

ORDINANCE NUMBER 2025-012

AN ORDINANCE OF THE BOARD OF COUNTY COMMISSIONERS OF NASSAU COUNTY, FLORIDA AMENDING ORDINANCE NO. 97-19, AS AMENDED, KNOWN AS THE NASSAU COUNTY LAND DEVELOPMENT CODE; ADOPTING ARTICLE 44 TRANSECT BASED ZONING DISTRICT (TBZ); ADOPTING ARTICLE 45 TIMBER TO TIDES DESIGN OVERLAY COMMUNITY BASED DESIGN STANDARDS; PROVIDING FOR CODIFICATION; PROVIDING FOR CONFLICTING PROVISIONS; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the Legislature of the State of Florida has, in Chapter 125, Florida Statutes, conferred upon local governments the authority to adopt regulations designed to promote the public health, safety and general welfare of its citizenry; and

WHEREAS, Policy FL.02.06 of the Nassau County Comprehensive Plan the Timber to Tides Design Overlay (T2TDO) calls for the establishment of a transect-based overlay district to promote walkability, connectivity, environmental protection, and high-quality design along the SR 200/A1A corridor; and

WHEREAS, the Board of County Commissioners has found it to be in the best interest of the citizens of Nassau County to amend the Code of Ordinances; and

WHEREAS, public notice of all hearings required by law has been provided in accordance with Chapters 125 and 163 Florida Statutes and the Nassau County Land Development Code; and

WHEREAS, the Board of County Commissioners finds this ordinance serves the health, safety, and welfare of the residents of and visitors to Nassau County, Florida.

NOW THEREFORE, BE IT ORDAINED by the Board of County Commissioners of Nassau County that the following regulation is hereby adopted.

SECTION 1. FINDINGS.

The above findings are true and correct and are incorporated herein by reference. This Ordinance is consistent with the goals, objectives, and policies of the Nassau County Comprehensive Plan, in particular Policy FL.02.06, the Timber to Tides Design Overlay (T2TDO).

SECTION 2. ADOPTING ARTICLE 44 TRANSECT BASED ZONING DISTRICT (TBZ).

Appendix A, Land Development Code, Article 44 is hereby adopted as shown in Exhibit A.

SECTION 3. ADOPTING ARTICLE 45 TIMBER TO TIDES DESIGN OVERLAY COMMUNITY BASED DESIGN STANDARDS.

Appendix A, Land Development Code, Article 45 is hereby amended as shown in Exhibit B.

SECTION 4. CODIFICATION.

It is the intent of the Board of County Commissioners for Nassau County that the provisions of this Ordinance shall become and shall be made part of the Code of Ordinances of Nassau County, Florida. The sections of this Ordinance may be re-numbers or re-lettered and the words may be changed to section, article or other such appropriate word or phrase in order to accomplish such intention. The Nassau County Clerk of Courts will ensure that this Ordinance is codified into, and published, as part of the Nassau County Code of Ordinances.

SECTION 5. CONFLICTING PROVISIONS.

All ordinances, or parts of ordinances, in conflict with the provisions of this ordinance are hereby repealed to the extent of such conflict.

SECTION 6. SEVERABILITY.

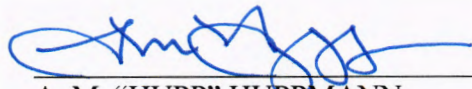
It is the intent of the Board of County Commissioners of Nassau County, Florida, and is hereby provided, that if any section, subsection, sentence, clause, phrase, or provision of this Ordinance is held to be invalid or unconstitutional by any court of competent jurisdiction, such invalidity or unconstitutionality shall not be so construed as to render invalid or unconstitutional the remaining provisions of this Ordinance.

SECTION 7. EFFECTIVE DATE.

This Ordinance shall take effect upon filing with the Secretary of State as provided in Florida Statutes, Section 125.66.

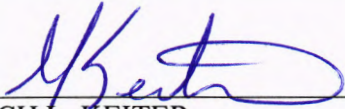
ADOPTED THIS 23rd DAY OF June, 2025 BY THE BOARD OF COUNTY COMMISSIONERS OF NASSAU COUNTY, FLORIDA.

BOARD OF COUNTY COMMISSIONERS
NASSAU COUNTY, FLORIDA



A. M. "HUPP" HUPPMANN
Chairman

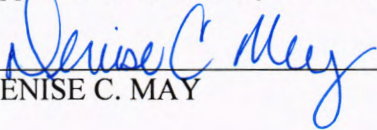
ATTEST AS TO CHAIRMAN'S SIGNATURE:



MITCH L. KEITER

Its: Ex-Officio Clerk

Approved as to form by the Nassau County Attorney:



DENISE C. MAY

**EXHIBIT A - ARTICLE 44
TRANSECT BASED ZONING DISTRICT (TBZ)**

See LDC25-001 Attachment A – Article 44

Additions = red underline
Deletions = ~~red strikethrough~~
Relocated = green double underline

ARTICLE 44 TRANSECT BASED ZONING DISTRICT (TBZ)

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ARTICLE 44 TRANSECT BASED ZONING DISTRICT (TBZ)

SECTION 44.01. INTENT AND PURPOSE OF DISTRICT.

The intent and purpose of the Transect-Based Zoning (TBZ) is to implement the provisions of the adopted Comprehensive Plan. TBZ is only permitted within designated Community-Based Design Overlays (CBDO) and must adhere to both the Community-Based Design Standards (CBDS) outlined in the Land Development Code (LDC) and the additional standards provided in this Article.

The TBZ framework organizes development through a series of transects that represent a continuum from natural, preserved areas to the urban core. This system allows for the gradual transition from rural to urban character, ensuring that development intensity and form are responsive to context. In addition to the primary transect zones (ranging from natural to urban core), a Special District classification is provided to accommodate development types that do not fit within the primary transects. Figure 44-1 illustrates the transect framework as defined by the Congress for the New Urbanism. A detailed description of Nassau County's transects is provided in Section 44.04.

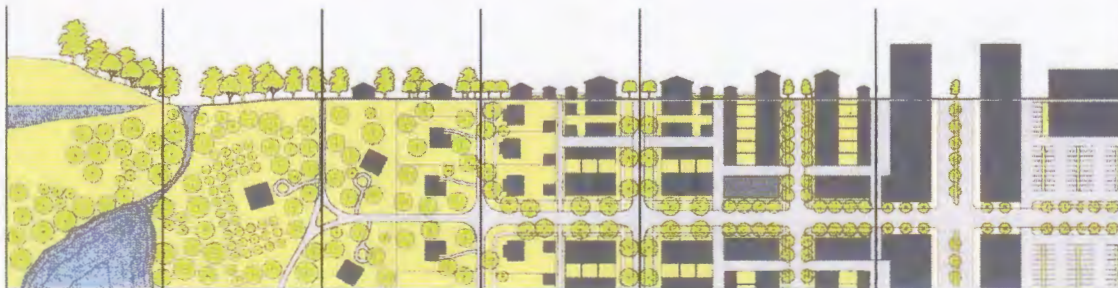


Figure 44-1: Transects as presented by the Congress for the New Urbanism

The provisions of this Article establish density and intensity standards to guide the evolution of these areas over time, consistent with the goals and policies of the adopted Comprehensive Plan and Vision Plan. The TBZ framework furthers these initiatives by fostering a walkable, sustainable development pattern that enhances quality of life and strengthens the connection between places where people live, work, play, and stay.

TBZ is a key component of Nassau County's CBDS and serves as the preferred approach to achieving the desired development patterns within CBDOs. Transects are designed to either transition into existing developed areas or create new walkable, mixed-use neighborhoods. TBZ provides a clear and adaptable structure for organizing land uses and physical form, moving from natural and rural settings into compact, mixed-use centers.

It is the expressed intent of Nassau County that, over time, lands within a CBDO will transition to the TBZ designation through the rezoning process established in the LDC.

TBZ serves as a tool to focus and guide development into appropriate areas, allowing growth to occur in a planned, coordinated manner with the necessary civic infrastructure and public amenities to support a high-quality urban environment, while simultaneously protecting critical environmental resources. These regulations are designed to:

- A. Protect, enhance, and integrate the natural environment into new development, ensuring accessible and connected green spaces for all residents;

- B. Focus development within designated nodes and activity centers along established transportation corridors to support efficient infrastructure investment;
- C. Promote compact, walkable, mixed-use neighborhoods that integrate residential, commercial, employment, and recreational uses at a human scale, supporting a reduced reliance on single-occupancy vehicles and encouraging healthy lifestyles;
- D. Establish a comprehensive network of interconnected streets, trails, bike paths, and pedestrian walkways to enhance non-motorized mobility and improve access between neighborhoods, activity centers, and public amenities;
- E. Support long-term resilience by ensuring that new development incorporates strategies for climate adaptation, environmental sustainability, and technological advancements; and
- F. Ensure high-quality urban design and a lasting sense of place through the use of traditional design principles, including appropriate scale, form, and architectural character.

SECTION 44.02. ELIGIBILITY

44.02.01. ELIGIBILITY FOR TRANSECT BASED ZONING DISTRICT

To be eligible for TBZ, a parcel of land must be included in a Community-Based Design Overlay regulating plan, which establishes the applicable transect for the parcel. In addition to meeting the general rezoning review criteria set forth in the Land Development Code, applications for rezoning to a transect must also demonstrate compliance with the requirements in this Section.

- A. Parcels assigned TBZ shall comply with the assigned transect for the parcel as adopted in the Nassau County Comprehensive Plan.
- B. All TBZ rezoning applications shall include the transect assigned to the parcel as a part of the rezoning application.
- C. All TBZ rezoning and land use applications shall comply with the applicability standards defined by each Community-Based Design Overlay. These standards may include provisions for transect modifications.

SECTION 44.03. REGULATING PLAN

44.03.01. INTRODUCTION

A regulating plan is a map that identifies the specific TBZ transect designation assigned to each parcel within a Community-Based Design Overlay (CBDO). The regulating plan serves as the primary tool for applying the standards and regulations contained in this Article. The regulating plan is developed through a combination of:

- A. Community input;
- B. Professional design and planning analysis;
- C. Industry best practices;
- D. Evaluation of existing conditions and development patterns within the area; and,
- E. Consistency with the goals, objectives, and policies of the adopted Nassau County Comprehensive Plan and Vision Plan.

44.03.02. COMMUNITY-BASED DESIGN OVERLAY (CBDO) REGULATING PLAN

The adopted regulating plan for each CBDO is included in a Future Land Use Map Series (FLUMS) of the Nassau County Comprehensive Plan. This plan identifies the location and boundaries of each transect within the overlay. Any proposed amendment to the assigned transect designation for a parcel within a CBDO may require an amendment to the Future Land Use Map to change the transect FLUM designation.

SECTION 44.04. NASSAU COUNTY TRANSECTS

44.04.01. INTRODUCTION

The transect system of spatial and land use organization, also commonly referred to as form-based districts, establishes a framework where land uses, building design, density, height, street design, open space, parking, and other elements of the built environment are comprehensively coordinated. Nassau County recognizes and adopts the following transects, each of which serves a distinct role in guiding the development pattern, transition, and character of the built environment.

44.04.02. TRANSECT DESCRIPTIONS

- A. T-1 Natural Zone. This transect consists of lands approximating or reverting to wilderness, including lands unsuitable for settlement due to topography, hydrology or vegetation. These areas include lands designated by the Conservation Future Land Use Map designation Conservation Habitat Network (CHN) within the East Nassau Community Planning Area (ENCPA), and jurisdictional wetlands, National Wetland Inventory (NWI) lands, and wetlands identified by the St. John's Water Management District (SJRWMD), and may include lands within the Coastal High Hazard Area (CHHA) and other environmentally sensitive areas.

The specific boundaries of the T-1 transect may be adjusted as additional or refined data becomes available during development review, subject to state and federal permitting. The final delineation will be established during development approval through the Nassau County Development Review Committee. As T-1 areas are further refined, the new uplands shall utilize the adjacent Transect designation.

Due to environmental constraints, development is prohibited within the T-1 transect, except for water-dependent recreational uses, including boat/kayak ramps, launches, and passive recreational features such as elevated boardwalks, riverfront promenades, and viewing platforms.



Figure 44-2: T-1 Natural Zone

- B. T-1.5 Agricultural Zone. This transect consists of larger, sparse rural parcels and allows agriculture, hunting camps, fishing camps, managed preserves, and silviculture. Properties in this transect are generally larger than 20 acres in size. Typical buildings are single-family houses and agricultural buildings. Planting is naturalistic and setbacks are relatively deep. Building height is up to three stories. May include lands located in the CHHA not designated as T-1.



Figure 44-3: T-1.5 Agricultural Zone

- C. T-2 Rural Zone. This transect consists of sparsely settled lands in an open or cultivated state. Typical structures are single family detached homes and agricultural buildings. Planting is generally naturalistic and setbacks are relatively deep. Typical land uses include agricultural uses and single-family ranchettes ranging in 5 to 20 acres in size. Building height is up to three stories. Cluster subdivisions and other techniques are encouraged to preserve the rural aesthetic and preserve a rural way of life. It is the intent to differentiate the T-2 rural zone from the T-2.5 rural transitional zone and T-3 suburban zone through the transect specific design standards established in Section 44.06.



Figure 44-4: T-2 Rural Zone

- D. T-2.5 Rural Transitional Zone. This transect consists of low-density residential areas between the rural zones and suburban zone. Building sites in these zones are generally 1 to 5 acres. Typical land use is for single family detached homes. Planting is naturalistic and setbacks are relatively deep. Building height is up to three stories. This transect is intended to provide a transition area around the T-2 rural zone. Such transition from rural to suburban maintains T-1.5 to T-2 lands rural and prevents encroachment of the T-3 suburban zone into rural areas.



Figure 44-5: T-2.5 Rural Transitional Zone

- E. **T-3 Suburban Zone.** This transect consists of low-density residential areas with a density range of 2 to 5 dwelling units per acre, adjacent to the urban transitional zone. Limited non-residential uses as permitted in Section 44.05 may be allowed. Planting is generally uniform, and setbacks are relatively shallow. Blocks may be medium in length, and the roads irregular to accommodate natural conditions. Refer to Table 44-3: Transect Standards, for details on block size. Housing types are typically single-family detached homes and single-family attached homes. Building height is up to three stories. The use of clustering and other similar techniques are encouraged to create a more compact, walkable and sustainable suburban development pattern.



Figure 44-6: T-3 Suburban Zone

- F. T-3.5 Urban Transitional Zone. This transect consists of medium-density residential areas ranging from 5 to 10 dwelling units per acre, and a mixture of uses, adjacent to the urban edge. Blocks are generally medium sized to allow for a mixture of residential single-family attached and limited detached product and multi-family. Refer to Table 44-3: Transect Standards, for details on block size. Neighborhood commercial is permitted at fringe of T-4 and in clustered interior locations. Building height is up to three stories. Development in this transect shall be compact and walkable with retail, service, and civic uses necessary to support the day-to-day life of residents without the predominant use of the automobile. Such uses shall be located in central neighborhood clusters or adjacent to T-4 urban edge/urban general zone. In transect 3.5, nonresidential services may be provided from adjacent transects when contiguous to transect 4, 4.5, or 5. Nonresidential services are encouraged within Transect T-3.5 when fronting on US 17 or SR 200 to support walkable, mixed-use neighborhood environments. However, T-3.5 may consist of exclusively residential uses when nonresidential services are readily available in adjacent or nearby transects.



Figure 44-7: T-3.5 – Urban Transitional Zone

- G. T-4 Urban Edge/Urban General Zone. This transect is intended to be a compact mixed-use zone arranged, primarily, as residential urban fabric. Density is 8 to 15 dwelling units per acre. This transect shall have a wide range of building types and a mixture of uses is required. Setbacks and landscaping are variable. Streets with curbs and sidewalks define medium-sized blocks. Refer to Table 44-3: Transect Standards, for details on block size. Building height is up to four stories. This transect creates compact mixed use village centers surrounded by or within walking distance of compact residential neighborhoods. The development pattern and program shall be as such to support the intent. This is not a primarily residential zone.



