

Section 4.11 Landscaping

4.11.1 Introduction

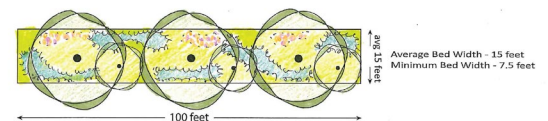
- a. A Landscape Plan provides many aesthetic, ecological, functional and health/safety benefits. The standards of this section promote public health, safety and welfare by establishing minimum standards for the design, construction and maintenance of landscape improvements for Public Frontages and Private Frontages, lots, buildings, Civic Spaces, Thoroughfares and Special Requirements.
- b. Aesthetics/Walkability. These standards should enhance the overall aesthetic condition of communities, neighborhoods and the public realm with landscaping by:
 - coordinating Public Frontages and Private Frontages;
 - providing spatial definition to the public realm; and
 - providing screening.
- c. Health/Safety. These standards should enhance comfort, safety and utilization of the public realm by moderating the local microclimate through the application of Trees and landscaping to:
 - improve air quality;
 - mitigate noise pollution;
 - provide seasonal shade, sun and temperature regulation;
 - reduce reflected light;
 - mitigate wind gusts; and
 - provide a partial barrier between Sidewalks and vehicular lanes.
- d. Ecology/Energy. These standards should provide ecological benefits including but not limited to:
 - conservation of energy used in buildings through strategic shading and wind breaks;
 - interception of precipitation by vegetative canopies;
 - percolation of precipitation through pervious landscape areas;
 - reduction in the insulation of pavements and other hard surfaces associated with urban heat islands through vegetative canopy cover;
 - conservation of soil and prevention of soil erosion through vegetative cover, root growth and wind breaks; and
 - conservation of water through Xeriscape design strategies including but not limited to the application and maintenance of landscape mulch to retain soil moisture, the limiting of Turfgrass areas and reduction of water use, fertilizers and labor associated with their maintenance and upkeep, the selection of low-water-use and drought tolerant plants and the design and operation of efficient irrigation systems.

4.11.2 General Landscaping Standards

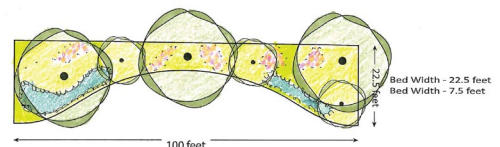
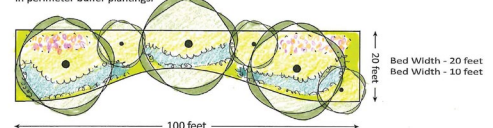
4.11.2.1 Planting

- a. All sites shall meet the minimum standards for landscaping defined in Sec. 37.05 of the Nassau County Land Development Code (LDC) unless expressly stated otherwise in this document.
- i. The pervious strips found in section 37.05.D LDC are included within the ROW in the WBD, depicted as the furnishing zone and shown in the thoroughfare cross-sections. All plantings required in this strip shall be planted at the time the adjacent parcel is developed and shall maintained by the adjacent property owner. The planting requirements are listed in the thoroughfare section of this plan.
- b. Preservation of on-site existing trees and vegetation is encouraged and may be used to fulfill the landscape requirements consistent with 37.05 LDC.
- c. Where possible and appropriate, landscaping should be native and wild in expression allowing the native understory to flourish. Incorporating swaths of native vegetation into a project design is encouraged. Required screening of vehicle use areas as considered in this section and those uncomplimentary use buffers defined in section 37.06 LDC are required to be designed, through

A Perimeter Bed planting plan can mass plant material of varying heights and widths within the planting bed in order to add interest when viewed from all sides.



Suggestions: It is not the intention of these examples to limit design expression but to provide non-symmetrical planting plan suggestions in order to encourage variety and interest in perimeter buffer plantings.



material selection and arrangement, in such a manner as to create depth in the planting area and increase visual interest through staggered heights. Planted trees are not meant to be spaced evenly but rather randomly distributed by species within the largest open spaces.

- d. Trees should be planted below the grade of the sidewalk and the street in structural cells with sufficient root space.
- e. All landscaping in Class II-IV development shall have permanent irrigation. Temporary spray irrigation systems may be used to establish seeded areas for grass and groundcover.
- f. No disturbed ground shall be left exposed. Turfgrass and other approved and appropriate groundcovers or mulch shall cover all non-paved and non-built developed areas.

4.11.2.2 Site Work and Design

- a. Open Spaces and Civic Space shall be protected with a temporary construction fence during all thoroughfare and site work construction activities unless alterations to them are otherwise specified by landscape grading plans.
- b. The soil structure of planting strips shall be protected from compaction with a temporary construction fence. Standards of access, excavation, movement, storage and backfilling of soils in relation to the construction and maintenance of deep utilities and manholes shall be specified during site plan review.
- c. Wind erosion shall be mitigated and controlled through dust abatement and similar practices during the period of site work and construction.

