

21.35± ACRES

William Burgess Activity Center Overlay

SWQ US 17 and William Burgess Blvd., Yulee, FL 32097



PROPERTY FEATURES

- › Entire property consists of 21.35± total acres in the William Burgess Activity Center Overlay - Click [link](#) for permitted and architectural concepts
- › 8.42± upland acres located at the southwest corner of US 17 and William Burgess Blvd.
- › A traffic light is planned for the intersection of US 17 and William Burgess Blvd.
- › William Burgess Blvd. is to be extended to Miner Rd. by 2021
- › Zoned: Industrial Warehouse (IW). The William Burgess Activity Center overlay was designed to promote mixed-use developments to accommodate multiple community activities and services in close proximity which is desired of the county
- › Total frontage: 1,063' along US 17
- › On a main artery leading to the growing Yulee, FL market
- › Site is adjacent to the Nassau Crossing PUD consisting of 197± acres slated primarily for single-family, townhome development with regional park and proposed transportation hub for the county
- › Located in IRS Qualified Opportunity Zone
- › Sellers are licensed real estate brokers
- › Call for pricing

CONTACT US



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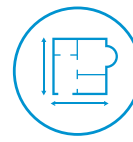
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CONCEPTUAL MAP



Conceptual PUD in William Burgess Overlay District

- ① Multifamily Apartment Complex 160-180 units
- ② Retail Building 4,000± SF
- ③ Office Building 7,000± SF
- ④ Pool
- ⑤ Retention Pond



SF

22,600± SF
total building
development



Parking

180± parking
spaces

TRADE AERIAL & DEMOGRAPHICS



* Proposed Traffic Light



Source: Esri Business Analyst Online



Population (2018)



Population Projection (2023)



Average Household Income (2018)



Projected Average Household Income (2023)