Figure 44-8: T-4 Urban Edge/Urban General Zone

- H. T-4.5 Urban Corridor Zone. This transect consists of a mix of uses but can be primarily non-residential or multi-family. While generally arranged to accommodate vehicular traffic, application of high-quality urban form and walkability is integral, as this transect serves as the connective tissue between individual urban nodes. The residential density varies from 0 to 18 dwelling units per acre. This transect has a wide range of building types. Streets with barrier curbs and sidewalks define medium-sized to large blocks. Refer to Table 44-3: Transect Standards, for details on block size. Buildings are located to define the street edge. Building heights can reach up to six stories and shall define the street edge. The first floor of all buildings engages the public realm by promoting active and walkable streets.



Figure 44-9: T-4.5 Urban Corridor Zone

- I. T-5 Urban Center Zone. This transect consists of higher-density, mixed-use buildings that accommodate retail, office, civic, and residential uses. It has a tight network of streets with wide sidewalks, interval street tree planting and buildings placed close to the sidewalks. It has shallow to no setbacks and building heights can reach up to six stories. The residential density range is 10 to 25 dwelling units per acre. The first floor of all buildings engages the public realm, primarily with the use of storefront windows.



Figure 44-10: T-5 Urban Center Zone

- J. T-7: Special District Zone. Special districts consist of areas that by their function, disposition, or configuration cannot, or should not, conform to one or more of the primary transect zones.



T-7.1 East Nassau Community Planning Area (ENCPA) special district.

This special district is regulated by ENCPA Master Land-use Plan and related text in Objective FL.13 of the adopted Comprehensive Plan and associated policies, the Employment Center Detailed Specific Area Plan (EC-DSAP#1), ENCPA Detailed Specific Area Plan DSAP #2, and any applicable adopted Preliminary Development Plans (PDP), as amended from time to time.



T-7.2 Campus and institutional special district.

Campus and institutional uses are unique and require special consideration as each campus and/or institutional use must be tailored to the needs of the user. As such, campus and institutional uses fall outside of the primary transects and are subject to special development standards that will be considered on a case-by-case basis by Nassau County. Within the William Burgess District (WBD), the campus and institutional uses special district includes the Robert M. Foster Judicial Complex and the Florida State College at Jacksonville - Nassau Campus.



T-7.3 Industrial park.

The T-7.3 Transect is designated as a Special District intended to accommodate light industrial, warehousing, and related employment-generating uses in a manner compatible with surrounding development and infrastructure. Industrial parks are unique and require special consideration, as each site must be tailored to the operational needs of specific industrial users. As such, properties designated T-7.3 fall outside the standard form-based transect structure and are instead subject to special development standards and review.

Permitted uses within T-7.3 include those listed under Industrial, Warehouse and Industrial, Heavy as defined in Articles 20 and 21 of the Nassau County Land Development Code (LDC), provided such uses are evaluated and approved through the appropriate development review process. In addition, travel trailer parks and campgrounds are permitted in T-7.3, subject to the supplemental standards contained in Section 28.09 of the LDC. All development within the T-7.3 Transect shall be reviewed on a case-by-case basis by Nassau County to ensure compatibility with surrounding Transects, and alignment with applicable infrastructure and environmental considerations.



Figure 44-11: T-7 Special District Zones

T-7.4 Flying M Acres special district.

The Flying M Acres special district is unique and requires special consideration to accommodate an existing airstrip and residential community. As such, the Flying M Acres special district falls outside of the primary transects and is subject to special development standards that will be considered on a case-by-case basis by Nassau County. Flying Acres will be permitted to redevelop under Open Rural (OR) zoning regulations. In the case of redevelopment pursuant to Transect Based Zoning, the transect 4 designation and the Timber to Tides Community-Based Design Standards found in Article 45 shall be applicable.

T-7.5 Central Nassau Employment Center (CNEC) special district.

The Central Nassau Employment Center (CNEC) is unique and requires special consideration to accommodate varying industrial and supporting uses that are tailored to the needs of the user at individual campuses. As such, the CNEC falls outside of the primary transects and is subject to special development standards that will be considered on a case-by-case basis by Nassau County. CNEC campuses shall be designed with the intent to conserve existing wetlands and wildlife corridor systems, divert heavy vehicular traffic off main corridor areas, develop a road network that preserves the silvicultural quality of the area, incorporate a mix of supporting non-industrial uses that promote self-sustainable campuses, and generate a high concentration of jobs. At a minimum, the following standards shall be adhered to in transect 7.5:

A. Conservation

1. A minimum undisturbed natural vegetative upland buffer of twenty-five (25) feet shall be required and maintained between developed areas and contiguous (i.e., non-isolated) wetlands to protect the water quality of the wetlands and to preserve existing wildlife corridor areas. An average of the upland buffer is allowed, but in no instance shall the upland buffer be less than fifteen (15) feet, except for those areas adjacent to unavoidable wetland impacts such as road crossings.

B. Traffic

1. Each campus within the CNEC shall submit a Transportation Impact Analysis (TIA), i.e. traffic study to assess the adequacy of existing and proposed transportation facilities and impact to the mobility network at the time of development review. The TIA shall be prepared according to the adopted Nassau County Transportation Impact Analysis Guidelines. The TIA shall demonstrate

how heavy-vehicle and commercial traffic will be diverted off State Road 200 when the new I-95 interchange becomes functional.

C. Road Network

1. CNEC campuses shall utilize the Timber Road Types specified in Article 45 for main collector roadways when adjacent to industrial uses.

D. Self-Sustainable Campus

1. Industrial uses shall be the primary use within the CNEC. Industrial uses shall mean activities associated with the manufacture, assembly, distribution, processing, including data processing, or storage of products or the performance of related services.
2. Supporting non-industrial uses are permitted to offer mixed-use services allowing for the CNEC to be self-sustainable. Supporting non-industrial uses may include office, retail, and related uses as approved by the Planning Director.
3. Supporting non-industrial uses shall only compose ten (10%) percent of the total development square footage as measured over the entire transect 7.5. The remaining ninety (90%) percent shall be industrial uses.

E. Jobs and Livability

Actual delineation of transect 7.5 boundaries may be adjusted based on additional or refined data provided as properties undergo development review based on permitting through state and federal agencies. The final delineation of transect 7.5 will be determined at time of development approval through the Nassau County Development Review Committee. This delineation shall not change the gross land area by more than ten (10%) percent.

F. Permit Process and Applicability

1. Development within the CNEC shall follow these requirements and Section 45.03.02.C Cross Sections, Timber Road Types. Development within the CNEC shall not be subject to the Section 45.02 Site Engineering Plan Community Based Design Standards.
2. The following standards shall apply on a gross basis to the land area associated with transect 7.5:
 - a. General Parameters. 90% Impervious Surface Ratio (ISR), Floor Area Ratio (FAR) 4.0, minimum building setback is 0 feet, and no maximum building height.
 - b. Internal Tree Planting. Customer and employee parking areas shall meet the internal tree planting requirements in LDC Section 37.05.

44.04.03. TRANSECT DENSITY

Table 44-1: Transect Density Ranges

TRANSECT	NAME	ALLOWED DENSITY	FAR (MAX)
T-1	Natural Zone	0 du/ac	0.0
T-1.5	Agriculture & Open Space Zone	1 du/20 acres (max)	0.25
T-2	Rural Zone	1 du/5 acres (max)	0.5
T-2.5	Rural Transitional Zone	1 du/acre (max)	0.5
T-3	Suburban Zone	2 du/acre (min) 5 du/acre (max)	1.0
T-3.5	Urban Transitional Zone	5 du/acre (min) 10 du/acre (max)	1.5
T-4	Urban Edge/ Urban General Zone	8 du/acre (min) 15 du/acre (max)	2.0
T-4.5	Urban Corridor Zone	0 du/acre (min) 18 du/acre (max)	2.0
T-5	Urban Center Zone	10 du/acre (min) 25 du/acre (max)	2.0
T-7	Special District Zone	0 du/acre (min) 25 du/acre (max)	4.0

- A. All development shall meet the minimum residential density requirements assigned for its designated transect.
- B. When calculating minimum residential densities, land areas within the development parcel used for right-of-way, stormwater management facilities (SWMF), wetlands, required buffers, public utilities, public parks, and/or public schools may be excluded from the minimum density requirement calculation.
- C. When calculating maximum residential densities, the gross acres of the parcel, including uplands and wetlands, shall be used.
- D. Where residential and non-residential uses are vertically integrated within the same structure, Floor Area Ratio (FAR) calculation will exclude those portions devoted to residential dwelling units located above non-residential uses/spaces.

SECTION 44.05. TRANSECT ALLOWABLE USES TABLE

- A. The permitted uses for TBZ are established and regulated by transect. The assigned transect for a parcel of land is established in the applicable regulating plan. The Transect Allowable Uses Table identifies the allowed uses in each transect.
- B. *Transect Allowable Uses Table key.*
1. *Uses permitted by right (P).* A "P" indicates that a use is allowed by right in the respective transect.
 2. *Uses permitted in a limited area (P*).* A "P*" indicates that a use is allowed by right only where the use is abutting a state road or arterial roadway (including, but not limited to, US-17, SR 200, Hwy 301, US-1).
 3. *Conditional use (C).* A "C" indicates a use that is allowed in the respective transect only where approved as a conditional use in accordance with the procedures and criteria outlined in Sections 5.03 and 5.04 of the LDC.
 4. *Uses not allowed.* A blank cell in the use table indicates that a use is not allowed in the respective transect.
 5. *Prohibited Uses.* Any use that is not identified in the Transect Allowable Uses Table is prohibited. An applicant may request an interpretation to determine if a use that is not identified is permissible, based on substantial similarity of the requested use to permissible uses within the transect in which the property is located. A requested use shall be considered substantially similar when the characteristics of the requested use are equivalent in type, intensity, degree, or impact when compared to a use named in the Transect Allowable Uses Table. The Planning Director shall make this determination based on the following criteria:
 - a. typical hours of operation;
 - b. use of outdoor storage;
 - c. trip generation rates;
 - d. generation of noise, light pollution, emissions, electromagnetic interference, or vibration;
 - e. customary functions of the use; and
 - f. impacts to urban form and design standards.

Table 44-2: Transect Allowable Uses Table

	T-1	T-1.5	T-2	T-2.5	T-3	T-3.5	T-4	T-4.5	T-5
RESIDENTIAL USES									
Accessory Dwelling		P	P	P	P	P	P		
Assisted Living Facility		C	C	P	P	P	P	P	P
Bed & Breakfast (Up To 5 Guest Rooms)		P	P	P	P	P	P	P	P
Courtyard Single Family Development					P	P	P	P	P
Hotel (No Guest Room Limit)								P	P
Inn (Up To 12 Guest Rooms)			P	P	P	P	P	P	P
Live-Work Unit					P	P	P	P	P
Manufactured Home/Mobile Home		P	P	P					
Mixed Use					C	P	P	P	P
Multi-Family 2 to 4 Units					P	P	P	P	P
Multi-Family Greater Than 4 Units					C	P	P	P	P
Resort							P	P	
School Dormitory						P	P	P	P
Single-Family Attached (Row House/Townhouse)					P	P	P	P	P
Single-Family Detached Dwelling		P	P	P	P	P			
OFFICE USES									
Medical/Personal Services Offices					C	P	P	P	P

	T-1	T-1.5	T-2	T-2.5	T-3	T-3.5	T-4	T-4.5	T-5
Office Building					C	P	P	P	P
Professional Offices					C	P	P	P	P
SERVICE USES									
Ambulatory Care						C	P	P	P
Animal Groomer					C	P	P	P	P
Animal Vet /Daycare /Boarding Facility					C	C	P	P	P
Child/Adult Daycare		C	C	P	P	P	P	P	P
Funeral Home						C	P	P	P
Health and Fitness Establishment			P	P	P	P	P	P	P
Hospital							C	P	P
Mini-Storage							C	C	C
Research and Development Center						P	P	P	P
RETAIL USES									
Alcohol Selling Establishment (including amenity centers)					C	P	P	P	P
Kiosk					P	P	P	P	P
Open-Market Building/Farmers Market		C	C	C	P	P	P	P	P
Restaurant/Food Establishment					C	P	P	P	P
Retail Building					C	P	P	P	P
Shopping Center							P	P	P
Grocery Store/Supermarket						P	P	P	P
Big Box Store (>75,000 sqft)							P	P	P
Home Improvement Store							P	P	P
PUBLIC/QUASI-PUBLIC USES									
Bus Shelter			P	P	P	P	P	P	P
Cemetery		P	P	P	P	P	P		
Convention Center							P	P	P
Essential Public Services	P	P	P	P	P	P	P	P	P
Fire Station		P	P	P	P	P	P	P	P
Parking Structure							C	P	P
Passenger Terminal									P
Pavilion	P	P	P	P	P	P	P	P	P
Playground		P	P	P	P	P	P	P	P
Police Station		P	P	P	P	P	P	P	P
Public Art		P	P	P	P	P	P	P	P
Religious Assembly		P	P	P	P	P	P	P	P
Surface Parking Lot ¹								P	P
Indoor/Outdoor Recreation (Private)		P	P	P	P	P	P	P	P
Indoor/Outdoor Recreation (Public)		P	P	P	P	P	P	P	P
Library				P	P	P	P	P	P
ENTERTAINMENT USES									
Live Theater						C	P	P	P
Movie Theater						C	P	P	P
Museum		C	C	C	C	P	P	P	P
Outdoor Auditorium						C	P	P	P
AGRICULTURAL USES									
Agricultural Storage		P	P	P					
Agricultural Stand		C	C	C	C	C	C	C	C
Agritourism		P	P	P					
Event Venue						C	P	P	P

	T-1	T-1.5	T-2	T-2.5	T-3	T-3.5	T-4	T-4.5	T-5
General Agriculture		P	P	P					
Greenhouse		P	P	P					
Kennel		C	C	C					
Livestock Pen		P	P	P					
Silviculture	P	P	P	P	P	P	P	P	P
Stable		P	P	P					
Urban Farming					P	P	P	P	P
AUTOMOTIVE USES									
Automobile Service								P ¹	
Drive-Through Facility					C	C	C	P ¹	C
Gasoline Service Station, (may include convenience store)							P ¹	P ¹	P ¹
Truck Service								P ¹	
EDUCATIONAL USES									
Charter or Private School (Other Than an Elementary)				P	P	P	P	P	P
College/University							P	P	P
Elementary School (Public, Private or Charter)				P	P	P	P	P	P
High School					P	P	P	P	P
Middle School					P	P	P	P	P
Vocational, technical, trade schools and similar uses							P	P	P

P= Permitted C= Conditional use Blank = not allowed

¹ Surface parking lots are permissible with associated structures or anchor buildings. This use is specific to surface parking lots with no associated structures or anchor buildings.

SECTION 44.06. TRANSECT SPECIFIC DESIGN STANDARDS

In addition to the design standards for Community-Based Design Overlays, Article 45 of the Land Development Code, all properties zoned TBZ shall also adhere to the following design standards as they apply to the specific district of the parcel.