4.11.2.3 Streetscape/Architectural Integration

- a. A streetscape plan shall be submitted with each application for development and shall contain sufficient information regarding existing and proposed landscape elements as needed to meet with the requirements of this code. The streetscape plan shall depict the sidewalk zones and correlating features such as, but not limited to, street furniture, street trees, pedestrian areas and on-street parking (see Sec. 4.9.5 of these regulations).
- b. The use of planters, tree wells and other similar elements shall be incorporated into the landscape program. See suggested elements in Section 4.7.10.
- c. All public/social spaces, including but not limited to, greens, courtyards, squares, etc, shall incorporate landscape programs, in addition to architectural elements such as pergolas, gazebos, or other shade structures into the design in such a manner that the space is aesthetically inviting and provides shade to encourage use.
- d. Native canopy trees shall be planted along pedestrian and bicycle facilities at a spacing of no more than thirty (30) feet on-center to provide shading and define the non-automobile spaces.
- e. Proposed Trees and Understory Trees shall be centered horizontally and minimally:
 - i. Two (2) feet from walkways, curbing, and other impervious pavements when planted in a tree well or continuous planter;
 - ii. Three (3) feet from walkways, curbing and other impervious pavements when planted in a continuous swale;
 - iii. Five (5) feet from street lights, fences, walls and other ground level obstructions; Spacing from underground utilities, utility meters and service lines shall require approval of the utility provider.
 - iv. Six (6) feet from porch eaves, and awnings and similar overhead obstructions associated with the ground level of buildings;
 - v. Eight (8) feet from balconies, verandas, building eaves and cornices, and similar overhead obstructions associated with the upper stories of buildings.

4.11.2.4 Landscape Design Standards For Parking Areas

- a. Up to 25% of required interior landscape islands in parking lots may be omitted for solar panel shading structures of equal or greater coverage.
- b. All off-street parking areas shall contain interior landscaped islands at a ratio of one (1) island for each ten (10) parking spaces. In no case shall there be more than 10 consecutive parking spaces without an island. Each island shall be the width of a standard parking space and shall contain a minimum of one (1) canopy tree listed in Sec. 37.05 LDC, with the remainder of the island being adequately planted with shrubs, ground cover, or other approved landscaping materials.
- c. The landscape islands shall be distributed throughout the lot and may be combined as a component of a stormwater management plan to facilitate water harvesting.
- d. Landscape islands should be the minimum size for healthy growth for the specific species of tree.
- e. Porous paving materials shall be used in order to increase stormwater infiltration on site. See Section 4.12 for Stormwater requirements.

Section 4.12 Stormwater

4.12.1 Introduction

- a. Guidelines establish standards for managing stormwater as close to where it falls as is reasonable. This code encourages the use of natural drainage techniques. Natural drainage systems limit the negative impacts of stormwater runoff by redesigning residential streets to take advantage of plants, trees, and soils to clean runoff and manage stormwater flows. Vegetated swales, stormwater cascades, and small wetland ponds allow soils to absorb water, slow flows and filter out many contaminants.
- b. Limiting the change in stormwater runoff volume, in addition to runoff release rates, is a fundamental practice to preserve the health of waterways.
- c. The term “retain” refers to the permanent retention of water onsite, through reuse or infiltration. A certain amount of retention is necessary to avoid overtaxing both the utility system and the watershed. Incorporating stormwater management features into the design of the WBD and its open spaces maximizes land use without the need for retention basins that are only utilized for holding water during a storm event.
- d. While not applicable everywhere, hard surface treatments are very effective where open space is limited. Permeable paving allows water to infiltrate even in frequently trafficked areas
- e. Linear conveyance strategies allow water to infiltrate into the ground while moving overflow water to a final destination, which may be an infiltration area as part of a larger management plan or the municipal storm drain. These are most applicable along roads, lot lines, and in parking lot islands, to absorb runoff from the pavement and filter out pollutants.
- f. Retention areas that are designed as part of a larger stormwater management plan are appropriate when they are incorporated into public spaces and parks. Retention areas should be functional as a recreational or environmental area, along with their stormwater management role. Retention areas should be shallow with shallow side slopes, covering a large area that may fill with water during a storm event. As the water infiltrates, the area becomes dry and is utilized as any other large landscape area.
- g. Underground storage areas can be utilized under large pavement, such as a parking lot, or lawn areas in civic spaces for storage and infiltration of rainwater. When approved by the County Engineer, underground storage areas can be utilized under plazas or streets to store stormwater until it infiltrates or is reused, using best management practices (BMP's).

4.12.2 Stormwater Management

- a. It is the intent of this code that developments will utilize compact development patterns with shared stormwater facilities so as to maximize developable area.

