it yesterday.
9 You represent the 81,000, plus or minus, people that
10 are out here, which includes the Stewardship
11 District and the ENCPA. Your job is to look out for
12 the best interest of those citizens. And I'll say
13 it. I think you-all do a very good job of that.

14 But understanding that, any partner
15 understanding the significance of that, in my
16 opinion, would want to be here as your partner to
17 help. And if there's some misunderstanding that
18 they believe, then as we've told them, they need to
19 tell you what the misunderstanding is.

20 If they think either Ms. Jones or I or
21 Mr. Stankiewicz or Mr. Pope have gone off into left
22 field because of our interpretation of the
23 partnership, by all means, they should be telling
24 the main partner exactly that. But for some reason,
25 unless it's an approved agenda, they say they won't

1 do that.

2 MR. EDWARDS: Commissioner Leeper?

3 MR. LEEPER: One more comment. I know, Mike,
4 you said sometimes there's disagreements in
5 partnerships. I agree with that. We all -- we
6 all -- even on this board, we thankfully agree to
7 disagree and we move on. But my opinion, based on
8 what I've learned in the last few days and based
9 upon what I learned today is, again, my opinion.
10 This is a very deliberate act upon what the
11 partnership that we have with those officials to
12 break the promises they've made to the taxpayers of
13 this county. That's how I feel at them moment based
14 on what I know.

15 MR. MULLINS: Yes, sir.

16 MR. EDWARDS: I'll agree with that.
17 Commissioner Kelley?

18 MR. KELLEY: Thank you, Mr. Chairman. Once
19 again, I can't stress enough just as
20 Commissioner Leeper. A group of people who have
21 been thus far so concerned about public image and
22 public perception, they're starting a project of
23 this sheer magnitude that we all agreed would take
24 20 to 30 years to fully develop to enter into this
25 type of adverse relationship so early in our

1 partnership, I am puzzled. I am more than puzzled.
2 I'm baffled. Because, if they don't like bad press,
3 I know they're not going to like the next chapter in
4 this partnership. Because it's only going to go
5 downhill from here, I can assure you. Because I
6 don't like bad press either, and I answered 81,000
7 stockholders called taxpayers. It's going to get
8 bad. So I'm -- like Commission Leeper, I certainly
9 hope that there is some way that we can resolve it.
10 If not -- if we can't resolve it, then let's
11 dissolve it. How's that? Thank you, Mr. Chairman.

12 MR. EDWARDS: Yes, sir. If there are no other
13 comments on Tab A, we need to make a decision on
14 travel. Am I correct?

15 MR. MULLINS: Yes, sir.

16 MR. EDWARDS: I need a motion authorizing the
17 Board and its needed staff to travel to Tallahassee
18 Monday afternoon and stay through as long as needed.
19 A motion from Commissioner Spicer, second from
20 Commissioner Taylor. Call a vote. Record the vote.

21 MS. LINVILLE: Five ayes. No nays.

22 MR. EDWARDS: Moving to Tab B. Staff report
23 regarding the meeting of the Board of Supervisors of
24 the East Nassau Stewardship District held on
25 February 15, 2018. Mike?

1 MR. MULLINS: Yes, sir. I'll hand to you the
2 agenda from yesterday.

3 Ms. Jones and Mr. Stankiewicz and Mr. Pope and
4 I attended at your direction the board meeting of
5 the East Nassau Stewardship District. We also
6 presented the letter that you approved.

7 Everybody get a copy?

8 We presented the letter that was signed by the
9 Chairman and voted on 5 to 0 indicating your desire
10 and your request for them to continue any discussion
11 of the resolutions or the bonds until such time as a
12 meeting could take place between you and the
13 Stewardship District directly to have these
14 discussions. We -- the letter also included -- we
15 sent you-all a copy of it -- that that would have
16 been the topic at the workshop meeting on Monday.
17 But you respectfully requested that they do that.

18 When we got there, we started off by asking
19 them to do that and said that there should be no
20 reason in our opinion why the Stewardship District,
21 which was always represented by Raydient, to be the
22 new partner. They shouldn't come as full board and
23 have a discussion with you about the issues that
24 staff has identified with the reports done by the
25 engineer and the consultant, WH & Associates, and

1 the engineer, England-Thims & Miller.

2 Then we had not only legal but financial and
3 planning concerns about those reports and did not
4 think they were accurate from both a legal planning
5 or financial standpoint. They decided they would
6 not do that. They moved forward with their agenda.
7 The agenda, as you see, to the public comments
8 limited to three minutes. They gave each of us
9 three minutes opening and then they went into the
10 main body of their agenda where they were having
11 free discussions with their engineer, their
12 consultant. There were two members from Raydient,
13 Mr. Bridwell and Mr. Adams. Mr. Adams only
14 addressed them once.

15 But it was a considerable -- we were there --
16 discussion between their lawyer, their engineer,
17 their consultant during that entire period. We got
18 there. The meeting started at 10:00. We left there
19 about 12:10, so it was a two-hour meeting.