44.06.01. SITE DESIGN

A. Table 44-3: Transect Standards.

Standard	T-1.0	T-1.5	T-2	T-2.5	T-3	T-3.5	T-4	T-4.5	T-5
Block face length (max.)	None	None	None	None	1000'	660'	660'	660'	660'
Lot Width (min.)	N/A	100'	100'	100'	16'	16'	16'	16'	16'
Lot Width (max.)	N/A	N/A	N/A	N/A	100'	150'	N/A	N/A	N/A
Lot Size (min.)	N/A	20 acres	5 acres***	1 acre***	1,200 sqft***	N/A	N/A	N/A	N/A
Frontage buildout (min.)	N/A	N/A	N/A	N/A	50%	60%	80%	80%	90%
Principal building height	N/A	3 stories	3 stories	3 stories	3 stories	3 stories	4 stories max., 2 stories min.*	6 stories max., 2 stories min.*	6 stories max., 2 stories min.*
Accessory building height	N/A	2 stories (25')	2 stories (25')	2 stories (25')	2 stories (25')	2 stories (25')	2 stories (25')	2 stories (25')	2 stories (25')
Impervious surface ratio (max.)	N/A	35%	35%	35%	55%	75%	85%	85%	90%
Floor Area Ratio (max.)	N/A	0.25	0.5	0.5	1.0	1.5	2.0	2.0	2.0
Principal building setbacks									
Front (min. /max.)	N/A	50'/none	25'/none	25'/none	15'/20'	10'/15'****	0'/12'	0'/10'	0'/10'
Attached garage front (min.)	N/A	N/A	N/A	N/A	20'	N/A	N/A	N/A	N/A
Side street (min./max.)	N/A	25'	15'	15'	10'	10'/12'	6'/12'	0'/12'	0'/10'
Side yard (min.)	N/A	25'	15'	15'	5'**	5'**	5'**	5'**	0'
Rear yard (min.)	N/A	35'	25'	25'	10'	10'	10'	10'	10'
Accessory building setbacks									
Front (min.)	N/A	50'	25'	25'	50% of lot depth	50% of lot depth	50% of lot depth	50% of lot depth	50% of lot depth
Side street (min.)	N/A	25'	15'	15'	12'	12'	.5'	.5'	.5'
Side yard (min.)	N/A	10'	5'	5'	5'	3'	.5'	.5'	.5'
Rear yard (min.)	N/A	10'	5'	5'	5'	3'	.5'	.5'	.5'

Table 44-3 notes

*Minimum height requirements shall only apply to transects T-4, T-4.5, T-5 that are located within identified activity centers as designated in a Community Based Design Overlay regulating plan that abut a state road or arterial roadway (including, but not limited to, US-17, SR 200, Hwy 301, US-1).

See additional notes on the following page.

**In the case of attached residential dwellings, the minimum side yard setback may be 0' between interior units.

***Lots with a gross area less than 5 acres in size created after the date of this Article shall have a minimum net usable area equal to or greater than the minimum lot area requirement of the respective transect. Net usable area shall mean the portion of a lot or property that is clear and free of all stormwater management facilities, ponds, and jurisdictional wetlands.

****Non-residential and mixed-use development in Transect T-3.5 shall utilize a principal building setback of 0' minimum and 15' maximum.

B. Measurements

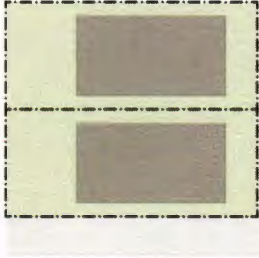

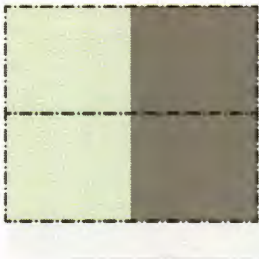

1. Block lengths shall be determined during site engineering in context with lots or parcels, mobility or non-mobility roadways, site constraints, and creative design. Such block lengths shall be measured along the primary public roadway from the outer boundaries of the lots or parcels comprising the block or along the margins of continuous physical features such as wetlands, rivers, water bodies, railroads that may form the face of a block.
 - a. A block face exceeding 500 feet shall have a mid-block pedestrian pathway or activation, minimum of 20 feet, to provide pedestrian connectivity between blocks or uses.
 - b. Blocks composed entirely of water bodies, wetlands, parks, and/or civic uses shall have no maximum length, width or perimeter requirement.
 - c. Block length and depth may be increased or decreased, based on the following criteria:
 - i. preserving trees or ecologically sensitive areas; or
 - ii. where there are mid-block pedestrian pathway or activation used to interrupt a continuous streetscape; or
 - iii. the terminus of the block is shown as a civic space.
2. Building height. Maximum building height is determined by the number of stories allowed in each transect. Minimum height requirements shall only apply to Transects T-4, T-4.5, T-5 that are located within identified activity centers as designated in a Community Based Design Overlay regulating plan that abut a state road or arterial roadway (including, but not limited to, US-17, SR 200, Hwy 301, US-1). The height of the first story shall not exceed 20 feet, and the height of each subsequent story shall not exceed 15 feet. However, the Planning Director may approve increased story heights for specific uses, including but not limited to auditoriums, churches, big box stores, warehouses, and similar uses.
3. Front façade. All required setbacks, build-to zones, or other dimensional standards referencing the front façade of a building shall be measured from the primary front wall plane of the building, defined as the vertical surface of the exterior wall facing the primary frontage.
 - a. Exclusions for Projections. Minor architectural features that project from the primary front wall plane including, but not limited to, roof eaves, bay windows, awnings, stoops, porches, balconies, and decorative trim may extend into the required front yard or build-to zone, subject to the allowable encroachment standards specified elsewhere in this Code. Such projections shall not be used as the reference point for measuring the front façade distance.
 - b. Principal Entrance and Active Frontage. In cases where a building includes a covered porch, arcade, or colonnade that is structurally integrated into the building's design and serves as the primary pedestrian entrance, the outer edge of such feature may be considered the front façade for measurement purposes, provided it is at least partially enclosed or roofed and designed to support active pedestrian use.
 - c. Clarity in Site Plans. Site plans and building permit applications shall clearly identify the primary front wall plane and any projecting architectural features to ensure accurate measurement and compliance with required setbacks and build-to zones.

C. Administrative Flexibility

1. The Planning Director may grant up to a ten percent (10%) administrative flexibility to dimensional standards in Table 44-3 for individual lots or buildings at the time of Site Engineering Plan or subdivision approval, provided such adjustments:
 - a. Do not result in an increase in permitted density, intensity, or building height;
 - b. Do not reduce required street, framework, or pedestrian frontage;
 - c. Maintain the intent of the applicable Transect and the Regulating Plan; and
 - d. Are the minimum necessary to address site-specific constraints, such as lot shape, topography, or environmental features.
2. Applicable Standards. This administrative flexibility may be applied to:
 - a. Setbacks;
 - b. Lot width;
 - c. Frontage buildout; or
 - d. Block face length.
3. Excluded Standards. This administrative flexibility shall not be applied to:
 - a. Floor Area Ratio (FAR);
 - b. Impervious Surface Ratio (ISR); or
 - c. Density requirements.
4. Flexible provisions for supplemental standards in T-3.5 and T-4.
 - a. In Transects T-3.5 and T-4, residential development shall provide rear-loaded or alley-accessed units to support a walkable, pedestrian-oriented development pattern as specified in the supplemental requirements of Article 44.
 - b. To allow limited flexibility in site layout, a development may include one (1) front-loaded residential unit (attached or detached) for every two (2) rear-loaded diversified housing units provided.
 - c. For the purposes of this provision, diversified housing units shall include townhomes (attached), duplexes, triplexes, cottage courts, and other missing middle housing types as defined in this Article. Rear-loaded single-family detached units shall not count toward this ratio.
 - d. In no case shall front-loaded units exceed 25% of the total number of residential units within the development. Front-loaded units shall not front on SR 200, US 17, or framework streets and must comply with all other applicable design standards of this Article and community based design standards.
5. In order to promote walkable environments and activate community open spaces, a 0-foot (0') principal building front setback may be administratively approved for residential structures fronting directly onto designated open spaces, parks, or common areas. This flexibility may be applied when the following criteria are met:
 - a. The building fronts a designated open space or common area with direct pedestrian access from the front façade;
 - b. Vehicular access is provided from a rear alley, lane, or alternative configuration that avoids conflict with the open space frontage; and
 - c. The design maintains appropriate architectural orientation and compatibility with surrounding development and frontage standards.

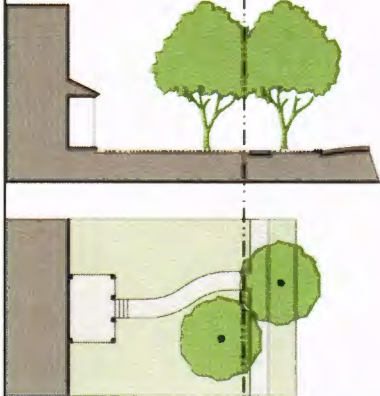
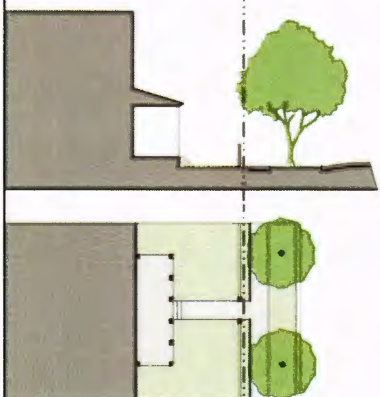
- D. Required Building Placement. Building placement relates to how a building is located on an individual lot and where the yard is located and is depicted in Table 44-4. All buildings shall utilize building placement types found herein.

Table 44-4: Required Building Placement.



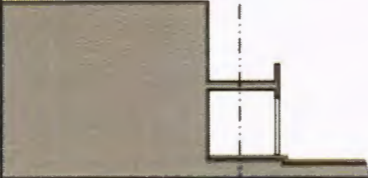



<i>Building placement types</i>	<i>Transect</i>	<i>Example</i>	<i>General description</i>
<i>Edgeyard</i>	T-1.5 T-2 T-2.5 T-3 T-3.5 T-4		A building placed within the boundaries of its lot to create an edgeward around the building, with setbacks on all sides. The front yard is intended to be visually continuous with the yards of adjacent buildings. The rear yard can be secured for privacy by fences.
<i>Sideyard</i>	T-3 T-3.5 T-4		A building that occupies one side of the lot with the setback to the other side. A shallow frontage setback defines a more urban condition. If the adjacent building is similar with a blank side wall, the yard can be quite private. This type permits systematic climatic orientation in response to the sun or the breeze.
<i>Rearyard</i>	T-3.5 T-4 T-4.5 T-5		A building that occupies the full frontage, leaving the rear of the lot as the sole yard. This is a very urban type as the continuous facade steadily defines the public thoroughfare. The rear elevations may be articulated for functional purposes. In its residential form, this type is the rowhouse. For its commercial form, the rear yard can accommodate substantial parking.
<i>Courtyard</i>	T-3.5 T-4 T-4.5 T-5		A building that occupies the boundaries of its lot while internally defining one or more private patios. This is the most urban of types, as it shields the private realm from all sides while strongly defining the public thoroughfare. Because of its ability to accommodate incompatible activities, masking them from all sides, it is recommended for workshops, lodging and schools.

- E. Required Private frontage. A private frontage is the area between the front of the building and the public right-of-way, and visually is part of the public realm. Table 44-5 depicts the section and plans for different types of private frontages, as determined by the corresponding transect. All buildings along street frontages shall utilize a permitted frontage type found herein. Corner lots shall have two frontages.

Table 44-5: Required Private Frontages.

Frontage types	Transect	Example	General description
Common yard	T-1.5 T-2 T-2.5 T-3	<div> <div>Lot Private Frontage</div> <div>ROW Public Frontage</div>  </div>	A planted frontage wherein the facade is set back substantially from the frontage line. The front yard remains unfenced and is visually continuous with adjacent yards, supporting a common landscape. The deep setback provides a buffer from the higher speed thoroughfares.
Porch and Fence	T-3 T-3.5	<div> <div>Lot Private Frontage</div> <div>ROW Public Frontage</div>  </div>	A planted frontage wherein the facade is set back from the frontage line with an attached porch permitted to encroach. A fence at the frontage line maintains street spatial definition.

Frontage types	Transect	Example		General description
Terrace	T-3.5 T-4	Lot Private Frontage	ROW Public Frontage	A frontage wherein the facade is set back from the frontage line by an elevated terrace. This type buffers residential uses from sidewalks and removes the private yard from public encroachment.
Forecourt	T-3.5 T-4 T-4.5 T-5	Lot Private Frontage	ROW Public Frontage	A frontage wherein a portion of the facade is close to the frontage line and the central portion is set back. The forecourt is suitable for vehicular drop-offs. This type should be utilized in conjunction with other frontage types. Large trees within the forecourts may overhang the sidewalks.
Stoop	T-4 T-4.5 T-5	Lot Private Frontage	ROW Public Frontage	A frontage wherein the facade is aligned close to the frontage line with the first story elevated from the sidewalk sufficiently to secure privacy for the windows. The entrance is usually an exterior stair and landing.

Frontage types	Transect	Example		General description
Shopfront	T-4 T-4.5 T-5	Lot Private Frontage	ROW Public Frontage	A frontage wherein the facade is aligned close to the frontage line with the building entrance at sidewalk grade. This type is conventional for retail use. The sidewalk level includes substantial glazing and an awning that may overlap the sidewalk to within 2 feet of the curb.
				
Gallery	T-4 T-4.5 T-5	Lot Private Frontage	ROW Public Frontage	A frontage wherein the facade is aligned close to the frontage line with an attached cantilevered shed or a colonnade overlapping the sidewalk. This type is conventional for retail use.
				
Arcade	T-4 T-4.5 T-5	Lot Private Frontage	ROW Public Frontage	A colonnade supporting habitable space that overlaps the sidewalk, while the facade at sidewalk level remains at or behind the frontage line. This type is conventional for retail use.
				

F. Transect Standards Summary Sheets – Transect 1 to Transect 5

T1 NATURAL ZONE



GENERAL STANDARDS

Block face length (max.)	None
Lot Width (min.)	N/A
Lot Width (max.)	N/A
Lot Size (min.)	N/A
Frontage buildout (min.)	N/A
Principal building height	N/A
Accessory building height	N/A
Impervious SR (max.)	N/A
Floor Area Ratio (max.)	N/A

SETBACKS - PRINCIPAL BUILDING

(a.1) Front primary	N/A
(a.2) Front secondary	N/A
(a.3) Side street	N/A
Side yard	N/A
(a.4) Rear yard	N/A

SETBACKS - ACCESSORY BUILDING

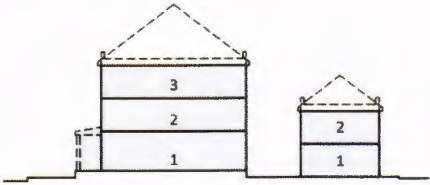
(b.1) Front primary	N/A
(b.2) Front secondary	N/A
(b.3) Side street	N/A
Side yard	N/A
(b.4) Rear yard	N/A

**NO CONSTRUCTION
PERMITTED IN
T1 NATURAL ZONE**

**PASSIVE RECREATIONAL USES
SUCH AS BOARDWALKS,
TRAILS, AND STRUCTURES,
AS PERMITTED THROUGH
STATE AGENCIES, MAY BE
PERMISSIBLE.**

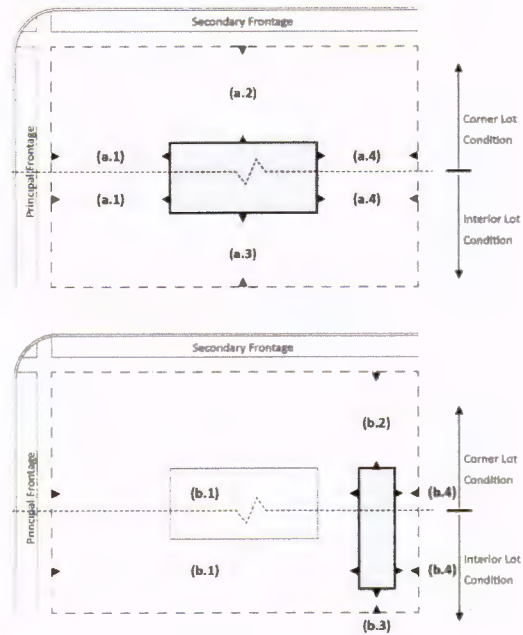
Figure 44-12: Transect T-1 Site Design Standards

T1.5 AGRICULTURAL ZONE



Accessory dwelling units shall meet the requirements of the Nassau County Land Development Code.