4.12.2.1 Stormwater Facilities

- a. Amenity stormwater management facilities may count for up to 50% of the required open space.
- b. If a stormwater management facility is located within a green, square, playground or park, it shall be credited at 100% towards the open space requirements, provided it is landscaped and designed to enhance the recreational quality of the area.
- c. Low Impact stormwater management facilities may count towards 100% of the open space requirements.
- d. Master stormwater ponds may be developed to accommodate multiple blocks.
- e. A master stormwater system may be developed to accommodate multiple development sites and is encouraged to reduce the amount of retention ponds needed for each development site.
- f. Ponds are encouraged to be joint use for public streets and private developments.
- g. All stormwater retention and detention facilities shall be sloped to not require fencing.
- h. Bulkheads and stylistic fencing may be incorporated into the design of the site, for developments where there is not enough room for sloped banks.
- i. Stormwater management facilities shall have a signed and recorded maintenance agreement on a document approved by the County Attorney.

4.12.2.2 Low Impact Development Techniques

- a. The William Burgess Overlay District shall require the developer to follow stormwater management principles found in Article 10 of the Roadway and Drainage Standards, and to utilize Low Impact Development (LID) Practices. LID approaches may include, but are not limited to, the following Table: 4.43 Low Impact Development Practices. LID approaches not listed in the following table are subject to approval by the Nassau County Engineer.
- b. Projects shall demonstrate the use of a minimum of 2 of the 8 following techniques on site.
- c. Use LID Manuals such as the EPA, Georgia Coastal, or similar, when designing the facilities. All LID Techniques shall be approved by the County Engineer.








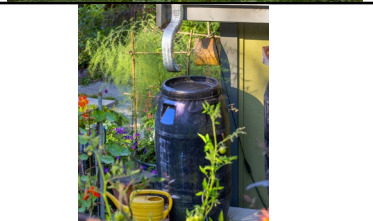
LID TECHNIQUE	EXAMPLE
i. Rain Garden. Vegetated depressions (also referred to as bioretention cells) that collect runoff and facilitate its infiltration into the ground. Sizes of rain gardens, or bioretention cells, may vary based on the development area they are intended to serve.	
ii. Filter Strip. Bands of dense vegetation planted immediately downstream of a runoff source designed to filter runoff before it reaches a receiving water body.	
iii. Swales. Shallow channel lines with vegetation or grass and used to convey and store runoff.	
iv. Green Roofs. Impermeable roof membranes overlaid with a lightweight planting mix with a high infiltration rate and vegetated with plants tolerant or heat, drought, and periodic inundation used to reduce the volume of runoff discharged to a receiving water body.	
v. Dry well. Also referred to as a French Drain, a dry well is a gravel or stone filled pit that is located to catch water from roof downspouts or paved areas.	
vi. Subsurface Recharge Trenches. Trenches filled with porous media, such as sand or aggregate that collect runoff and exfiltrate it into the ground.	
vii. Infiltration Basin. Small, vegetative basins or dry ponds designed to receive runoff and exfiltrate it into the ground.	
viii. Rain Barrel or Cistern. Containers that store runoff delivered through building downspouts. Rain barrels are generally smaller and located above ground. Cisterns are generally larger than barrels and often buried. These elements may be connected to the building's plumbing or irrigation systems, or otherwise used to reuse water that is collected	

Table 4.43 Low Impact Development Practices

4.12.2.3 Natural Drainage Standards General

- a. Stormwater detention and retention ponds shall be integrated landscape features, and shall be planted with appropriate Trees, Shrubs and grasses. Plants in basin areas prone to submersion shall be hydrophilic.
- b. Porous paving materials shall be used in order to increase stormwater infiltration on site.
- c. Where vegetative solutions are not feasible, porous concrete or porous asphalt shall be specified for sidewalks, multi-use trails, parking lots, and Plazas to infiltrate stormwater.
- d. Native plant perennial landscapes should replace turf grass where possible and be very diverse. They shall be placed lower than walkways, not mounded up.

4.12.2.4 Flood Hazard Mitigation Standards

- a. Each structure or other improvement installed, constructed or built in the County shall comply with the Nassau County Building Code Chapter 10.5: Floodplain Management which directs compliance with the Florida Building Code and applicable FEMA requirements, to establish minimum requirements to safeguard the public health, safety, and general welfare, and to minimize public and private losses due to flooding through regulation of development in flood hazard areas.
- b. The site plan or construction documents for any development subject to the requirements of this ordinance shall include, all items as directed in the above referenced Nassau County Building Code Chapter 10.5: Floodplain Management.
- c. Where flood hazard areas are delineated on the FIRM and base flood elevation data has not been provided, applicants are required to include base flood elevation data prepared in accordance with currently accepted engineering practices as well as any additional analyses and certifications required by code.

4.12.2.5 Wetland and Upland Buffer Standards

- a. All sites shall meet the minimum standards for wetland and upland buffers as defined in Sec. 37.03 of the Nassau County LDC.