20 They afforded us another three minutes at the
21 end of their actions, which shows on there as public
22 comments. We or I'd asked -- I said, you know,
23 normally in a local government meeting, three
24 minutes is a -- to give everybody the right to
25 speak -- because sometimes, as you know, you get 150

1 people out there and you want to give everybody the
2 right to speak. The only people other than the
3 newsleader, reporter, and the two members of
4 Raydient who were in the meeting was the four of us,
5 the Board, their attorney, their consultant, and
6 their engineer. So we said, you know, why not give
7 us more time and we can go into the specifics of the
8 reports. And they did not do that. A couple of
9 times we did interrupt in a professional manner and
10 respond a couple of times. But also there was an
11 indication that the Stewardship District was
12 basically not a partner. The Stewardship District
13 was created as a separate entity, and that they
14 weren't really a partner. From what I responded
15 that was not what was represented both to the
16 legislative delegation and to you by Raydient that
17 this was to be a partnership. The benefits of the
18 Stewardship District as was as in the handout under
19 fact that you could place infrastructure and
20 enhancements for public recreation inside the ENCPA.
21 That was also in the legislation that was approved
22 by the legislature, Representative Byrd, Bean, and
23 other members of the legislature.

24 They seem to think that or at least their
25 responses were that that's not the case. We are

1 separate and then you need to deal with Raydient and
2 whoever Raydient wants you to deal with. I have to
3 say that was an eye-opener to me because I don't
4 think there's any single commissioner where there
5 was a representation this Stewardship District was
6 going to be this separate entity over here, not
7 connected. Even though the legislature says we can
8 do these things as part of this public-private
9 partnership for funding and that's what the
10 representation -- or at least in my opinion. And I
11 think I speak for the other three members of your
12 staff who were there. Our understanding and I
13 think, at least over the years that I've talked to
14 each of you individually your understanding as well.
15 But that's obviously not theirs.

16 We did say or I did say it was a sad day I
17 thought for Nassau County. We've gotten to the
18 point where you, who represent the 81,000
19 stockholders of the County, were not afforded the
20 right, courtesy, the ability to meet with the
21 Stewardship District because that Stewardship
22 District sits within the 81,000 citizens of Nassau
23 County, and they should certainly have afforded you
24 that right. They declined to that.

25 They indicated that Raydient didn't have -- or

1 at least my take on it -- a great deal of
2 interaction with the Stewardship District. Keep in
3 mind that Mr. Hahaj, who is the chairperson, works
4 for Raydient. Obviously, Raydient is a landowner
5 out there, so they're subject to the Stewardship
6 District. And also, as I pointed out when we had
7 requested before your workshop meeting that they
8 continue the discussion on February 2nd of the
9 resolution for the bonds, Mr. Adams, who works for
10 Raydient, agreed. I gave him credit for that. He
11 moved that until the 15th because they knew the
12 workshop was going to happen on the 12th, even
13 though they didn't attend.

14 Mr. Adams said, over Mr. Hahaj's objection,
15 that they would continue. So if there's no
16 relationship, then I don't quite understand how
17 Mr. Adams could unilaterally say we will move it and
18 they did. We gave them credit for that. We thought
19 that was a part of the partnership and good thing to
20 do. So that's about the report of -- Shanea may
21 have some more to add. They -- or Justin or Taco.
22 We did talk about part of the flaws in their
23 consultant's reports says they have created for them
24 phasing within the first DSAP. Nowhere in that DSAP
25 does it provide for phasing. So when they say for

1 Phase 1, we have determined we'll put \$500,000 in
2 there for recreation for Phase 1. No recreation --
3 correct me if I'm wrong, Taco -- was identified on
4 that map that showed where the recreation would be.
5 And their indication was they had discussions with
6 the County, and we requested them to move that up to
7 Phase 1. And, you know, I've talked to Shanea.
8 I've talked to Justin. I've talked to Taco. To put
9 in a vernacular, ain't none of us had such a
10 discussion. Now, it could have been someone in
11 engineering. It could have been someone in facility
12 maintenance. I doubt that. But we didn't know of
13 any other conversations that were reported to their
14 board that was done at the behest of the County or
15 discussed as their minutes said certain things were
16 discussed with the County. But, again, we said it.
17 I'm sorry; that's not true. And the phasing you
18 have created and the 500,000, which they say is a
19 placeholder. I just thought it was disappointing,
20 for lack of a better term, to not come out here or
21 at least say, you know, that's a good idea. Let's
22 continue it. I think if anybody had asked you that,
23 you would have done that. You would have traveled
24 out there. I mean, that's who you are. So that's
25 all I have. Shanea, Justin, or Taco may want to add

1 to that or detract from that.

2 MR. EDWARDS: Any comments, folks?

3 MR. POPE: I can conclude -- I can -- I mean,
4 as Mr. Mullin is correct that the Phase 1 that was
5 created is in the Stewardship documents did
6 functionally cut off, if you will, did not include
7 the community park that was going to be located at
8 Wildlight. And that phasing schedule was created
9 outside of any staff coordination.

10 MR. EDWARDS: So, again, the partnership was
11 not informed?

12 MR. POPE: At least my office was not, no,
13 sir.

14 MR. EDWARDS: Thank you, Taco.

15 MR. STANKIEWICZ: Mr. Chairman, I'll just jump
16 back over testimony on the recap that Mike and Taco
17 just gave was accurate. You know, from a financial
18 standpoint, we've been told all along as previously
19 knowing that they came up here and promised that no
20 county taxpayer dollars would burden -- be burdened
21 inside the ENCPA. They told us repeatedly that the
22 cost of facilities, especially parks, were going to
23 be paid by accommodation of the developer, which is
24 Raydient, builders are D.S. Ware and whoever else
25 they're going to have as home builders and/or the