GENERAL STANDARDS	
Block face length (max.)	None
Lot Width (min.)	100 ft. minimum
Lot Width (max.)	N/A
Lot Size (min.)	20 acres
Frontage buildout (min.)	N/A
Principal building height	3 stories
Accessory building height	2 stories (25 ft)
Impervious SR (max.)	35%
Floor Area Ratio (max.)	0.25
SETBACKS - PRINCIPAL BUILDING	
(a.1) Front primary	50 ft. min. No max.
(a.2) Front secondary	Up to 20% reduction
(a.3) Side street	25 ft. min. No max.
Side yard	25 ft. min.
(a.4) Rear yard	35 ft. min.
SETBACKS - ACCESSORY BUILDING	
(b.1) Front	50 ft. min.
(b.2) Front secondary	Up to 20% reduction
(b.3) Side street	25 ft. min.
Side yard	10 ft. min.
(b.4) Rear yard	10 ft. min.
BUILDING PLACEMENT	
EDGEYARD	COMMON YARD

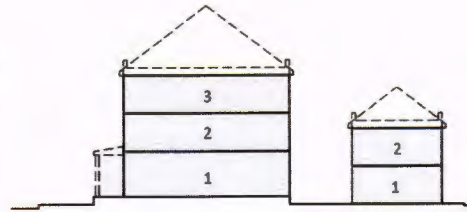
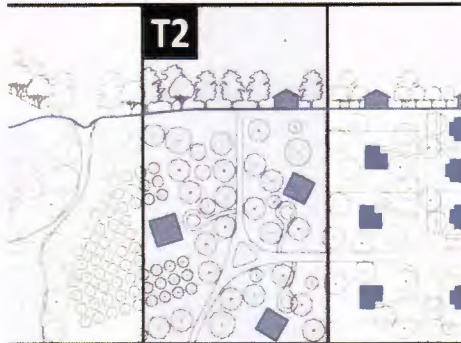


ENCROACHMENT STANDARDS

- Minimum yards may include: eaves, overhangs, or gable ends up to twenty-four (24) inches; objects thirty (30) inches above general ground level (such as porches, decks, and pavement); fences, walls, landscaping, and other customary yard accessories; ornaments and furniture; HVAC compressors; and USPS approved mailboxes, provided that all objects are subject to easements and applicable height and traffic visibility requirements. Septic tanks and drain fields may be located in any yard but must meet minimum health department standards.

Figure 44-13: Transect T-1.5 Site Design Standards

T2 RURAL ZONE



Accessory dwelling units shall meet the requirements of the Nassau County Land Development Code.

GENERAL STANDARDS

Block face length (max.)	None
Lot Width (min.)	100 ft. minimum
Lot Width (max.)	N/A
Lot Size (min.)	5 acres
Frontage buildout (min.)	N/A
Principal building height	3 stories
Accessory building height	2 stories (25 ft)
Impervious SR (max.)	35%
Floor Area Ratio (max.)	0.5

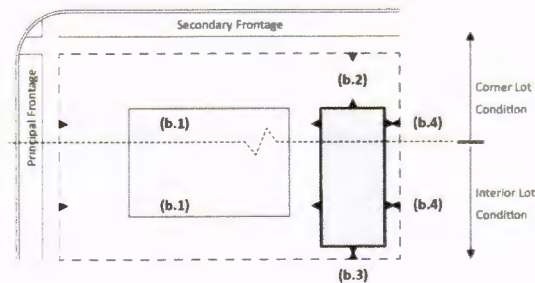
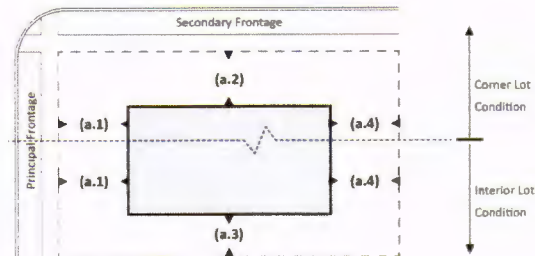
SETBACKS - PRINCIPAL BUILDING

(a.1) Front primary	25 ft. min. No max.
(a.2) Front secondary	Up to 20% reduction
(a.3) Side street	15 ft. min. No max.
Side yard	15 ft. min.
(a.4) Rear yard	25 ft. min.

SETBACKS - ACCESSORY BUILDING

(b.1) Front primary	25 ft. min. No max.
(b.2) Front secondary	Up to 20% reduction
(b.3) Side street	15 ft. min. No max.
Side yard	5 ft. min.
(b.4) Rear yard	5 ft. min.

BUILDING PLACEMENT	FRONTAGE TYPE
EDGEYARD	COMMON YARD

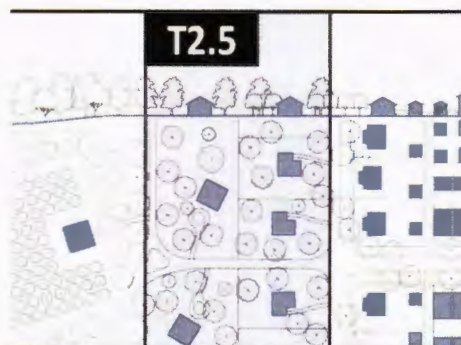


ENCROACHMENT STANDARDS

- Minimum yards may include: eaves, overhangs, or gable ends up to twenty-four (24) inches; objects thirty (30) inches above general ground level (such as porches, decks, and pavement); fences, walls, landscaping, and other customary yard accessories; ornaments and furniture; HVAC compressors; and USPS approved mailboxes, provided that all objects are subject to easements and applicable height and traffic visibility requirements. Septic tanks and drain fields may be located in any yard but must meet minimum health department standards.

Figure 44-14: Transect T-2 Site Design Standards

T2.5 RURAL TRANSITIONAL ZONE



GENERAL STANDARDS

Block face length (max.)	None
Lot Width (min.)	100 ft. minimum
Lot Width (max.)	N/A
Lot Size (min.)	1 Acre
Frontage buildout (min.)	N/A
Principal building height	3 stories
Accessory building height	2 stories (25 ft)
Impervious SR (max.)	35%
Floor Area Ratio (max.)	0.5

SETBACKS - PRINCIPAL BUILDING

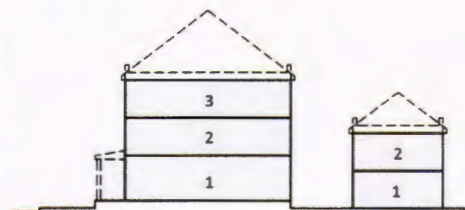
(a.1) Front primary	25 ft. min. No max.
(a.2) Front secondary	Up to 20% reduction
(a.3) Side street	15 ft. min. No max.
Side yard	15 ft. min.
(a.4) Rear yard	25 ft. min.

SETBACKS - ACCESSORY BUILDING

(b.1) Front	25 ft. min.
(b.2) Front secondary	Up to 20% reduction
(b.3) Side street	15 ft. min.
Side yard	5 ft. min.
(b.4) Rear yard	5 ft. min.

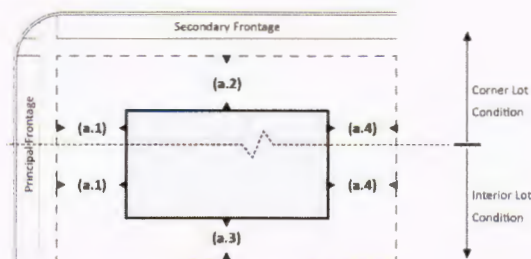
BUILDING PLACEMENT	FRONTAGE TYPE
EDGEYARD	COMMON YARD

BUILDING HEIGHT

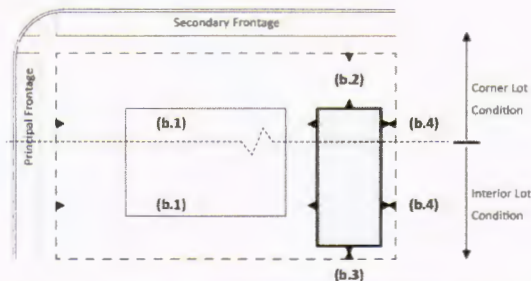


Accessory dwelling units shall meet the requirements of the Nassau County Land Development Code.

PRINCIPAL BUILDING



ACCESSORY BUILDING



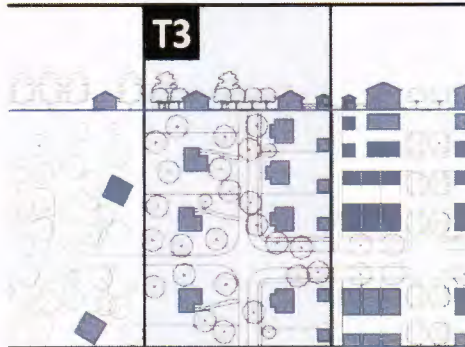
ENCROACHMENT	FRONT Y./SIDE ST./REAR Y.	SIDE YARD
PORCH	5 FT MIN, 8 FT MAX	0 FT
STOOP	5 FT MIN, 8 FT MAX	
BALCONY	3 FT MAX	
BAY WINDOWS	3 FT MAX	
CANTILEVERED ROOM	2 FT MAX	
EAVE	2 FT MAX	

SUPPLEMENTAL STANDARDS

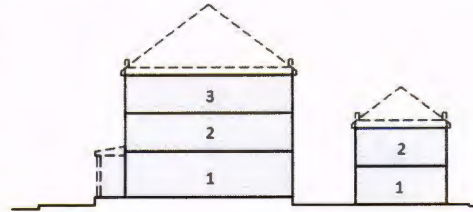
- There are no supplemental standards in this Transect.

Figure 44-15: Transect T-2.5 Site Design Standards

T3 SUBURBAN ZONE

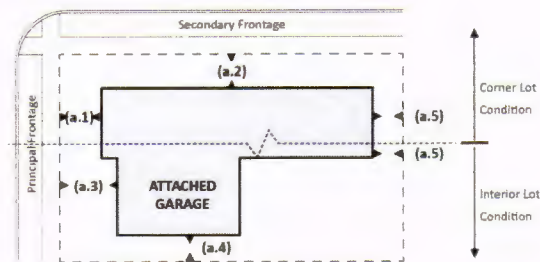


BUILDING HEIGHT

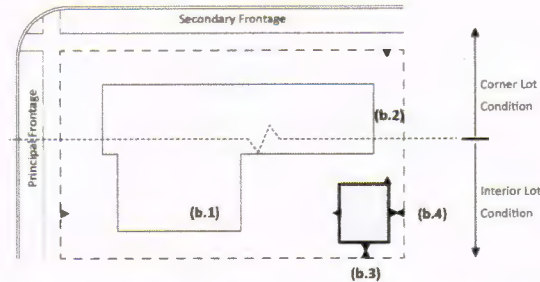


Accessory dwelling units shall meet the requirements of the Nassau County Land Development Code.

PRINCIPAL BUILDING



ACCESSORY BUILDING



GENERAL STANDARDS

Block face length (max.)	1000 ft.
Lot Width (min.)	16 ft. minimum
Lot Width (max.)	100 ft. maximum
Lot Size (min.)	1,200 sqft
Frontage buildout (min.)	50%
Principal building height	3 stories
Accessory building height	2 stories (25 ft)
Impervious SR (max.)	55%
Floor Area Ratio (max.)	1.0

SETBACKS - PRINCIPAL BUILDING

(a.1) Front primary	15 ft. min. 20 ft. max.
(a.2) Front secondary	Up to 20% reduction
(a.3) Attached garage front	20 ft. min.
(a.4) Side street	10 ft. min. No max.
Side yard	5 ft. min.
(a.5) Rear yard	10 ft. min.

SETBACKS - ACCESSORY BUILDING

(b.1) Front primary	50% of lot depth
(b.2) Front secondary	Up to 20% reduction
(b.3) Side street	12 ft. min.
Side yard	5 ft. min.
(b.4) Rear yard	5 ft. min.

BUILDING PLACEMENT	FRONTAGE TYPE
EDGEYARD	COMMON YARD
SIDEYARD	PORCH AND FENCE

ENCROACHMENT	FRONT Y./SIDE ST./REAR Y.	SIDE YARD
PORCH	5 FT MIN, 8 FT MAX	0 FT
STOOP		
BALCONY	3 FT MAX	
BAY WINDOWS		
CANTILEVERED ROOM	2 FT MAX	
EAVE	2 FT MAX	

SUPPLEMENTAL STANDARDS

- Street-facing facades shall be built parallel to the right-of-way.
- All attached garages shall be recessed at least five (5) feet from the front facade of the house.
- Porches shall have a minimum depth of six (6) feet.
- Detached garages are allowed.

Figure 44-16: Transect T-3 Site Design Standards

T3.5 URBAN TRANSITIONAL ZONE



GENERAL STANDARDS

Block face length (max.)	660 ft.
Lot Width (min.)	16 ft. minimum
Lot Width (max.)	150 ft. maximum
Lot Size (min.)	N/A
Frontage buildout (min.)	60%
Principal building height	3 stories
Accessory building height	2 stories (25 ft)
Impervious SR (max.)	75%
Floor Area Ratio (max.)	1.5

SETBACKS - PRINCIPAL BUILDING

(a.1) Front primary	10 ft. min. 15 ft. max. *
(a.2) Front secondary	Up to 20% reduction
(a.3) Side street	10 ft. min. 12 ft. max.
Side yard	5 ft. min.
(a.4) Rear yard	10 ft. min.

SETBACKS - ACCESSORY BUILDING

(b.1) Front primary	50% of lot depth
(b.2) Front secondary	Up to 20% reduction
(b.3) Side street	12 ft. min.
Side yard	3 ft. min.
(b.4) Rear yard	3 ft. min.

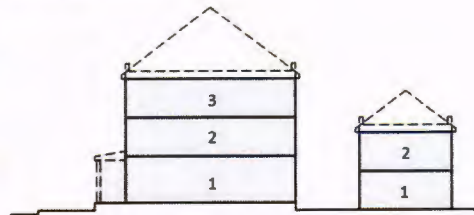
BUILDING PLACEMENT	FRONTAGE TYPE
EDGEYARD	PORCH AND FENCE
SIDEYARD	TERRACE
REARYARD	FORECOURT
COURTYARD	

*Non-residential and mixed-use development in Transect T-3.5 shall utilize a principal building setback of 0' minimum and 15' maximum.

SUPPLEMENTAL STANDARDS

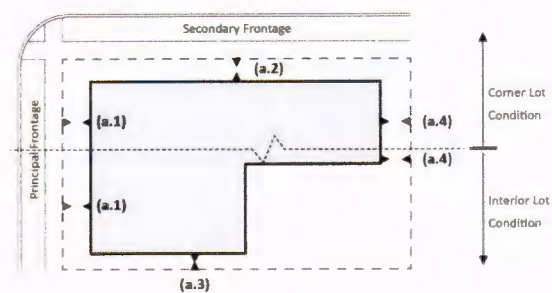
- Street-facing facades shall be built parallel to the right-of-way and shall be the primary facade.
- No on-site parking shall be located between a primary building and the primary street associated with a lot or building site.
- For T-3.5, porches shall have a minimum depth of six (6) feet.
- On-site parking for single-family detached and attached, including a garage, shall only be accessed from a rear road or alley, or shall have a detached garage meeting the minimum setback requirement defined in Table 44-3 which is accessed by a driveway not more than 12 feet in width or as approved by the County Engineer or their designee in compliance with Nassau County's Roadway and Drainage Standards.
- The maximum lot width for a single-family detached lot is 50 feet.

BUILDING HEIGHT

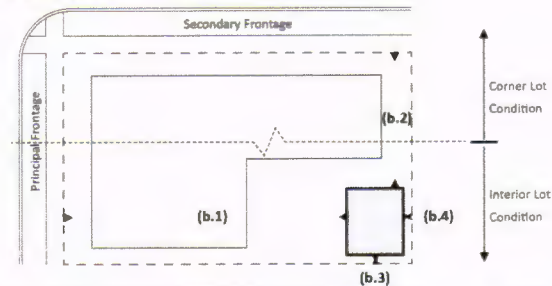


Accessory dwelling units shall meet the requirements of the Nassau County Land Development Code.