4.13.3 Sidewalk Zone



Figure 4.9 Sidewalk Zone - from sbbetterstreets.org

- a. The sidewalk zone is the portion of the public realm which is dedicated to the pedestrian. It has 5 distinct sub-zones.
 - i. Frontage zone: the area adjacent to the property line where transitions between the public sidewalk and the space within the buildings occur. This area can be used for outdoor restaurant/cafe seating, overhanging elements, planters, or other furnishings. The typical width of this zone is at least 2', however, it can be greater to accommodate seating.
 - ii. Throughway Zone: the portion of the sidewalk zone for pedestrian travel along the street. This zone is accessible and free of obstacles. The minimum width to accommodate the multi-use trails is 10', however, it can be greater.
 - iii. Furnishing Zone: the portion of the sidewalk used for street trees, landscaping, transit stops, fire hydrants, street lights, and site furnishings. This zone should be no less than 3', however, when trees/landscaping is not included, it should be a minimum of 4' wide, with an extra foot for every 5 mph increment over 25 mph. If adjacent to a transit stop, it should be from 6'-8'.
 - iv. Edge Zone: the area used by people getting in and out of vehicles parked at the curbside. This zone varies from 6"-2'6".
 - v. Extension Zone: the area where pedestrian space may be extended into the parking lane, via features such as bulb-outs with mid-block plazas, or parklets. This zone is applicable when there is on-street parking, and the width is that of the parking lane, typically 8'.

- b. The frontage zone and furnishing zone can be further widened to include additional cafe seating, kiosks, or similar uses, so long as the throughway zone remains un-obstructed.