1 Mile	1,750	1,972	\$66,502	\$77,216
3 Mile	12,113	13,480	\$77,076	\$91,916
5 Mile	25,585	29,048	\$82,960	\$98,834

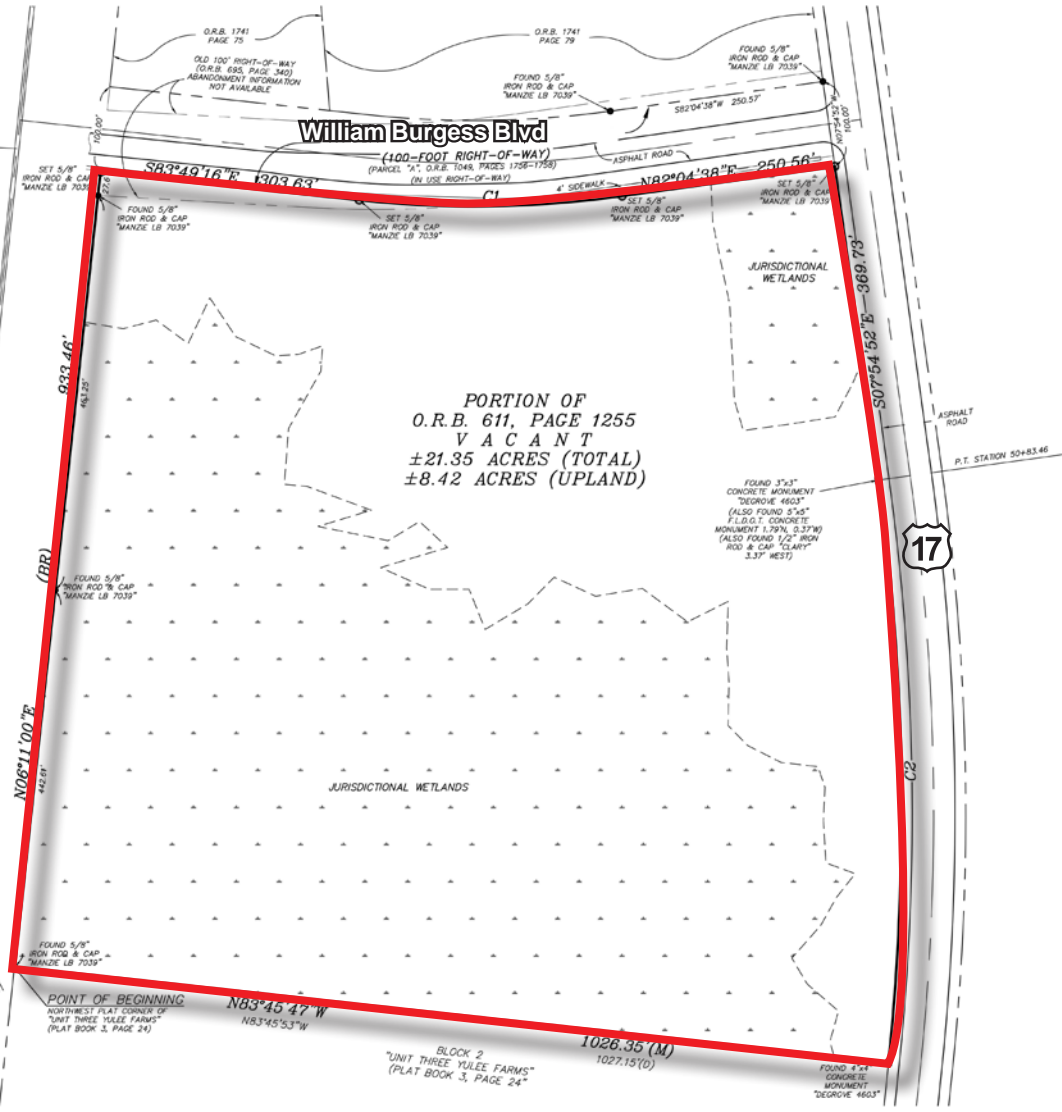
PROPERTY SURVEY

MAP OF BOUNDARY SURVEY

A PORTION OF SECTION 42, TOWNSHIP 2 NORTH, RANGE 27 EAST, NASSAU COUNTY, FLORIDA, ALSO KNOWN AS BEING A PORTION OF LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 611, PAGE 1255, OF THE PUBLIC RECORDS OF NASSAU COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

FOR A POINT OF REFERENCE BEGIN AT THE NORTHWEST CORNER OF "UNIT THREE, YULEE FARMS"; ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 3, PAGE 24, OF THE PUBLIC RECORDS OF NASSAU COUNTY, FLORIDA; THENCE NORTH 08°11'00" EAST, ALONG THE EASTERLY RIGHT-OF-WAY LINE OF THE C.S.X. RAILROAD (A 200 FOOT RIGHT-OF-WAY), A DISTANCE OF 933.46 FEET TO INTERSECT THE SOUTHERLY RIGHT-OF-WAY LINE OF WILLIAM BURGESS ROAD (A 100 FOOT RIGHT-OF-WAY) AS DESCRIBED IN OFFICIAL RECORDS BOOK 1049, PAGE 1756, OF THE PUBLIC RECORDS OF NASSAU COUNTY, FLORIDA; THENCE ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE THE FOLLOWING THREE COURSES: (1) THENCE SOUTH 83°49'16" EAST A DISTANCE OF 303.63 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTH HAVING A RADIUS OF 1,250.00 FEET; (2) THENCE EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 14°00'00"; AN ARC DISTANCE OF 307.65 FEET AND BEING SUBTENDED BY A CHORD BEARING NORTH 89°07'41" EAST A DISTANCE OF 306.87 FEET; (3) THENCE NORTH 82°04'38" EAST A DISTANCE OF 250.56 FEET TO INTERSECT THE WESTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 17 (A 75 FOOT RIGHT-OF-WAY); THENCE SOUTH 07°54'52" EAST, ALONG SAID WESTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 369.73 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE WEST HAVING A RADIUS OF 2,827.29 FEET; THENCE SOUTHERLY ALONG SAID WESTERLY RIGHT-OF-WAY LINE AND ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 13°46'46"; AN ARC DISTANCE OF 681.60 FEET AND BEING SUBTENDED BY A CHORD BEARING SOUTH 01°00'27" EAST A DISTANCE OF 679.96 FEET; THENCE NORTH 83°45'47" WEST, ALONG THE NORTH LINE OF "UNIT THREE, YULEE FARMS"; ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 3, PAGE 24, OF THE PUBLIC RECORDS OF NASSAU COUNTY, FLORIDA, A DISTANCE OF 1,026.35 FEET TO THE POINT OF BEGINNING.

CONTAINING 21.35 ACRES MORE OR LESS.