PRINCIPAL BUILDING



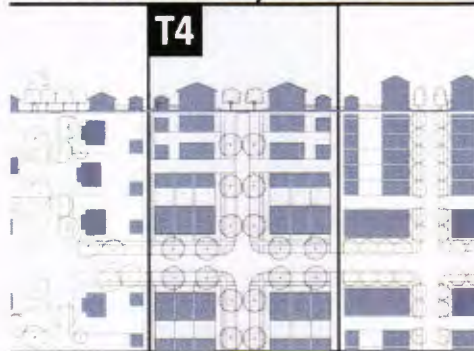
ACCESSORY BUILDING



ENCROACHMENT	FRONT Y./SIDE ST./REAR Y.	SIDE YARD
PORCH		
STOOP	8 FT MAX	
BALCONY	3 FT MAX	
BAY WINDOWS		
CANTILEVERED ROOM	2 FT MAX	
EAVE	2 FT MAX	

Figure 44-17: Transect T-3.5 Site Design Standards

T4 URBAN EDGE/ URBAN GENERAL ZONE



GENERAL STANDARDS

Block face length (max.)	660 ft.
Lot Width (min.)	16 ft. minimum
Lot Width (max.)	N/A
Lot Size (min.)	N/A
Frontage buildout (min.)	80%
Principal building height	4 stories
Accessory building height	2 stories (25 ft)
Impervious SR (max.)	85%
Floor Area Ratio (max.)	2.0

SETBACKS - PRINCIPAL BUILDING

(a.1) Front primary	0 ft. min. 12 ft. max.
(a.2) Front secondary	Up to 20% reduction
(a.3) Side street	6 ft. min. 12 ft. max.
Side yard	5 ft. min.
(a.4) Rear yard	10 ft. min.

SETBACKS - ACCESSORY BUILDING

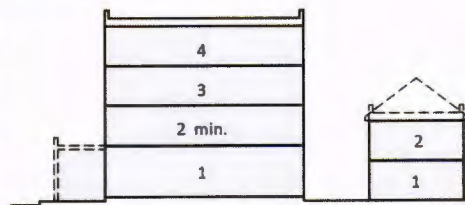
(b.1) Front primary	50% of lot depth
(b.2) Front secondary	Up to 20% reduction
(b.3) Side street	5 ft. min.
Side yard	5 ft. min.
(b.4) Rear yard	5 ft. min.

BUILDING PLACEMENT	FRONTAGE TYPE
EDGEYARD	TERRACE
SIDEYARD	FORECOURT
REARYARD	STOOP
COURTYARD	SHOPFRONT
	GALLERY
	ARCADE

SUPPLEMENTAL STANDARDS

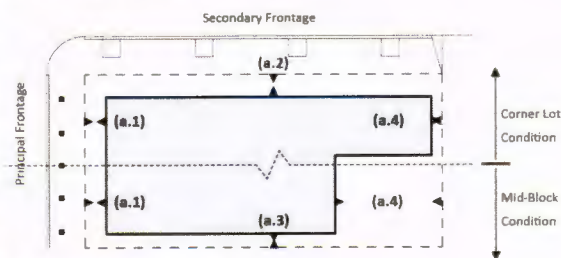
- Street-facing facades shall be built parallel to the right-of-way and shall be the primary facade.
- No on-site parking shall be located between a primary building and the primary street associated with a lot or building site.
- On-site parking for single-family detached and attached, including a garage, shall only be accessed from a rear road or alley, or shall have a detached garage meeting the minimum setback requirement defined in Table 44-3 which is accessed by a driveway not more than 12 feet in width or as approved by the County Engineer or their designee in compliance with Nassau County's Roadway and Drainage Standards.
- The maximum lot width for a single-family detached lot is 50 feet.

BUILDING HEIGHT

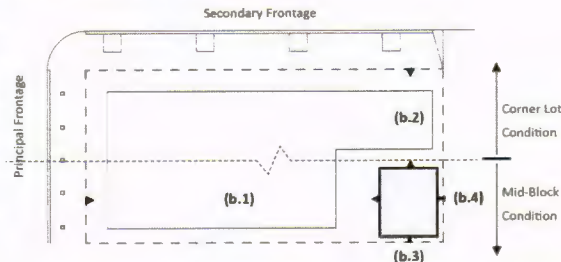


Minimum height requirements shall only apply to Transects T-4, T-4.5, T-5 that are located within identified activity centers as designated in a Community Based Design Overlay regulating plan that abut a state road or arterial roadway (including, but not limited to, US-17, SR 200, Hwy 301, US-1). Accessory dwelling units shall meet the requirements of the Nassau County Land Development Code.

PRINCIPAL BUILDING



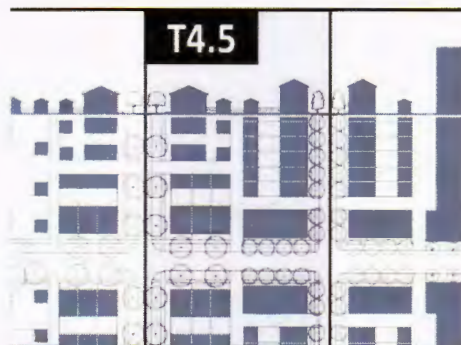
ACCESSORY BUILDING



ENCROACHMENT	FRONT Y./SIDE ST./REAR Y.	SIDE YARD
ARCADE/GALLERY	5 FT MIN, 8 FT MAX	0 FT
STOOP	3 FT MAX	
BALCONY	25% CLEAR OF SIDEWALK WID.	
BAY WINDOW	2 FT MAX	
EAVE	2 FT CLEAR OF CURB (0 FT ALONG REAR)	0 FT
AWNING		

Figure 44-18: Transect T-4 Site Design Standards

T4.5 URBAN CORRIDOR ZONE



GENERAL STANDARDS

Block face length (max.)	660 ft.
Lot Width (min.)	16 ft. minimum
Lot Width (max.)	N/A
Lot Size (min.)	N/A
Frontage buildout (min.)	80%
Principal building height	6 stories
Accessory building height	2 stories (25 ft)
Impervious SR (max.)	85%
Floor Area Ratio (max.)	2.0

SETBACKS - PRINCIPAL BUILDING

(a.1) Front primary	0 ft. min. 10 ft. max.
(a.2) Front secondary	Up to 20% reduction
(a.3) Side street	0 ft. min. 12 ft. max.
Side yard	5 ft. min.
(a.4) Rear yard	10 ft. min.

SETBACKS - ACCESSORY BUILDING

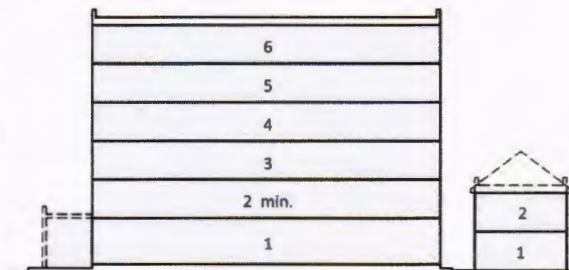
(b.1) Front primary	50% of lot depth
(b.2) Front secondary	Up to 20% reduction
(b.3) Side street	5 ft. min.
Side yard	5 ft. min.
(b.4) Rear yard	5 ft. min.

BUILDING PLACEMENT	FRONTAGE TYPE
REARYARD	FORECOURT
COURTYARD	STOOP
	SHOPFRONT
	GALLERY
	ARCADE

SUPPLEMENTAL STANDARDS

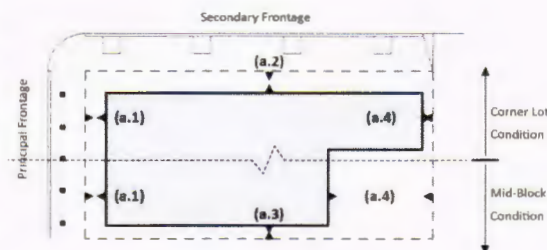
- No on-site parking shall be located between buildings and the primary or side street.

BUILDING HEIGHT

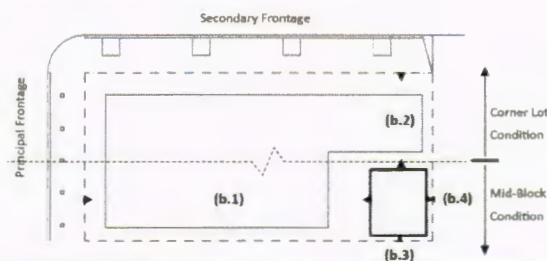


Minimum height requirements shall only apply to Transects T-4, T-4.5, T-5 that are located within identified activity centers as designated in a Community Based Design Overlay regulating plan that abut a state road or arterial roadway (including, but not limited to, US-17, SR 200, Hwy 301, US-1).

PRINCIPAL BUILDING



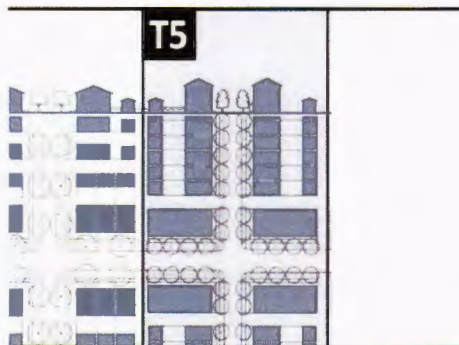
ACCESSORY BUILDING



ENCROACHMENT	FRONT Y./SIDE ST./REAR Y.	SIDE YARD
ARCADE/GALLERY	5 FT MIN,	0 FT
STOOP	8 FT MAX	
BALCONY	3 FT MAX	
BAY WINDOW	25% CLEAR OF SIDEWALK WID.	
FAVE	2 FT MAX	0 FT
AWNING	2 FT CLEAR OF CURB (0 FT ALONG REAR)	

Figure 44-19: Transect T-4.5 Site Design Standards

T5 URBAN CENTER ZONE



GENERAL STANDARDS

Block face length (max.)	660 ft.
Lot Width (min.)	16 ft. minimum
Lot Width (max.)	N/A
Lot Size (min.)	N/A
Frontage buildout (min.)	90%
Principal building height	6 stories
Accessory building height	2 stories (25 ft)
Impervious SR (max.)	90%
Floor Area Ratio (max.)	2.0

SETBACKS - PRINCIPAL BUILDING

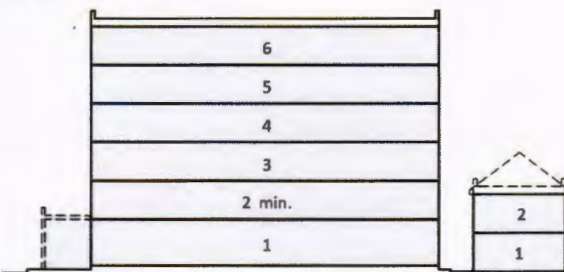
(a.1) Front primary	0 ft. min. 10 ft. max.
(a.2) Front secondary	Up to 20% reduction
(a.3) Side street	0 ft. min. 10 ft. max.
Side yard	0 ft. min.
(a.4) Rear yard	10 ft. min.

SETBACKS - ACCESSORY BUILDING

(b.1) Front primary	50% of lot depth
(b.2) Front secondary	Up to 20% reduction
(b.3) Side street	5 ft. min.
Side yard	5 ft. min.
(b.4) Rear yard	5 ft. min.

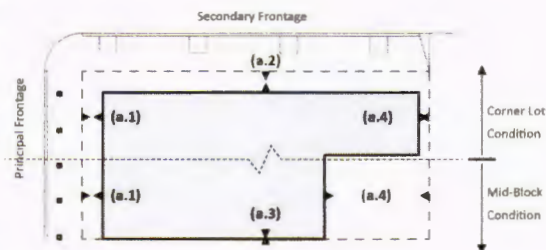
BUILDING PLACEMENT	FRONTAGE TYPE
REARYARD	FORECOURT
COURTYARD	STOOP
	SHOPFRONT
	GALLERY
	ARCADE

BUILDING HEIGHT

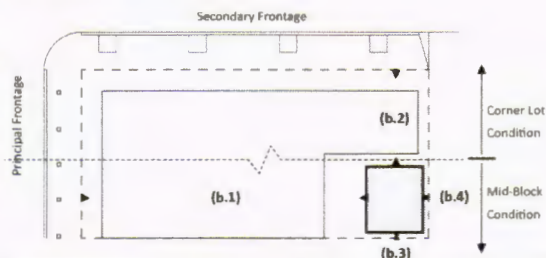


Minimum height requirements shall only apply to Transects T-4, T-4.5, T-5 that are located within identified activity centers as designated in a Community Based Design Overlay regulating plan that abuts a state road or arterial roadway (including, but not limited to, US-17, SR 200, Hwy 301, US-1).

PRINCIPAL BUILDING



ACCESSORY BUILDING



ENCROACHMENT	FRONT Y./SIDE ST./REAR Y.	SIDE YARD
ARCADE/GALLERY	5 FT MIN,	0 FT
STOOP	8 FT MAX	
BALCONY	3 FT MAX	
BAY WINDOW	25% CLEAR OF SIDEWALK WID.	
EAVE	2 FT MAX	0 FT
AWNING	2 FT CLEAR OF CURB (0 FT ALONG REAR)	

SUPPLEMENTAL STANDARDS

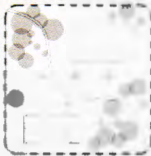

- No on-site parking shall be located between buildings and the primary or side street.

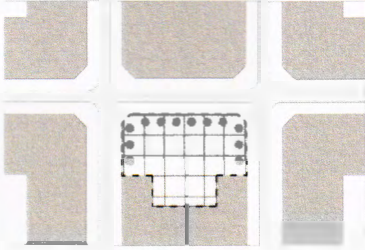
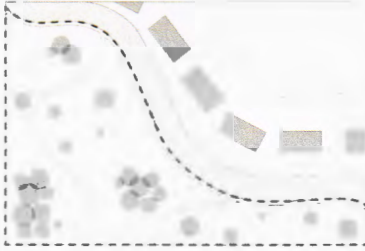

Figure 44-20: Transect T-5 Site Design Standards

44.06.02. GREENS, SQUARES, PLAZAS, PLAYGROUNDS AND OTHER SOCIAL SPACES

- A. For non-residential developments, public spaces and related amenities shall be provided to further engage the public and private realms. These spaces can be included within the extent of the development, or the sidewalk can be widened to provide amenities and activate public spaces.
- B. All non-residential development shall provide public spaces in the form of pocket parks, greens, courtyards, squares, plazas, or similar spaces designed to encourage social activity and provide for a sense of shared space. These public spaces shall be interconnected by orientation or pedestrian facilities, and are intended to be outside rooms that may be used for dining, entertainment, meeting spaces, pocket parks, community functions, and other similar activities.
- C. Public spaces shall be visible and accessible from the adjacent street or major internal pedestrian route.
- D. Public spaces shall include pedestrian-scale lighting.

Table 44-6: Civic/social space.

<i>Civic/Social spaces</i>	<i>Transect</i>	<i>Example</i>	<i>General description</i>
<i>Playground</i>	<p>T-1.5</p> <p>T-2</p> <p>T-2.5</p> <p>T-3</p> <p>T-3.5</p> <p>T-4</p> <p>T-4.5</p> <p>T-5</p>		An open space designed and equipped for the recreation of children. A playground should be fenced and may include an open shelter. Playgrounds may be placed within a block. Playgrounds may be included within parks and greens. There shall be no minimum or maximum size. Trees shall provide for strategic shade around play equipment, benches, and picnic tables.
<i>Square</i>	<p>T-3</p> <p>T-3.5</p> <p>T-4</p> <p>T-4.5</p> <p>T-5</p>		An open space available for unstructured recreation and civic purposes. A square is spatially defined by building frontages. Its landscape shall consist of paths, lawns and trees, formally arranged. Squares shall be located at the intersection of important thoroughfares. The minimum size shall be 1/2 acre and the maximum shall be 5 acres.