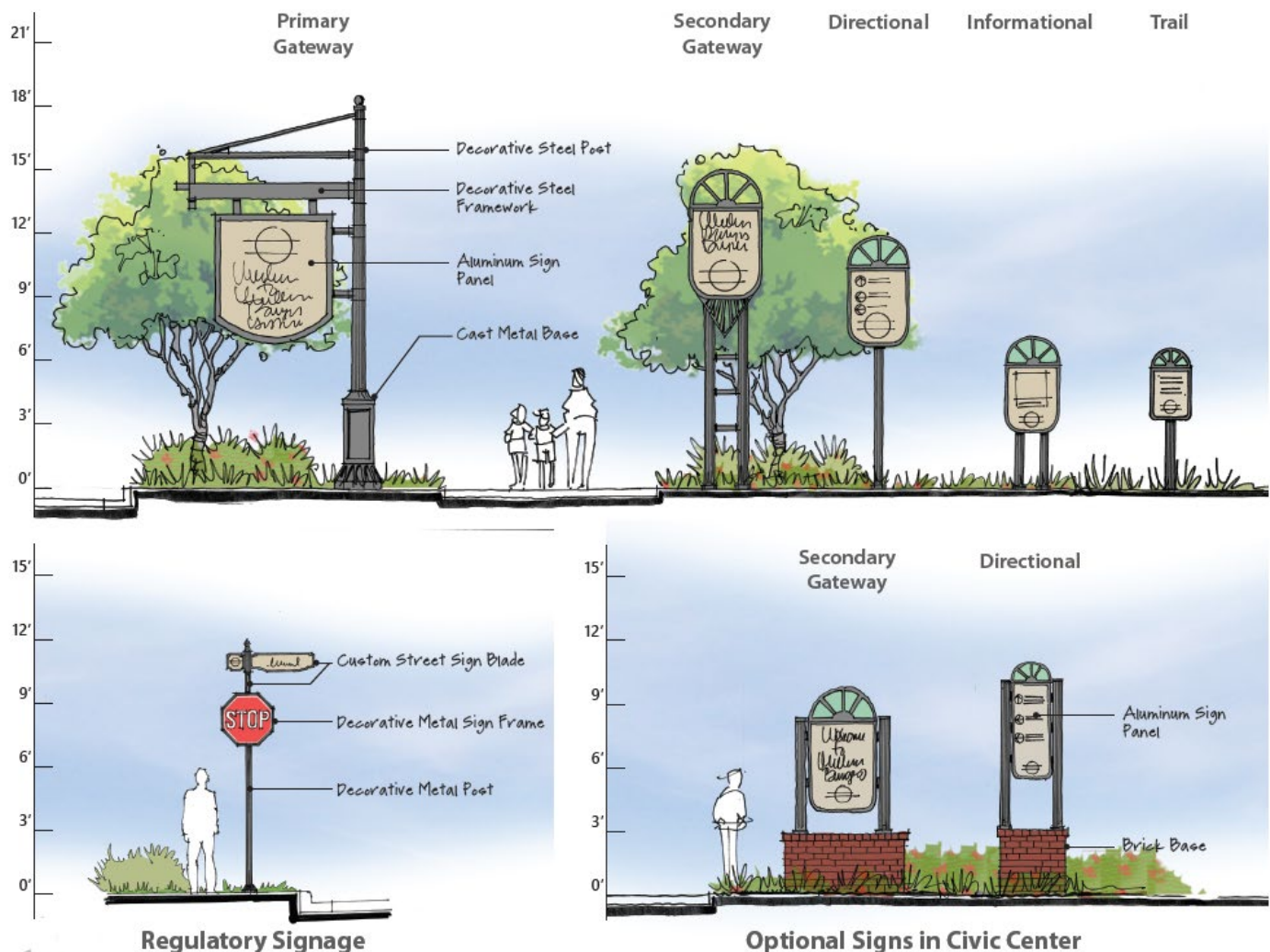
Section 4.14 Lighting and Signage

4.14.1 Introduction

- A unified signage and lighting plan helps to create a sense of place and identity within a community. As such, there is a unified program for the William Burgess District.
- The intent of this section is to provide the types of signage allowed in the WBD and the lighting required on all thoroughfares and for all development and redevelopment in the WBD.
- The unified signage and lighting concepts, prepared by VHB, Inc., for Nassau County, is attached as Appendix I.

4.14.2 William Burgess District Public Signs

- Public signs are gateway signs, directional signs, regulatory signs, and trail signs. See appendix I for additional detail.
 - The signage shall be utilized throughout the WBD
 - Within the Civic Center, the base for the secondary gateway signage and directional signage shall be brick, rather than decorative metal poles.
 - The William Burgess Logo and color pallet shall be used on these public signs.



4.14.3 Signage

- a. These regulations are intended to ensure that the aesthetic quality of the WBD is not compromised and that the traveling public, to include local traffic, may enjoy a corridor that is clearly marked for access, direction and public safety. Finally, it is the intent of these regulations to provide reasonable assurance that “sign clutter,” that has so adversely affected the value of land in many coastal counties, does not occur within the WBD.
- i. Vesting. Existing signs that were constructed in accordance with an approved permit from the Nassau County Building Department shall be vested from these regulations. Any vesting shall be considered abandoned should a business name or, a single tenant sign change, or should a non-residential building be unoccupied for a period of twelve (12) consecutive months. In the event that a sign is destroyed, then replacement signage must comply with these regulations. In the event that a sign is damaged such that its repair cost exceeds fifty (50) percent of the cost of a replacement sign of equal dimension and specification, then the damaged sign will be considered destroyed and shall comply with these regulations.
- b. The specific provisions in this article shall take precedence where conflicts arise in the County Land Development Code.

4.14.3.1 Approved Signage

The follow types of signs are permitted in the WBD:

- a. Two (2) permanent on-site signs per business, are permissible, limited to projecting, wall, awning, or monument signs, and subject to the following standards:
 - i. Signs shall not project more than five (5) feet from the face of the building;
 - ii. Projecting signs may project over sidewalk or pedestrian areas only at no less than seven and one half (7 ½) feet above sidewalk level;
 - iii. The top of a projecting sign shall be not more than sixteen (16) feet above the sidewalk level;
 - iv. A projecting sign shall not be closer than two (2) feet to a vertical line extending upward from the curb;
 - v. A projecting sign shall not exceed twelve (12) square feet (ft²) in area.
 - vi. A wall sign may be horizontal or vertical and shall not exceed one square foot in area for each linear foot of business frontage, to a maximum of twenty-five (25) square feet. One side of the sign may be no more than two (2) feet in height or width.
 - vii. Awning sign lettering is limited to one square foot per linear foot of the awning or canopy, up to a maximum of ten (10) square feet.
- b. Permanent window lettering is permissible in addition to permanent signage and sandwich boards/easel signs shall not exceed an aggregate area equal to twenty-five percent (25%) of the glass area on which the signage is placed.
- c. Sandwich boards or easel signs are permissible in addition to window lettering and permanent signage and are subject to the following standards:
 - i. Limited to one (1) sandwich board or easel sign per business;
 - ii. The sandwich board sign shall not utilize plastic or vinyl changeable copy.
 - iii. Easels displaying signs may be no more than 4' 6" high and the sign face may not exceed six (6) square feet. Top of sign may not project above top of easel or 4'6" above the ground.
 - iv. The sign shall be placed between the store front and the edge of curb with a minimum five (5) feet of sidewalk left for pedestrian travel.
 - v. The sign shall comply with County right-of-way requirements where applicable.
- d. All signs shall use tabby, brick, wood, or metal, or modern materials that have the appearance of these materials. No plastic or vinyl shall be utilized to create the signs, with the exception of plastic or vinyl used for lettering or graphics on permanent, non-changeable copy signs.
- e. All permanent signs affixed to private property shall require compliance with County sign permitting requirements, except for exempt signs, public directional or information signs, and street number signs.
- f. Monument signs. Monument signs shall on be permissible for properties with frontage on SR200, US17 and William Burgess Boulevard. Maximum dimensions for monument signs shall be eight (8) feet horizontal and six (6) feet vertical. To increase height, monument signs may be constructed on earthen mounds, or, be placed upon a brick, block, or stone monument base provided the monument base is concealed by shrubbery eighteen (18) inches tall at the time of planting and spaced no less then thirty (30) inches on center, but in no instance shall a monument sign exceed nine (9) feet in total height above natural grade. Monument signs may be double-sided. Monument signs may be internally or externally illuminated. Monument signs may not be located within one hundred (100) feet of any other property signage and may not be located within thirty (30) feet of a private property line unless the county approves access on said property line. However, in the event that there is a shared access between two (2) property owners, each property owner shall be allowed one (1) monument sign subject to the language herein, or, in the event there is no direct access, a property owner may erect one (1) monument sign. Otherwise, monument signs shall be limited to one (1) per entrance. When the lot frontage on a single roadway