PORTION OF
O.R.B. 611, PAGE 1255
VACANT
±21.35 ACRES (TOTAL)
±8.42 ACRES (UPLAND)



LEGEND

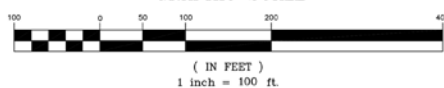
- O.R.B. = OFFICIAL RECORDS BOOK
- P.L.N. = PARCEL IDENTIFICATION NUMBER
- = 5/8" IRON ROD & CAP (LB 7039) SET
- F.L.D.O.T. = FLORIDA DEPARTMENT OF TRANSPORTATION
- P.T. = POINT OF TANGENCY
- (B) = BEED
- (M) = MEASURED

CURVE TABLE					
CURVE	LENGTH	RADIUS	DELTA	CHORD BEARING	CHORD DISTANCE
C1	307.65'	1250.00'	14°00'00"	N89°07'41"E	306.87'
C2	681.60'	2827.29'	13°46'46"	S01°00'27"E	679.96'

SURVEY NOTES:

- 1) The "Legal Description" hereon was written by the surveyor.
- 2) Underground improvements were not located or shown.
- 3) Reference was made to "Commitment for Title Insurance" by Commonwealth Land Title Insurance Company, Dated 07/21/2016, (Order No. 5915460; Customer Reference No. 2405103) during the preparation of this survey.
- 4) Bearings shown hereon are based on N08°11'00"E for the easterly right-of-way line of the C.S.X. Railroad. The bearing reference line is indicated as this (BR).
- 5) Unless it bears the signature and the original raised seal of a Florida licensed surveyor and mapper, this map/report is for informational purposes only and is not valid.
- 6) The property shown hereon lies within flood zone "2" as per F.E.M.A. Flood Insurance Rate Map, Panel 12090C-0351-E, Dated 12/22/2010. Flood Zone Information listed above and shown on this survey is provided as a courtesy and is approximate at best. All data should be verified by Nassau County Building Department for accuracy. We assume no liability for its accuracy. Flood Zone Information is not covered by the certification hereon and is not required to be shown per Chapter 5J-17, Florida Administrative Code, pursuant to Section 472.022, Florida Statutes.
- 7) This survey is protected by copyright and is certified only to the entities listed and only for this particular transaction. Any use or reproduction of this survey without the express written permission of the surveyor is prohibited. Use of this survey in any subsequent transactions is expressly prohibited and is not authorized. The surveyor expressly disclaims any certification to any parties in future transactions. No entity other than those listed shall rely upon this survey. Jurisdictional wetland lines shown hereon were delineated by LG2 Environmental Solutions, Inc.

GRAPHIC SCALE



THE INFORMATION SHOWN HEREON MEETS THE STANDARDS OF PRACTICE SET FORTH BY THE FLORIDA BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS IN CHAPTER 5J-17, FLORIDA ADMINISTRATIVE CODE, PURSUANT TO SECTION 472.027, FLORIDA STATUTES.

MANZIE & DRAKE LAND SURVEYING

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Certificate of Authorization Number "LB 7039"

"OUR SIGHTS ARE ON THE FUTURE, SET YOUR SITES ON US."