<i>Civic/Social spaces</i>	<i>Transect</i>	<i>Example</i>	<i>General description</i>
<i>Plaza</i>	<i>T-3</i> <i>T-3.5</i> <i>T-4</i> <i>T-4.5</i> <i>T-5</i>		<p>An open space available for civic purposes and commercial activities. A plaza shall be spatially defined by building frontages. Its landscape shall consist primarily of pavement. Tree plantings will provide for strategic shade. Plazas should be located at the intersection of streets. The minimum size shall be 1/2 acre and the maximum shall be 2 acres.</p>
<i>Green</i>	<i>T-3</i> <i>T-3.5</i> <i>T-4</i> <i>T-4.5</i> <i>T-5</i>		<p>An open space available for unstructured recreation. A green may be spatially defined by landscaping rather than building frontages. Its landscape shall consist of lawn and trees, naturalistically arranged. The minimum size shall be 1/2 acre and the maximum shall be 8 acres.</p>
<i>Passive Park</i>	<i>T-1.5</i> <i>T-2</i> <i>T-2.5</i> <i>T-3</i> <i>T-3.5</i> <i>T-4</i> <i>T-4.5</i> <i>T-5</i>		<p>A natural preserve available for unstructured recreation. A park may be independent of surrounding building frontages. Its landscape shall consist of paths and trails, meadows, waterbodies, woodland, and open shelters, all naturalistically arranged. Parks may be lineal, following the trajectories of natural corridors. The minimum size varies.</p>

- E. In higher transects (Transect 3.5 or above), activity centers, town centers, and similar intensive urban environments, the level of service (LOS) requirements for neighborhood, community, and regional parks, as specified in the adopted Comprehensive Plan, may be met through a series of smaller, interconnected open and civic spaces. These spaces, integrated within the urban fabric, shall be designed to provide accessible and well-distributed parks and recreational opportunities that support the density and walkability of the surrounding development. The following principles shall apply:
1. **Smaller Open Spaces in Urban Areas:** The requirements for local parks may be satisfied by a network of smaller open spaces, greens, civic plazas, and playgrounds located within a walkable distance of residential and commercial areas. These spaces shall serve as multifunctional areas for passive and active recreation, public gatherings, and social interaction.
 2. **Civic and Public Spaces:** Civic spaces, including plazas and squares, shall be integrated into the design of town centers and urban environments to provide functional, accessible areas for community activities. These spaces shall be designed with considerations for urban aesthetics, accessibility, and connectivity, and may include amenities such as seating, water features, or public art.
 3. **Interconnected Green Spaces:** A system of green spaces, including parks, greens, and linear corridors, shall be incorporated into the layout of the built environment, ensuring that they are connected and accessible. These green spaces should allow for pedestrian and bicycle circulation, offering recreational opportunities and promoting active lifestyles.
 4. **Landscaped Plazas and Play Areas:** In addition to parks, smaller play areas and landscaped plazas shall be provided in urban and town center environments to meet recreational needs. These shall be strategically located in higher transects, providing easy access and connectivity to other community amenities and open spaces.
 5. **Level of Service in Higher Transects:** In compact walkable village centers and higher transects, the cumulative effect of these smaller open spaces shall meet or exceed the LOS requirements traditionally fulfilled by larger local parks. The integration of green spaces, parks, and civic spaces in these areas shall ensure that the needs of the community are addressed in a manner consistent with the goals of good urbanism and pedestrian-oriented design.
 6. **Flexibility and Context-Sensitivity:** The application of these requirements shall be evaluated on a case-by-case basis, taking into account the specific characteristics of the development area, including density, land use, and the surrounding urban context. In some instances, a combination of public and private spaces may be used to meet LOS standards, provided they are accessible to the public and appropriately designed.



Figure 44-21: Example of a Town Center utilizing a mixture of open spaces, plazas, etc.

SECTION 44.07. DEFINITIONS

These definitions apply to Transect Based Zoning Districts. Undefined terms shall have the meanings provided in the Land Development Code, Article 32, as applicable.

General Definitions

1. **Activity Center:** A designated area within a Community-Based Design Overlay (CBDO), as defined in Article 45 of the Land Development Code, which encourages mixed-use development and serves as a focal point for social, commercial, and recreational activities within the community.
2. **Civic Building:** A publicly or quasi-publicly owned structure that is dedicated to functions such as government, education, recreation, arts, or culture. Examples include municipal buildings, libraries, community centers, theaters, and transit stations.
3. **Encroachment:** The physical intrusion of a structure or part of a structure that extends beyond the legal building envelope, such as into required setbacks or airspace limits. Encroachments can include projections like balconies, overhangs, or eaves that violate zoning or design regulations.
4. **Façade:** The primary exterior face or wall of a building that is visible from a public space, such as a street, plaza, or public open space. The façade is a key element in determining the aesthetic and functional character of a building, including elements like windows, entrances, and architectural treatments.
5. **Middle Housing:** A range of moderate-density residential building types that are compatible in scale with detached single-family homes and support walkable, mixed-use neighborhoods. Middle housing includes, but is not limited to, duplexes, triplexes, quadplexes, townhomes (attached), cottage courts, live-work units, and other small-scale, multi-unit configurations. These housing types serve as a transition between lower-density detached housing and higher-density multifamily or mixed-use development and are designed to integrate seamlessly within Transect-based communities.
6. **Liner Building:** A building designed specifically to conceal a parking structure or parking lot from public view. Liner buildings typically have active uses (such as retail or residential) at the ground level to create a continuous street edge and maintain an attractive urban environment.
7. **Live-Work:** A residential unit that integrates both living and working spaces, designed to accommodate individuals or families who operate a business or office from their residence. Live-work units are common in mixed-use neighborhoods where there is a blending of residential and commercial uses.
8. **Lot Width:** See Article 32, Land Development Code.
9. **Fair Market Value:** The value of buildings and structures, excluding the land and other improvements on the parcel. Fair market value is the actual cash value (like-kind replacement cost depreciated for age, wear and tear, neglect, and quality of construction) determined by a Florida Certified Appraiser, or tax assessment value established by the Nassau County Property Appraiser plus ten (10) percent. Appraisals by a Florida Certified Appraiser shall not use the "income capitalization approach," which bases value on the use of the property and not on the structure.
10. **Passive Recreational Opportunities:** Leisure activities that do not require intense physical exertion or structured organization. These activities are often nature-based and include hiking, birdwatching, fishing, camping, and other outdoor pursuits that encourage interaction with the natural environment.
11. **Principal Frontage:** The main street-facing side of a property, often determined by the location of the building's primary entrance. On corner lots, the principal frontage refers to the street that provides the main access and the primary orientation for the building design.

12. **Private Frontage:** The portion of land between the building facade and the public frontage line, often developed with landscaping, sidewalks, or other private amenities. This space is typically owned by the property owner and is regulated for aesthetic and functional purposes in urban design.
13. **Public Frontage:** The area between the curb and the private frontage line, which is typically dedicated for public use. Public frontage includes sidewalks, streetscapes, and other elements of the public realm that enhance pedestrian access, safety, and the visual appeal of the area.
14. **Rearage Road:** A secondary access road, typically located at the rear of properties, used primarily for service functions, such as loading docks, delivery zones, and parking areas. Rearage roads are designed to reduce traffic congestion and maintain the aesthetic appeal of primary streets.
15. **Regulating Plan:** A zoning map or set of maps that defines specific regulations for each zone, including transect zones, building form standards, land use regulations, and special requirements. Regulating plans are often used in form-based codes to direct the development of public spaces, streets, and private properties.
16. **Retail Frontage:** A segment of the building or lot designated for retail use, typically located on the ground floor and facing the street. Retail frontages are designed to encourage pedestrian traffic and activate the public realm with retail or service-based businesses.
17. **Setback:** See Article 32, Land Development Code.
18. **Side Street:** The street that runs along the side of a corner lot, typically having a lower classification than the primary street (e.g., a secondary road or residential street). The side street often has its own setback and design requirements.
19. **Transparency:** refers to the percentage of a building façade composed of clear, non-reflective glazing that provides direct views into and out of interior spaces. It is calculated as a proportion of the wall surface within a measured façade area and is intended to promote visual interaction between the public and private realms, contributing to pedestrian safety, comfort, and an engaging streetscape. Only transparent glazing that allows unobstructed visibility into active interior spaces shall be counted toward meeting transparency requirements. Glazing that is opaque, frosted, mirrored, or heavily tinted does not qualify. Spandrel glass, faux windows, or glass applied solely for decorative or screening purposes shall also be excluded. Alternative materials may be considered only if they provide equivalent transparency and are permanently installed to allow clear visual connection between the building's interior and the exterior public realm. Approval of such materials shall be subject to review by the Development Review Committee and demonstration of functional transparency.

Residential Uses

1. **Accessory Dwelling:** See Article 32, Land Development Code.
2. **Assisted Living Facility:** See Article 32, Land Development Code.
3. **Bed & Breakfast (Up to 5 Guest Rooms):** See Article 32, Land Development Code.
4. **Courtyard Single Family Development:** A development featuring single-family homes arranged around a central courtyard, offering shared open space for residents.
5. **Hotel (No Guest Room Limit):** See Article 32, Land Development Code.
6. **Inn (Up to 12 Guest Rooms):** A small lodging establishment with up to twelve guest rooms, typically offering personal accommodations, often with additional services like breakfast.
7. **Live-Work Unit:** A residential unit designed for both residential and business uses, allowing the resident to operate a business from the same space.
8. **Manufactured Home/Mobile Home:** See Article 32, Land Development Code.
9. **Mixed Use:** A development model that incorporates multiple land uses (such as residential, commercial, and/or office) within the same building or complex, either through vertical stacking

(e.g., apartments above retail) or horizontal adjacency (e.g., different uses in separate buildings within close proximity).

10. **Multi-Family 2 to 4 Units:** A residential structure containing two to four separate dwelling units, typically for rental or ownership by multiple households.
 11. **Multi-Family Greater Than 4 Units:** A residential structure containing more than four units, intended for multi-household living, including apartments or condominiums.
 12. **Resort:** A recreational facility offering lodging accommodations, amenities, and services for guests, typically in tourist destinations.
 13. **School Dormitory:** See Article 32, Land Development Code.
 14. **Single-Family Attached (Row House/Townhouse):** A residential building that shares at least one wall with an adjacent unit, typically part of a larger development.
 15. **Single-Family Detached Dwelling:** See Article 32, Land Development Code.
-

Office Uses

1. **Medical/Personal Services Offices:** See Article 32, Land Development Code.
 2. **Office Building:** See Article 32, Land Development Code.
 3. **Professional Offices:** See Article 32, Land Development Code.
-

Service Uses

1. **Ambulatory Care:** A healthcare service facility that provides medical treatment to patients who are not admitted overnight. These facilities typically offer diagnostic, therapeutic, or preventive services, and patients visit for scheduled appointments or treatments.
 2. **Animal Groomer:** A business providing grooming services for pets, including bathing, trimming, and other services.
 3. **Animal Vet/Daycare/Boarding Facility:** A facility offering veterinary care, pet daycare, or boarding services for animals.
 4. **Child/Adult Daycare:** See Article 32, Land Development Code.
 5. **Funeral Home:** A business providing funeral services, including preparation, embalming, and cremation (provided off-site only), as well as the sale of caskets and urns.
 6. **Health and Fitness Establishment:** A facility offering services related to fitness and wellness, including gyms, yoga studios, and fitness training centers.
 7. **Hospital:** See Article 32, Land Development Code.
 8. **Mini-Storage:** See Article 32, Land Development Code.
 9. **Research and Development Center:** A facility dedicated to the research, design, and development of new products or technologies.
-

Retail Uses

1. **Alcohol Selling Establishment (Including Amenity Centers):** A business that sells alcoholic beverages, such as a bar or restaurant, including amenities centers in residential areas.
2. **Kiosk:** A small, stand-alone structure used for the display and sale of goods or services. Kiosks are typically located in high-traffic areas, such as malls, parks, or transit stations, and can serve as points of sale, information centers, or service desks.
3. **Open-Market Building/Farmers Market:** A space where vendors sell agricultural products directly to consumers, often in an open-air setting.
4. **Restaurant/Food Establishment:** A business that prepares and serves food for consumption on-site or for takeout.
5. **Retail Building:** See Article 32, refer to definition of "Retail."
6. **Shopping Center:** See Article 32, Land Development Code.

7. **Grocery Store/Supermarket:** A retail business selling food and other essential goods, typically with a focus on groceries.
8. **Big Box Store (>75,000 sqft):** A large-scale retail or wholesale establishment with a gross floor area of 75,000 square feet or more, typically offering a wide variety of consumer goods, bulk merchandise, or home improvement products. These stores may operate as standalone businesses or as anchor tenants within commercial developments, serving as regional or community retail destinations.
9. **Home Improvement Store:** A retail store specializing in home construction, renovation materials, tools, and appliances.

Public/Quasi-Public Uses

1. **Bus Shelter:** A structure providing shelter for individuals waiting for public transportation.
2. **Cemetery:** See Article 32, Land Development Code.
3. **Convention Center:** A large facility designed to host conventions, trade shows, and other large events.
4. **Essential Public Services:** Services necessary for the functioning of a community, such as water, sewage, and emergency services.
5. **Fire Station:** A facility where firefighting personnel and equipment are located, providing emergency response services.
6. **Parking Structure:** A multi-level building designed to provide parking spaces for vehicles.
7. **Passenger Terminal:** A facility used for the boarding and disembarking of passengers, such as at airports or bus terminals.
8. **Playground:** An outdoor recreational space with equipment designed for children to play.
9. **Police Station:** A facility housing law enforcement officers and equipment for providing public safety services.
10. **Public Art:** Artwork displayed in public spaces for the enjoyment and education of the community.
11. **Religious Assembly:** A building or space used for religious services and activities, such as a church, synagogue, mosque, or temple.
12. **Surface Parking Lot:** An open area designated for the parking of vehicles, typically without any structures.
13. **Indoor/Outdoor Recreation (Private):** Private facilities for recreational use, including gyms, sports clubs, and private parks.
14. **Indoor/Outdoor Recreation (Public):** Public facilities for recreational use, such as community centers, public parks, and playgrounds.
15. **Library:** A public facility offering books, digital media, and other resources for learning and leisure.

Entertainment Uses

1. **Live Theater:** A venue for live performances, including plays, musicals, and other theatrical productions.
2. **Movie Theater:** A facility designed for the viewing of films on large screens.
3. **Museum:** A public institution dedicated to the collection, preservation, and exhibition of items of historical, artistic, or cultural significance.
4. **Outdoor Auditorium:** A venue designed for outdoor performances and gatherings, such as concerts or theatrical productions.

Agricultural Uses

1. **Agricultural Storage:** A facility used for storing agricultural products, tools, and equipment.
2. **Agricultural Stand:** See Article 32, Land Development Code.

3. **Agritourism:** Agricultural activities offered to the public for recreational, educational, or entertainment purposes, such as farm tours or harvest festivals.
 4. **Event Venue:** A location used for hosting events, such as weddings, conferences, and other large gatherings.
 5. **General Agriculture:** The cultivation and production of crops, livestock, and other agricultural products.
 6. **Greenhouse:** A structure used for growing plants in a controlled environment.
 7. **Kennel:** See Article 32, Land Development Code.
 8. **Livestock Pen:** A confined space used for keeping and managing livestock.
 9. **Silviculture:** The practice of managing forests for timber production, conservation, and other uses.
 10. **Stable:** A structure used for housing and caring for horses.
 11. **Urban Farming:** Agricultural activities that take place in urban areas, such as rooftop farming or community gardens.
-

Automotive Uses

1. **Automobile Service:** See Article 32, Land Development Code.
 2. **Drive-Through Facility:** A facility that allows customers to receive services or products without leaving their vehicles, such as a drive-through restaurant.
 3. **Gasoline Service Station:** A facility where gasoline and other fuels are sold, often including additional services like convenience stores.
 4. **Truck Service:** A business providing maintenance and servicing of trucks and commercial vehicles.
-

Educational Uses

1. **Charter or Private School (Other Than an Elementary):** A private or charter school providing primary or secondary education, not operated by a public school system.
2. **College/University:** An institution of higher education offering undergraduate and graduate degree programs.
3. **Elementary School (Public, Private, or Charter):** A school providing primary education, typically for children ages 5 to 12.
4. **High School:** An educational institution providing secondary education for students aged 14-18.
5. **Middle School:** A school that serves as a transition between elementary and high school, typically for students aged 11-14.
6. **Vocational, Technical, Trade Schools and Similar Uses:** Educational institutions focused on teaching skills for specific trades or technical fields.