exceeds four hundred (400) linear feet, one (1) additional monument sign shall be permitted on that frontage for each one hundred (100) linear feet over four hundred (400), or portion thereof, up to a maximum of four (4) signs. On corner lots, where lot frontage on an adjacent roadway exceeds four hundred (400) linear feet, one (1) additional monument sign shall be permitted on that frontage for each one hundred (100) linear feet over four hundred (400), or portion thereof, up to a maximum of two (2) signs.

- g. Directory signs. Directory signs shall on be permissible for properties with frontage on SR200, US17 and William Burgess Boulevard. Directory signs may be constructed for every one thousand (1,000) feet of frontage or at every entrance and have space for at least three (3) tenants. These tenants must be geographically and corporately separated. Directory signs shall not exceed ten (10) feet in height and eight (8) feet in width. Permanent operating businesses (including institutions and governments) that have frontage on a public road may co-locate signage of businesses that do not front on a public road on a directory sign, provided that those businesses that do not have frontage on a public road are located within the WBD. Such signs must be permanent directory signs and have space for at least three (3) tenants. Directory signs may be double-sided. Directory signs for community shopping centers shall not exceed twenty-four (24) feet in height and sixteen (16) feet in width. Directory signs may be internally or externally illuminated.
- h. For properties not on SR-200, US-17, or William Burgess Boulevard, a tenant may have one (1) tenant ground sign. The maximum sign size is twenty-four (24) square feet. The signs may be externally lit. In no instance shall the sign exceed seven (7) feet vertically. not be located within one hundred (100) feet of any other property signage and may not be located within thirty (30) feet of a private property line unless the county approves access on said property line.
- i. The ENCPA Market Street PDP is subject to a Nassau County approved master signage program. Nothing herein shall supersede the standards defined therein.
- j. Additional signage examples can be found in the WBD Vision Book, attached as Appendix J.

EXAMPLES OF PERMITTED SIGNAGE



4.14.3.2 Prohibited Signage

In addition to signs prohibited within County LDC Section 35.09(F) LDC, the following signs are prohibited in the William Burgess District:

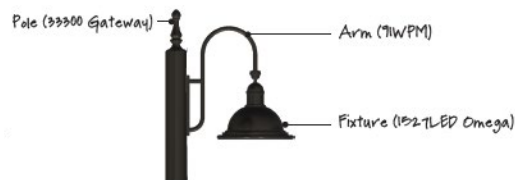
- Signs with fluorescent or day-glow coloring.
- Neon signs, or LED signs that mimic neon signs, over two (2) square feet in size.
- Pixelated LED signs.
- Internally lit signs.
- Changeable copy signs with plastic or vinyl lettering or graphics, including sandwich board and easel signs.
- Signs painted on or attached to trees, shrubbery, lamp posts, hydrants, traffic signs, stairways, benches, refuse containers, landscape planters, or telephone or utility poles.
- Offsite Signage is prohibited in the WBD.

EXAMPLES OF PROHIBITED SIGNAGE



4.14.4 Lighting

- a. The thoroughfare lighting components for the WBD are from the Sternberg Lighting Catalog (www.sternberglighting.com). The style of lighting fixtures is to capture the essence of Nassau County's railroad history while having Dark-Sky Friendly shielding and directional LED bulbs to reduce light pollution.
 - i. The pole shall be the 3300 Gateway Series, the spec sheet is attached as Appendix O.
 1. For Street lighting, the pole type shall be the smooth straight shaft.
 2. For pedestrian pole lighting, the pole type shall be the tapered smooth shaft.
 - ii. The arm used on the pole shall be the 91WPM.
 - iii. The Fixture shall be the 1527LED Omega fixture.
- b. Lighting on buildings shall be the 1527LED Omega Fixture when fronting on a public thoroughfare.
- c. Bollards shall be installed along pedestrian facilities when other street lighting has not been provided. Bollards shall be the E250 Euro Lighted Bollard, attached as Appendix O.
- d. The lighting of public areas, including parking lots and public plazas, is important for the safety and comfort of the user. Lighting of public areas, should be designed to provide the minimum lighting necessary to ensure adequate vision and comfort while being arranged so as not to cause visual interference on public thoroughfares or encroach on the visual privacy of adjacent building occupants.
- e. Lighting along sidewalks and on connections between multi-family or non-residential developments and parking lots, public rights-of-way and transit stops shall be designed to provide for pedestrian safety.
- f. The latest edition of the IES Lighting Handbook, published by the Illuminating Engineering Society, or North America, shall be used as a guide for the design and testing of parking facility and development lighting.
- g. All development and redevelopment shall use dark-sky friendly shielding and LED bulbs to reduce light pollution.