MICHAEL A. MANZIE, P.L.S. 4069

SCALE: 1"=100' JOB NO: 16636 DATE: 9/1/16 CADD: MKD
F.B. NO: X-300 PAGE NO: 5 FIELD CREW: SS FILE NO: B-1077

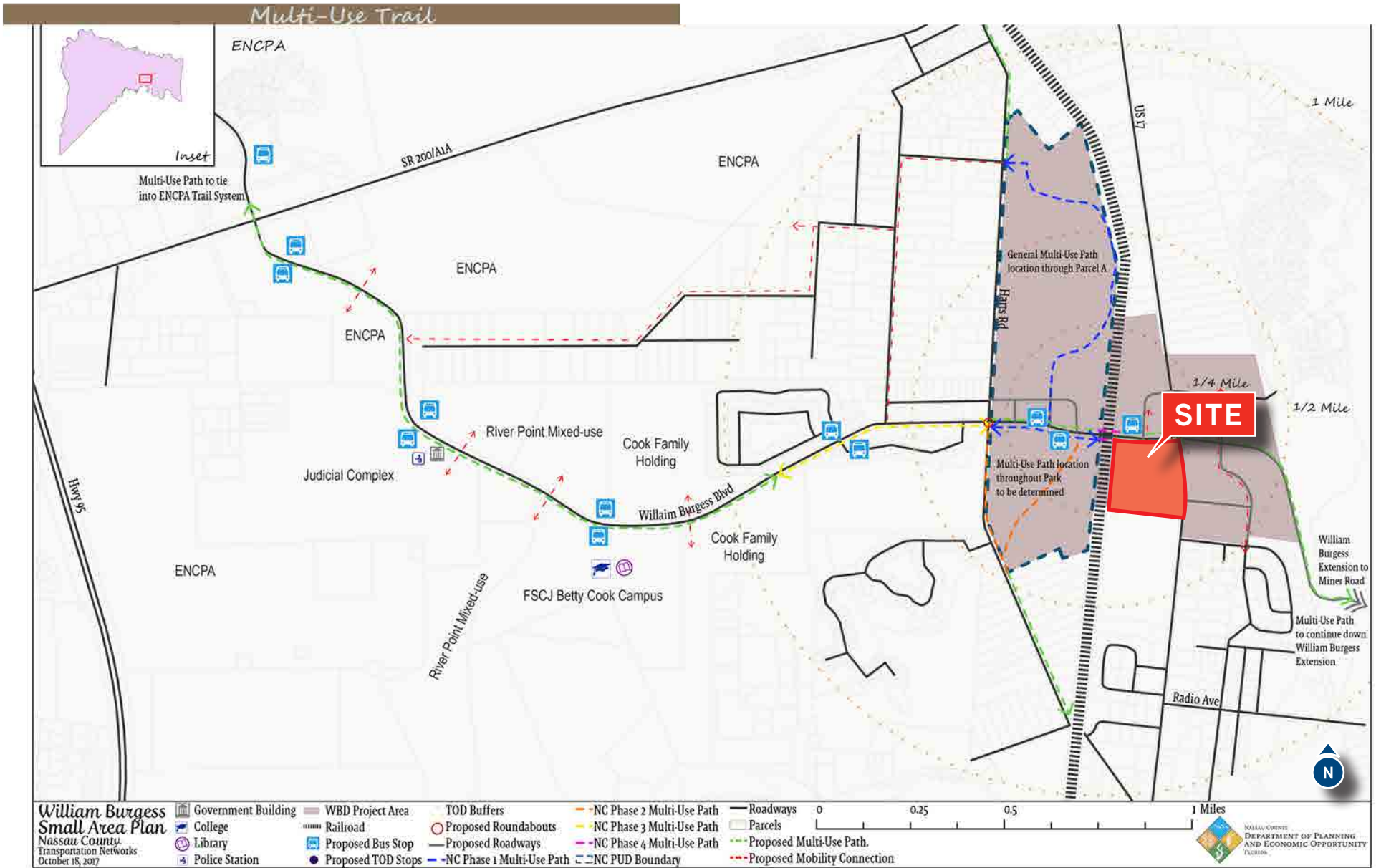


Figure 14. William Burgess Multi-Use Trail

COMPREHENSIVE PLAN

POLICY FL.02.05

WILLIAM BURGESS MIXED USE ACTIVITY CENTER OVERLAY

One of the specific goals expressed in the County's Vision 2032 final report is to encourage mixed-use developments designed to accommodate multiple community activities and services in close proximity. By reducing infrastructure demand, mixed-use developments can generate a positive fiscal impact on County's financial resources. It is the County's objective to coordinate community efforts to develop high-value mixed-use developments that achieve this goal.

The William Burgess Mixed Use Activity Center establishes a model activity center that will be designed to create a quality of place that is integral for quality of life, while also serving to alleviate traffic from the State Road 200/ A1A Corridor.

Centered within 1/2 mile of the intersection of William Burgess Boulevard and the CSX rail line running parallel to U.S. Hwy. 17, development within the William Burgess Mixed Use Activity Center shall promote sustainable, compact mixed use development. It will include residential, commercial, office, and employment-generating uses. It will promote multi-modal transportation including walking, biking, and future transit systems. This includes the identification and reservation of land to support a future commuter rail station.

A) Specific incentives and design guidelines will be adopted into the Land Development Code that will incorporate the following goals and principles for development of this Overlay:

1. A high level of interconnectivity of multiple modes of transportation to redirect traffic and alleviate the burden on SR 200/A1A.
2. Higher density, mixed use development that provides a strong work-life balance and opportunities for affordable housing and economic development.
3. Strong pedestrian and bicycle orientation that also welcomes potential commuter rail along the US Hwy 17 Corridor.
4. High quality public spaces that create opportunities for cultural experiences and outdoor interaction, entertainment, and play for all ages and ability levels.
5. Diversity of land uses, spaces, building types and styles designed to create a sustainable, compact development and community.
6. Serve as a template for the creation of a Mixed Use Future Land Use Category and mixed-use zoning districts that will serve to guide other compact nodes of development.