EXHIBIT B - ARTICLE 45
TIMBER TO TIDES DESIGN OVERLAY COMMUNITY BASED DESIGN STANDARDS

See LDC25-001 Attachment B – Article 45

Additions = red underline
Deletions = ~~red strikethrough~~
Relocated = green double underline

ARTICLE 45 TIMBER TO TIDES DESIGN OVERLAY – COMMUNITY BASED DESIGN STANDARDS

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SECTION 45.01. TIMBER TO TIDES DESIGN OVERLAY AND DESIGN STANDARDS

45.01.01. PURPOSE AND INTENT.

The intent and purpose of the Timber to Tides Design Overlay (T2TDO) is to implement the provisions of the Nassau County Comprehensive Plan (Policy FL.02.06). The T2TDO under the Nassau County Comprehensive Plan must comply with the Community-Based Design Standards (CBDS) of this Code. The provisions of this section are intended to assist in reshaping the development pattern within this area over time to a more walkable form that functions as a sustainable development configuration that connects people to places where they can live, work, play, and stay. The design standards apply to all development regardless of whether they are rezoned to a transect or retain in their current Future Land Use Map and zoning classifications, unless expressly exempted in this Article.

The transect-based system of spatial and land use organization is a specific type of CBDS and is the preferred method of achieving the desired development pattern of a Community Based Design Overlay (CBDO). Transect zones are used to create new sustainable and walkable mixed-use built environments and are used to provide gradual transition from rural to urban densities. It is the expressed intent of this Code to ultimately convert the zoning designation of lands within a CBDO to a Transect-Based Zoning Designation through the processes and incentives established in both the Comprehensive Plan and this Land Development Code (LDC).

Article 45 establishes the CBDS for the T2TDO.

45.01.02. TIMBER TO TIDES DESIGN OVERLAY (T2TDO)

The boundary of the Timber to Tides Design Overlay is illustrated in Figure 45-01.



Figure 45-01: Timber to Tides Design Overlay Boundary

SECTION 45.02. APPLICABILITY

45.02.01. APPLICABILITY OF DESIGN STANDARDS

All development, including redevelopment or a change of use, located within the Timber to Tides Design Overlay (T2TDO) shall be consistent with the regulatory standards of Article 44 and the CBDS established under Article 45 of this Code, unless expressly exempted. These standards and regulations shall apply to both private and public lands within the T2TDO. Redevelopment in this context means any combination of repairs, reconstruction, addition, alteration, or improvement to a structure, that takes place during the life of the structure, the cumulative cost of which equals or exceeds fifty percent of the fair market value of the structure as defined in Article 44. Additionally, a change of use shall be defined as any modification to the primary function or occupancy classification of a building or site that results in a substantial shift in its physical characteristics, operational requirements, or impact on surrounding properties. This includes, but is not limited to, transitions that alter parking demand, pedestrian access, building form, or required infrastructure. Any change of use that affects building form or site layout shall require conformance with Article 44 and Article 45 to ensure consistency with the intended character and functionality of the area.

- A. The construction or replacement of a single-family dwelling and mobile homes on an individual parcel of land existing prior to adoption of the T2TDO, shall not be subject to the CBDS. This exemption shall not apply to lands that have been the subject of a rezoning or FLUM amendment subsequent to that date, except for properties identified as having a conflict as shown in Attachment C who opt to participate in the department sponsored conflict resolution within the seven-month timeframe following adoption of this legislation. New single-family dwelling and mobile homes building sites created by the approval of a family hardship, parent tract lot split, or open rural homestead exemption shall not be subject to the CBDS.
- B. Any planned unit development (PUD) with a PUD development order (PUD DO) executed by the Board of County Commissioners (BOCC) prior to the adoption of the T2TDO shall be subject to the standards defined in the approved PUD DO and nothing within the CBDS shall supersede any existing provision in a valid PUD DO approved as of that date, with the exception of Section 45.03.02.F, Access Management Standards. Any future amendment or modification of a PUD DO will be subject to the T2TDO.
- C. When this Article is silent or ambiguous as to a certain design element or standard within the T2TDO, provisions in the Land Development Code (LDC) shall control. In the event of a conflict between T2TDO standards and the LDC, the stricter standard shall control.

45.02.02. NONCONFORMING DEVELOPMENT

Nonconforming developments are those land uses, buildings, structures and/or other improvements which are in existence on the effective date of the Timber to Tides Design Overlay (T2TDO) and which by use, design, construction, or arrangement, do not comply with the provisions of the T2TDO. A complete site engineering plan application received prior to the effective date of the T2TDO shall be considered a nonconforming development for the purposes of this section. Nonconforming development may remain in a nonconforming state subject to the following restrictions:

- A. Public hazard. The nonconforming development must not constitute a threat to the general health, safety, or welfare of the public.
- B. Ordinary repair and maintenance. Normal and ordinary maintenance and repair necessary to continue a nonconforming development shall be deemed an authorized activity.
- C. Expansions or extensions. The gross floor area of nonconforming buildings or structures shall not be expanded, modified, enlarged, or extended by more than ten (10) percent, or more than four

ARTICLE 45 TIMBER TO TIDES DESIGN OVERLAY – COMMUNITY BASED DESIGN STANDARDS

thousand (4,000) square feet, whichever is less. Repeated expansion of a development constructed over any period of time, commencing with the effective date of these regulations, shall be combined in determining whether this threshold has been reached.

- D. Abandonment or discontinuance. Where nonconforming development is abandoned or a nonconforming use is discontinued or abandoned for a period of twelve (12) consecutive months, the existence of the nonconforming use or development shall terminate, and any further use or development of the premises shall comply with the provisions of this Code.
- E. Damage or destruction. Where nonconforming development is substantially damaged or destroyed, reconstruction of such development shall comply with the provisions of the T2TDO. A structure shall be considered substantially damaged or destroyed if the cost of reconstruction or repair is 50 percent or more of the fair market value of the structure or improvement at the time of the damage or destruction. If the nonconforming development is comprised of multiple structures or improvements, the cost of reconstruction shall be measured against the combined fair market value of all of the structures in determining the issue of substantial damage. The County shall have the authority to request an appraisal be performed, at the property owner's expense, if there is reasonable suspicion the nonconforming development has been damaged beyond 50 percent of the fair market value. Nassau County reserves the right to have a second appraisal performed at the County's expense.
- F. Change of ownership. Change of ownership or other transfer of an interest in real property on which a nonconforming use is located shall not, in and of itself, terminate the nonconforming status of the premises.
- G. Change in use. Should a nonconforming use be converted in whole or in part to a conforming use, that portion of the nonconforming use so converted shall lose its nonconforming status.
- H. Removal from Property. Should a nonconforming development be removed from the real property for any reason, it shall be replaced by development which complies with applicable law.

45.02.03. REZONING AND COMPREHENSIVE PLAN AMENDMENTS

- A. Existing Zoning and FLUM. Existing parcels within the T2TDO may choose to develop and/or redevelop according to the existing zoning classification and Future Land Use Map (FLUM) designation subject to compliance with all applicable standards defined in Articles 44 and 45. In other words, whether a property is developed and/or redeveloped under the existing zoning classification and FLUM designation or the Transect Based Zoning Designation, the standards defined in Articles 44 and 45 shall apply to new development and redevelopment.
 - 1. If a property is developed and/or redeveloped under the existing zoning and FLUM designation, then:
 - a. The project shall not be eligible to utilize the density and intensity standards defined in Policy FL.02.06. The density and intensity standards associated with the existing FLUM designation shall control.
 - b. The project shall use only the permitted uses identified in the existing zoning district.
 - c. The CBDS and lot parameters defined by the underlying transect designation from FLUMS-11 shall apply.
 - 2. Rezoning and FLUM Amendment. No rezoning or FLUM amendment shall be approved except to the corresponding Transect defined in the T2TDO Regulating Plan or another Transect consistent with the standards found in Article 44.
 - a. A request to change the zoning classification or to amend the FLUM designation of a land area to any zoning category or FLUM designation other than to one of the Transects defined in Article 44 shall not be processed.
 - b. This provision shall not apply to new building sites created by a Family Hardship Developments, Parent Tract Split, or Open Rural Homestead Exemption.

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3. It is the expressed intent of Nassau County to convert the zoning and FLUM designation of all lands within the T2TDO to the Transect based plan defined in Article 44.
4. Properties with existing zoning or Future Land Use Map (FLUM) designations that conflict with the adopted Land Development Code and Comprehensive Plan, as identified in Attachment “C” of this Land Development Code Amendment, shall be allowed a transition period of seven (7) months from the effective date of this ordinance. During this transition period, property owners may voluntarily submit applications to bring their zoning and/or FLUM designation into compliance with the current Land Development Code and Comprehensive Plan. After the conclusion of this period, any application for rezoning or FLUM amendment within the T2TDO shall only be considered if it proposes a Transect zoning and FLUM designation consistent with Article 44 and 45, and as identified on the T2TDO Regulating Plan, unless expressly exempted.
5. It is the expressed intent of Nassau County to prevent property owners and development entities from incrementally entitling lands. As such, a request for a rezoning or FLUM amendment shall not be processed for a portion of land area that is:
 - a. Subject to a unified development plan, or;
 - b. Subject to a master development plan, or;
 - c. Under a shared/common marketing plan, or;
 - d. Subject to a development plan divided in to phases, whether approved or not approved by Nassau County.

The division of land into multiple tax parcels and/or between multiple development entities does not negate reviewing the land area in totality for application of this provision or for potential impacts of development. The term ‘Common Ownership’ in the T2TDO shall have the meaning to include any corporation, subsidiary, limited liability company, limited partnership, general liability partnership, limited liability partnership, or any other entity doing business in Nassau County with a common parent corporation, company, or partnership, or, whose manager(s), managing agent(s), officer(s) is(are) the same person, group of persons, entity, or group of entities.

6. Incremental development may occur when the zoning and FLUM have been amended to the assigned Transect and the project demonstrates compliance with the standards of Article 44 and 45.
7. Special Districts. A T-7 Special District (T-7SD) is considered the same as a Planned Unit Development (PUD) and shall follow the review/process procedures defined in Article 25 LDC. A property requesting a change in zoning classification and FLUM designation to T-7SD shall have a gross area of at least 5 acres. Each proposed T-7SD (PUD) shall demonstrate consistency with Article 25 LDC, as amended from time to time, and the regulatory controls of Articles 44 and 45.
 - a. A T-7SD shall only be approved upon a finding of consistency with the intent of the T2TDO, the adopted Vision Plan, the adopted Comprehensive Plan and Article 25 LDC.
 - b. The T-7SD is not intended to be used as a means to subvert the standards defined in Articles 44 and 45. In other words, the T-7SD shall not be used as a means to obtain a “blanket variance” from the standards of the T2TDO. The T-7SD is only intended for use to support unique development scenarios beneficial to Nassau County that cannot otherwise be realized through the primary T2TDO Transect Spectrum.
8. Transect Modifications. If a property owner wishes to change the Transect designated on the T2TDO Regulating Plan, he/she shall submit a rezone application and FLUM amendment request based on the following process:
 - a. In addition to the general criteria for review of an application to change the zoning classification of a land area as defined in Section 5.02 of the Land Development Code and

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associated application form, all such rezoning applications within the T2TDO shall also comply with the following:

- i. All rezoning applications proposed within the T2TDO shall be compatible with the surrounding Transects as depicted on the T2TDO Regulating Plan.
 - ii. A rezoning request shall be submitted with a companion application for a FLUM amendment to the corresponding Transect.
 - iii. A rezoning application that is not submitted with a companion application for a FLUM amendment shall not be processed.
 - b. In addition to the general criteria for review of an application to amend the FLUM designation of a land area as defined in Policy FL.01.04 of the adopted Comprehensive Plan, all applications for a FLUM amendment within the T2TDO shall also comply with the following:
 - i. All FLUM amendment applications within the T2TDO shall be compatible with the surrounding Transects as depicted on the T2TDO Regulating Plan.
 - ii. A request to amend the FLUM designation of a land area shall be submitted with a companion application for rezoning to the corresponding Transect.
 - iii. An application to amend the FLUM designation that is not submitted with a companion application to change the zoning classification shall not be processed.
 - c. Prior to a rezoning or FLUM amendment, requests for modifications within Transect T4, T4.5, and T5 may transition up or down in half-step zoning increments (e.g., T4 to T4.5, or T4.5 to T5) to accommodate the nuanced similarities in form, intensity, and complexity of these zones. Such transitions shall be permitted where the proposed development maintains the intended character of the new transect zone and aligns with the comprehensive urban design framework. Any such adjustments shall be subject to administrative review to ensure compatibility with adjacent properties and the overall intent of the T2TDO. These decisions are subject to appeal through the Planning and Zoning Board pursuant to Article 5 of the Land Development Code.
9. Certain properties located within one thousand (1,000) feet of each side of SR 200/A1A—extending from the west side of the Thomas J. Shave Bridge to Police Lodge Road—are subject to the access management regulations of the Timber to Tides Design Overlay (T2TDO) by geographic inclusion only. These properties:
- a. Were not evaluated during the T2TDO planning and visioning process and are not assigned a Transect designation on the Regulating Plan;
 - b. May not apply for or be rezoned to a Transect designation unless formally studied and incorporated into the T2TDO through a future amendment initiated by the County;
 - c. Shall retain their current zoning classification and Future Land Use Map (FLUM) designation for the purposes of development and redevelopment;
 - d. Are subject solely to the access management standards established in Section 45.03.02.F;
 - e. Are not required to comply with the Community-Based Design Standards (CBDS), Transect regulations, or design-based provisions in Articles 44 and 45; and
 - f. May apply for rezoning or a FLUM amendment to any zoning district or future land use category currently allowed in the County's Land Development Code or Comprehensive Plan, provided the request is consistent with the County's adopted planning framework and does not rely on a Transect designation.

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45.02.04. TRANSFER OF DEVELOPMENT RIGHTS

- A. Properties within the T2TDO that have been properly classified as a Transect consistent with the T2TDO may transfer residential densities from lands in the T-1.5, T-2, and T-2.5 Transects (sending zones) to lands in the T-3, T-3.5, T-4, T-4.5, T-5 and T-7 SD Transects (receiving zones) if:
 - 1. Both the sending and receiving properties are held in common ownership, or;
 - 2. Both the sending and receiving properties are part of a unified master development plan, and/or Development Order approved by Nassau County.
- B. Where lands are dedicated for public use, such as parks, schools, rights-of-way, or to accommodate other similar public uses and infrastructure, the residential densities associated with those lands may be reallocated to lands in the T-3, T-3.5, T-4, T-4.5, T-5 and T-7 SD Transects if:
 - 1. Both the sending and receiving properties are held in common ownership, or;
 - 2. Both the sending and receiving properties are part of a unified master development plan and/or Development Order approved by Nassau County.
- C. When residential densities are transferred from one property to another, the residential density within the receiving zone (property receiving the additional dwelling units) shall not exceed the aggregate of the allowable density for the sending and receiving zones (the property sending and the property receiving the dwelling units).
- D. All transfer of residential densities shall be memorialized in an Agreement approved by the County.

45.02.05. VESTING

- A. This section clarifies when development rights are vested and which set of standards apply during development, redevelopment, or a change of use.
- B. The requirements of Article 45 apply to all development, redevelopment, and changes of use within the T2TDO boundary unless explicitly exempted.
- C. Vesting Criteria: A development shall be considered vested and not subject to Article 45 if any of the following apply:
 - 1. An approved Preliminary Binding Site Plan (PBSP) or Site Engineering Plan (SEP) exists prior to the effective date of Article 45 and remains valid.
 - 2. The property is subject to an approved Final Development Plan (FDP) that remains active.
 - 3. A valid building permit was issued prior to the effective date of Article 45.
 - 4. A recorded and valid Development Agreement is in place that establishes separate standards from Article 45.
 - 5. A planned unit development (PUD) application that has been approved prior to the effective date of Article 45.
- D. Pending Applications: SEP, PUD, and FDP applications deemed complete prior to the effective date of Article 45 may proceed under the prior standards unless the applicant elects to conform to the T2TDO.
- E. Substantial Modifications to Vested Projects: A vested project may continue under the standards in effect at the time vesting was established. However, a vested development is subject to Article 45, if it undergoes a substantial modification, as determined by the Planning Director in accordance with the criteria listed below.
 - 1. A modification shall be considered substantial if it includes any of the following:
 - a. An increase in approved density or intensity, such as additional square footage, dwelling units, or impervious area.
 - b. A significant change to site configuration, including the relocation of buildings, circulation, or access that alters site functionality or public realm conditions.
 - c. A reduction or relocation of required open space, buffers, or pedestrian facilities.
 - d. Expansion beyond the approved development boundary.