Street Light

The street light is from Sternberg Lighting. The style of light captures Nassau County's railroad history while having dark-sky friendly shielding and directional LED bulbs to reduce light pollution.

Boulevard Pole Light

Parking Area Light

Pedestrian Pole Light

Wall Down Light

Fixture (Courtyard)

Banner

Fixture (1527LED)

Bollard

E250LED

Lighting Family Option 2

Miscellaneous

Section 4.15 Public Art

- a. Public art makes a city more livable and more visually stimulating. The experience of public art makes the public realm and public areas of buildings and their grounds more welcoming and may provide an opportunity for contemplation and meditation. Public art may illuminate the natural history and culture of a city or capture timeless themes that may be considered universal. A city rich in art encourages cultural tourism and provides opportunities to enrich its residents and visitors alike. An artfully embellished public realm ensures that all have access to art.
- b. Public art planning should be integrated into project planning at the earliest possible stage.
- c. Public art shall comply with Article 11 - Art in Public Places Program of the Nassau County Code of Laws and Ordinances.
- d. The County encourages private development and redevelopment to incorporate art into their projects site design.



Section 4.16 Definitions

The following definitions are used within the William Burgess District. Where this section fails to address a definition, Article 32 of the Land Development Code shall control.

All Users: Individuals of all ages and abilities, including, but not limited to, pedestrians, bicyclists, public/paratransit users, motorists, people with disabilities, emergency responders, motorists, freight providers, commercial vehicles, green modes (skateboarding, rollerblading, scootering, etc.), delivery service, and adjacent land users .

Arcade: a Private Frontage conventional for Retail use wherein the Facade is a colonnade supporting habitable space that overlaps the Sidewalk, while the Facade at Sidewalk level remains at the Frontage Line.

Apartment: a Residential unit sharing a building and a Lot with other units and/or uses; may be for rent, or for sale as a condominium.

Arcade: a Private Frontage conventional for Retail use wherein the Facade is a colonnade supporting habitable space that overlaps the Sidewalk, while the Facade at Sidewalk level remains at the Frontage Line.

Bed and Breakfast: an owner-occupied Lodging type offering 1 to 5 bedrooms, permitted to serve breakfast in the mornings to guests.

Block: the aggregate of private Lots, Passages, Rear Alleys and Rear Lanes, circumscribed by Thoroughfares.

Block Face: the aggregate of all the building Facades on one side of a Block.

Building Frontage: Proportion of the building length relative to the width of the development site measured at the site frontage lines

Civic Building: a building operated by not-for-profit organizations dedicated to arts, culture, education, recreation, government, transit, and municipal parking, or for use approved by the legislative body.

Common Yard: a planted Private Frontage wherein the Facade is set back from the Frontage line. It is visually continuous with adjacent yards.

Complete Street: A street which has been designed to be safe, comfortable, and convenient for everyone.

Configuration: the form of a building, based on its massing, Private Frontage, and height.

Context Sensitive: Roadway that designed to match their surroundings and complements the existing land use to meet the needs of the people who use the road and adjacent lands.

Design Speed: is the velocity at which a Thoroughfare tends to be driven without the constraints of signage or enforcement. There are four ranges of speed: Very Low: (below 20 MPH); Low: (20-25 MPH); Moderate: (25-35 MPH); High: (above 35 MPH). Lane width is determined by desired Design Speed.

Edgeward Building: a building that occupies the center of its Lot with Setbacks on all sides.

Encroach: to break the plane of a vertical or horizontal regulatory limit with a structural element, so that it extends into a Setback, into the Public Frontage, or above a height limit.

Encroachment: any structural element that breaks the plane of a vertical or horizontal regulatory limit, extending into a Setback, into the Public Frontage, or above a height limit.

Facade: the exterior wall of a building that is set along a Frontage Line.

Forecourt: a Private Frontage wherein a portion of the Facade is close to the Frontage Line and the central portion is set back.

Frontage: the area between a building Facade and the vehicular lanes, inclusive of its built and planted components. Frontage is divided into Private Frontage and Public Frontage.

Frontage Buildout: the width of the primary structure located between the minimum and maximum setbacks, as defined by the zoning district or the transect zone.

Frontage Line: a Lot line bordering a Public Frontage. Facades facing Frontage Lines define the public realm and are therefore more regulated than the Elevations facing other Lot Lines.

Impervious Surface: The total area of all impervious improvements on a parcel of land. This includes, but is not limited to, total area of all structures, all parking facilities, and all stormwater retention facilities measured at the normal high water level.