B) Within the boundaries of this overlay, the High-Density Residential (HDR) and Commercial (COM) Future Land Use Map (FLUM) designations, residential development may be permitted up to a maximum of twenty (20) units per acre, subject to conformance with goals and principles described above and with adopted design guidelines and performance standards in the Land Development Code. It is encouraged this provision issued in conjunction with the Affordable Housing Density Bonus found in Policy FL.01.03.

C) Within the boundaries of this overlay, the High-Density Residential (HDR) and Commercial (COM) Future Land Use Map (FLUM) designations shall have a maximum Floor Area Ratio (FAR) of 2.0. Where residential and non-residential uses are vertically integrated within the same structure, FAR calculation will exclude those portions devoted to residential dwelling units.

D) Impervious Surface Ratio (ISR) requirements for properties within the overlay will be determined on a case-by-case basis. Creation of a master drainage plan is encouraged.

OVERLAY BOUNDARY

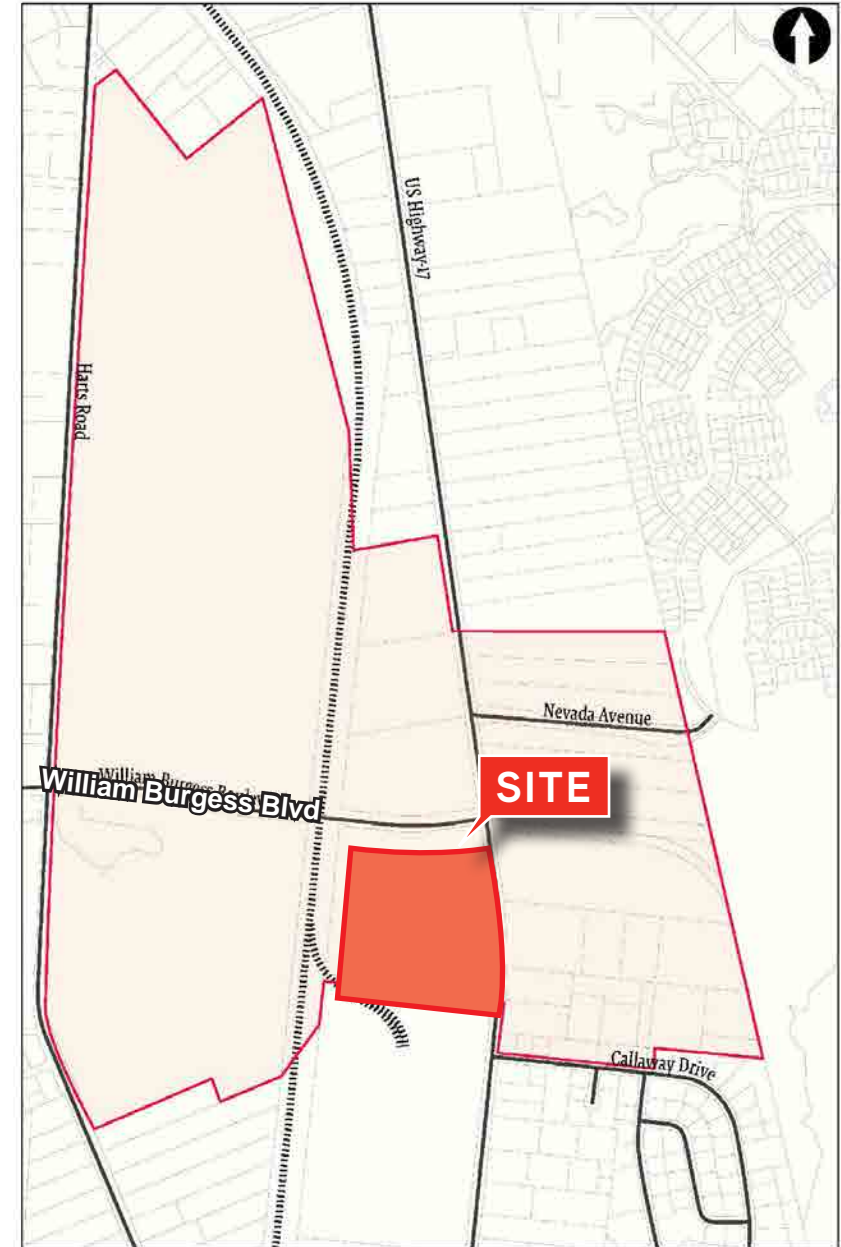
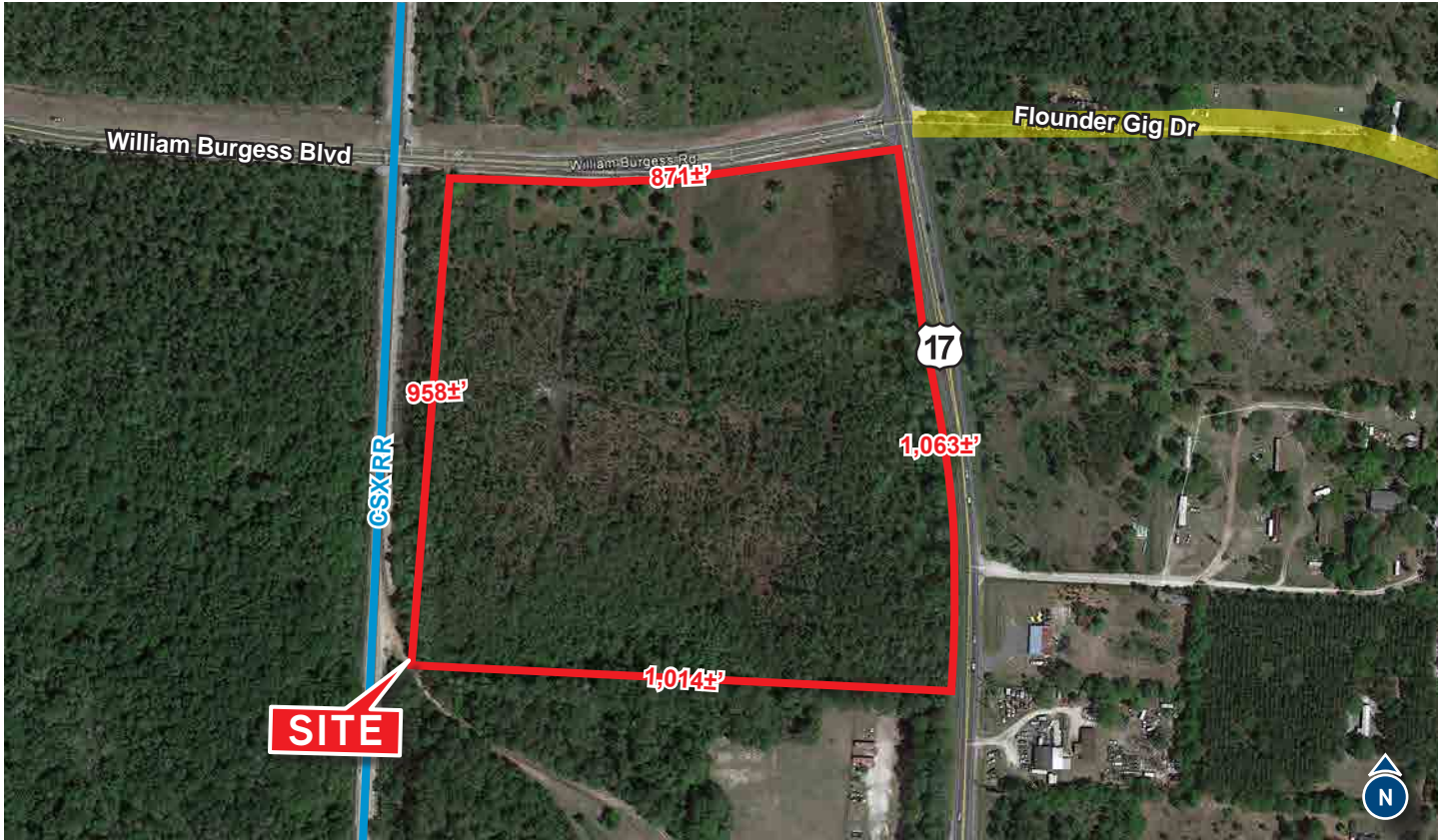


Figure 1. William Burgess Mixed Use Activity Center Overlay Boundary



DISTANCE TO:

Amelia Island	11.4 mi
Jacksonville International Airport	13.3 mi
Downtown Jacksonville	21.7 mi

Traffic Count	Daily	Trucks
US 17	12,300	550
William Burgess Blvd.	2,500	153

Source: Florida Department of Transportation (FDOT)

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