Inn: a Lodging type, owner-occupied, offering 6 to 12 bedrooms, permitted to serve breakfast in the mornings to guests.

Liner Building: a building specifically designed to mask a parking lot or a Parking Structure from a Frontage.

Live-Work: a Mixed Use unit consisting of a Commercial and Residential Function. The Commercial Function may be anywhere in the unit. It is intended to be occupied by a business operator who lives in the same structure that contains the Commercial activity or industry.

Lot Width: the length of the Principal Frontage Line of a Lot. At curvilinear streets, the setback is measured at the front setback line.

Mixed Use: multiple Functions within the same building through superimposition or adjacency, or in multiple buildings by adjacency.

Multimodal Transportation System: A single transportation system which appropriately and adequately accommodates two or more modes of transportation.

Open Space: Usable pervious space on a tract of land which is open to the public and may include a portion of amenity stormwater facilities, parks, plazas, playgrounds, green space, landscaping, seating areas, or other similar elements

Passive Recreational Opportunities: Passive Recreation Opportunities include activities such as hunting, camping, hiking, bird watching, trails, small boat launches for kayaks and canoes, fishing opportunities, or similar.

Planter: the element of the Public Frontage which accommodates street trees, whether continuous or individual.

Principal Entrance: the main point of access for pedestrians into a building.

Principal Frontage: On corner Lots, the Private Frontage designated to bear the address and Principal Entrance to the building, and the measure of minimum Lot width. Prescriptions for the parking Layers pertain only to the Principal Frontage. Prescriptions for the first Layer pertain to both Frontages of a corner Lot.

Private Frontage: the privately held Layer between the Frontage Line and the Principal Building Facade.

Public Frontage: the area between the Curb of the vehicular lanes and the Frontage Line.

Rearage Road: Any means of ingress/egress to provide access to multiple parcels off of a main thoroughfare, typically it provides access to service areas, parking, and outbuildings. They may contain utility easements. Syn: Alley.

Regulating Plan: a Zoning Map or set of maps that shows the Transect Zones, Civic Zones, Special Districts if any, and Special Requirements if any, of areas subject to, or potentially subject to, regulation by the SmartCode.

Retail Frontage: Frontage designated on a Regulating Plan that requires or recommends the provision of a Shopfront, encouraging the ground level to be available for Retail use.

Right-of-way: An area, public or private, dedicated for use by pedestrians and vehicles. Right-of-way includes thoroughfares such as streets, highways, bike paths and walkways and normally incorporate curbs, lawn strips, street trees, sidewalks, lighting, signage, drainage facilities, street furniture or other similar features.

Setback: the area of a Lot measured from the Lot line to a building Facade or Elevation that is maintained clear of permanent structures aside from approved encroachments.

Shopfront: a Private Frontage conventional for Retail use, with substantial glazing and an awning, wherein the Facade is aligned close to the Frontage Line with the building entrance at Sidewalk grade.

Side Street: On corner lots, it's the street with the lesser classification. Side street setbacks are determined by the zoning classification or transect zone.

Sideward Building: a building that occupies one side of the Lot with a Setback on the other side. This type can be a Single or Twin depending on whether it abuts the neighboring house.

Special District (SD): an area that, by its intrinsic Function, Disposition, or Configuration, cannot or should not conform to one or more of the normative Community Unit types or Transect Zones specified by the SmartCode. Special Districts may be mapped and regulated at the regional scale or the community scale.

Special Flood Hazard Area: a designation by the Federal Emergency Management Agency (FEMA) that may include the V (Velocity) Zones and Coastal A Zones where building construction is forbidden, restricted, or contingent upon raising to the Base Flood Elevation.

Square: a Civic Space type designed for unstructured recreation and Civic purposes, spatially defined by building Frontages and consisting of Paths, lawns and trees, formally disposed.

Stoop: a Private Frontage wherein the Facade is aligned close to the Frontage Line with the first Story elevated from the Sidewalk for privacy, with an exterior stair and landing at the entrance.

Thoroughfare: any right-of-way, street, or access way, as defined in Article 32 LDC, used for pedestrian and vehicular traffic, and is not tied to a specific functional classification.

Transect: a cross-section of the environment showing a range of different habitats. The rural-urban Transect of the human environment used in the SmartCode template is divided into six Transect Zones. These zones describe the physical form and character of a place, according to the Density and intensity of its land use and Urbanism.

Transect Zone (T-zone): One of several areas on a Zoning Map regulated by the SmartCode. Transect Zones are administratively similar to the land use zones in conventional codes, except that in addition to the usual building use, Density, height, and Setback requirements, other elements of the intended habitat are integrated, including those of the private Lot and building and Public Frontage.

Yield: characterizing a Thoroughfare that has two-way traffic but only one effective travel lane because of parked cars, necessitating slow movement and driver negotiation. Also, characterizing parking on such a Thoroughfare.