ARTICLE 45 TIMBER TO TIDES DESIGN OVERLAY – COMMUNITY BASED DESIGN STANDARDS

2. The following shall not be considered substantial modifications:
 - a. Construction of accessory structures consistent with approved use and placement.
 - b. Renovations or tenant changes that do not alter site layout or building footprint.
 - c. Minor adjustments to landscaping or parking layout within approved bounds.
 - d. Modifications required to meet applicable federal, state, or local law.
3. The Planning Director shall issue a written determination on substantial modification requests. Applicants may submit a vesting and modification determination request for confirmation.

45.02.06. EXEMPTIONS FOR RELIGIOUS INSTITUTIONS AND HISTORIC SITES

The purpose of this section is to preserve and protect religious institutions and historically significant sites located within the boundaries of the Timber to Tides Design Overlay (T2TDO). These properties serve as vital cultural and community landmarks and often reflect architectural traditions significant to the County's heritage. In accordance with Objective FL.05 of the Comprehensive Plan, exemptions are provided to ensure that these sites may continue their functions without being subject to design standards that may alter their historic or religious character. For the purposes of this section, a religious institution is defined as a building or group of buildings lawfully used for nonprofit purposes by a recognized or established religion as its primary place of worship. This may include, but is not limited to, churches, sanctuaries, chapels, temples, synagogues, mosques, and associated structures such as a residence for clergy, educational or fellowship facilities, religious schools or daycares, and other accessory uses that support the religious mission of the institution. A historic site is defined as a property, structure, or place within the T2TDO that holds architectural, cultural, or historical significance and is either (1) listed on the National Register of Historic Places, or (2) documented in the Florida Master Site File maintained by the Florida Department of State, Division of Historical Resources.

A. Applicability and General Exemption

1. Religious institutions and historic sites, as defined herein, shall not be considered nonconforming uses or structures under Article 45.
2. These properties may remain in active use, undergo repair, or be reconstructed without being subject to the Community-Based Design Standards (CBDS), provided the original religious or cultural function and historic vernacular are maintained.

B. Repair, Reconstruction, and Replacement

1. In the event of partial or complete destruction due to fire, act of God, or similar event, religious institutions and historic sites may be repaired or rebuilt in their prior form.
2. The following criteria shall apply:
 - a. The structure may be rebuilt in its original location and footprint;
 - b. Building height, architectural detailing, and exterior materials shall replicate the previous design including massing, materials, and architectural style;
 - c. Modernization that alters the historic appearance or character of the structure shall not be permitted.

C. Expansion and Site Modifications

1. Expansion or modification of a protected religious or historic site shall be permitted under the property's existing Euclidean zoning designation, provided such expansion:
 - a. Does not increase the degree of nonconformity;
 - b. Maintains compatibility with the historic character of the site and surrounding context.
2. Expansion that introduces modern architectural forms or seeks greater intensity shall require rezoning to a Transect district and full compliance with Article 45.

D. Optional Transition to Transect Zoning

ARTICLE 45 TIMBER TO TIDES DESIGN OVERLAY – COMMUNITY BASED DESIGN STANDARDS

1. Property owners may voluntarily request rezoning to a Transect district.
 2. Upon rezoning, all applicable design, use, and form standards of the assigned Transect shall apply.
 3. No religious institution or historic site shall be required to transition to a Transect district in order to continue operating.
- E. Eligibility Determination
1. A site shall be considered eligible for this exemption if it meets one or more of the following criteria:
 - a. Verified listing on the National Register of Historic Places;
 - b. Documented inclusion in the Florida Master Site File;
 - c. Demonstrated use as a religious institution prior to the adoption of the T2TDO.
 2. Determination of eligibility shall be made by the Planning Director or designee upon submission of sufficient documentation. The burden of establishing eligibility rests with the applicant.
- F. Adaptive Reuse of Religious Institutions and Historic Sites
1. Adaptive reuse of a religious institution or historic site may be permitted when the proposed use:
 - a. Is functionally similar to the original use (e.g., community assembly, education, cultural center);
 - b. Preserves the historic integrity of the site's architecture, materials, and vernacular;
 - c. Does not introduce external changes that would alter the character-defining elements of the building or site layout, such as significant changes to massing, entrances, or parking orientation.
 2. Adaptive reuse proposals that result in:
 - a. A change in site circulation (e.g., added curb cuts, traffic volume, or parking expansion);
 - b. A substantial change in use (e.g., religious assembly converted to commercial or institutional use with different operational demands); or
 - c. Alterations inconsistent with the historic record shall require rezoning to a Transect district and full compliance with the provisions of Article 45.
 3. Any adaptive reuse proposal shall be reviewed by the Planning Director or designee to determine consistency with the intent of this section and Objective FL.05 of the Comprehensive Plan.

45.02.07. APPEALS AND SEVERABILITY

- A. Administrative appeals regarding the application of the regulatory controls of the T2TDO shall be consistent with Section 1.05 of the Land Development Code.
- B. If any section, subsection, paragraph, sentence, clause or phrase of the T2TDO is for any reason held by any court of competent jurisdiction to be unconstitutional or otherwise invalid, the validity of the remaining portions of T2TDO shall continue in full force and effect.

SECTION 45.03. TRANSPORTATION NETWORK COMMUNITY BASED DESIGN STANDARDS

45.03.01. TRANSPORTATION NETWORK CBDS INTRODUCTION

The Transportation Network CBDS, as listed in this Section, shall apply to all new development and redevelopment within the Timber to Tides Design Overlay (T2TDO). It is the intent of this Section to create a safe, convenient, and efficient network for all users, mitigate transportation impacts, and minimize conflicts with all users and activities. For the purpose of the regulations in this Article, a thoroughfare is any right-of-way, as defined in Article 32 LDC, and is not tied to a specific functional classification.

Transportation Network CBDS within the T2TDO is regulated through a system of framework streets and thoroughfares, cross sections, edge types, traffic calming techniques, and access management standards as follows:

- A. Timber to Tides Design Overlay (T2TDO) Transportation Network
 - 1. Framework streets, thoroughfares, and edge types provided in Figure 45-02 through Figure 45-8.
 - 2. Cross sections provided in Figure 45-09 through Figure 45-18.
 - 3. Edge Type Typical Sections provided in Figure 45-19 through Figure 45-24.
 - 4. Traffic calming techniques as provided in Figure 45-25 and Figure 45-26.
 - 5. Access management standards as provided in Figure 45-27 through Figure 45-30.

45.03.02. TRANSPORTATION NETWORK CBDS

- A. Framework Streets and Thoroughfares.
 - 1. As new development and redevelopment occurs, the applicant shall make improvements to a thoroughfare abutting the project and accessed by the project to bring the thoroughfare into conformance with the standards and cross-sections herein and the Nassau County Roadway and Drainage Standards.
 - 2. As framework streets and thoroughfares within the T2TDO are built or rebuilt, they shall conform to the framework street and thoroughfare assignments listed in this Section. For thoroughfares assigned a Main Street cross-section, the developer shall select from the list of provided Main Streets or Boulevard cross-sections, subject to approval by the Nassau County Development Review Committee (DRC).
 - 3. As approved by the Development Services Department and Nassau County Fire and Rescue, streets may utilize traffic calming techniques as provided in this Article to promote form and walkability.
 - 4. All thoroughfares shown within the development's parcel boundary on the Figures and Cross-sections herein shall be constructed at the time of site development. For phased developments, framework streets and thoroughfares may be constructed incrementally in accordance with an approved phasing plan, provided that each phase includes the portion of the street network necessary to support access, connectivity, and emergency service requirements.
 - 5. Final location, design and connectivity of framework streets and thoroughfares shall be determined during Site Engineering Plan approval. Minor changes shall be made in consultation with Nassau County Development Services Department. Where the proposed framework street and thoroughfare network is determined to be unfeasible due to environmental, topographic, or infrastructure constraints, the County Engineer or their designee may authorize adjustments or realignments as appropriate.
 - 6. Figure 45-02 provides an overview of the snapshot areas that are further analyzed in the subsequent figures. Area specific policies are listed below each Figure and shall be adhered to.

ARTICLE 45 TIMBER TO TIDES DESIGN OVERLAY – COMMUNITY BASED DESIGN STANDARDS

These Figures include the following identified areas:

- a. Four Creeks and Edwards Node
- b. Corridor Gateway Activity Center
- c. Northern Yulee and Historic Yulee Activity Center
- d. Miner Node and Tradeplex
- e. Nassau Villages Activity Center
- f. O'Neil Node and Island Gateway

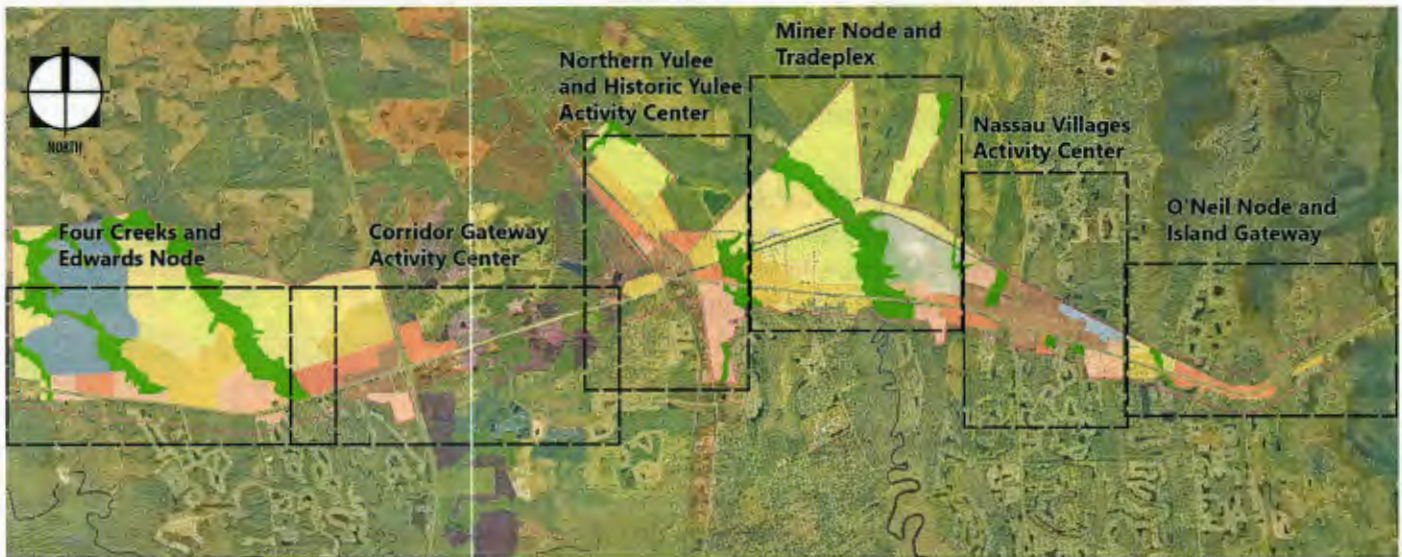
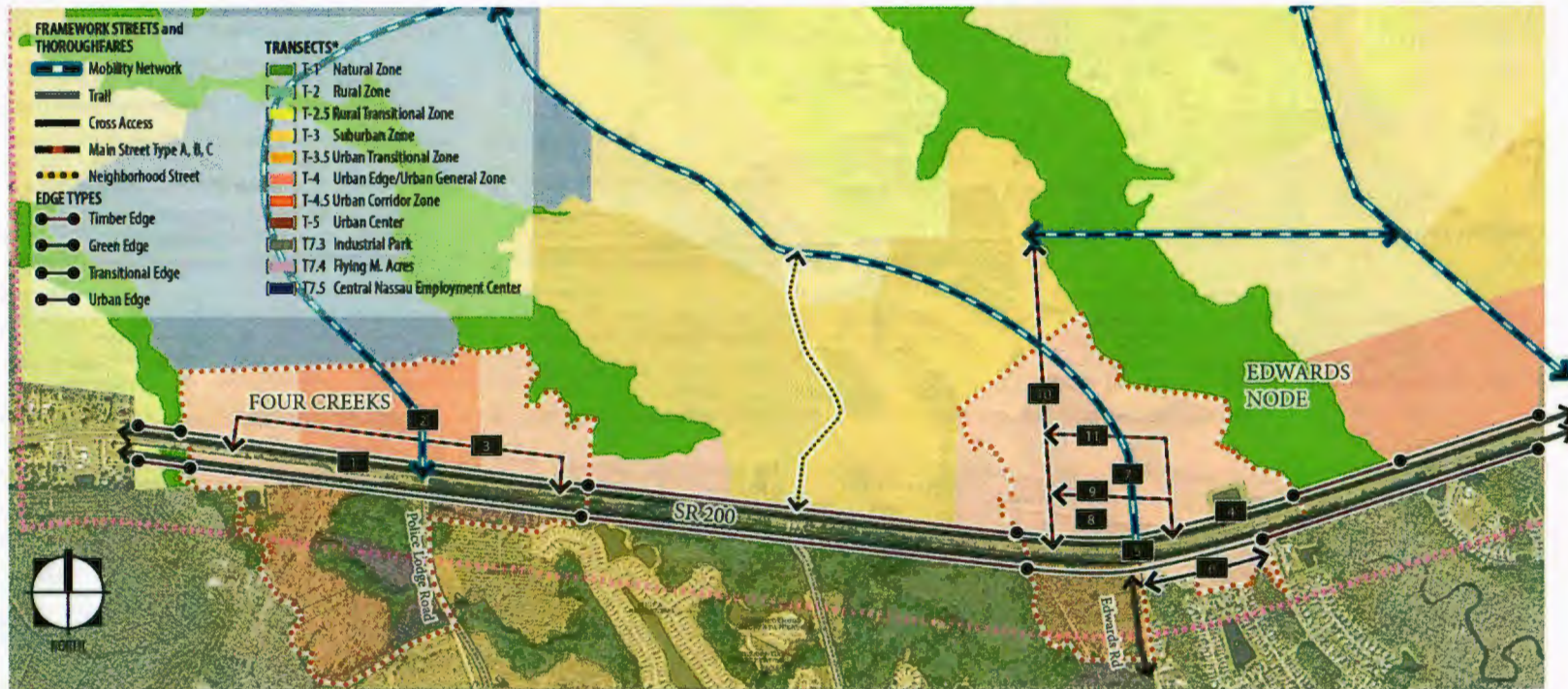


Figure 45-02: Timber to Tides Design Overlay Framework Streets and Thoroughfares

B. Multi-use Trails.

1. All new development and redevelopment located within the Timber to Tides Design Overlay (T2TDO) shall be required to complete the portion of any multi-use trail identified in the Figures provided in this Section and/or within an assigned cross-section if that trail runs parallel and adjacent to, or within, the development property at the time of site development. For phased developments, trail construction may occur incrementally in accordance with an approved phasing plan, provided each phase includes the trail segment necessary to support public access, pedestrian connectivity, and network continuity.
2. All new development and redevelopment located within the T2TDO shall be required to connect to existing neighboring cross-connectivity facilities and/or provide such cross-connectivity facilities for future neighboring development per the Figures and cross-sections herein.
3. Multi-use trails shall be integrated into new development and redevelopment of residential subdivisions, master planned communities, civic or institutional facilities, activity centers, retail or service centers, and recreational facilities. All multi-use trails shall be designed to provide for the safe travel of pedestrians and people on bicycles. Multi-use trails shall be a minimum of 10 feet wide.
4. If a trail segment is identified as a mobility network trail, then the trail must be located within an easement or right-of-way granting public access or use in perpetuity.
5. For the construction of trails included within the mobility network, the owner or developer shall be eligible to receive mobility or impact fee credits, as applicable, pursuant to the Mobility Fee Ordinance or Comprehensive Impact Fee Ordinance as appropriate.

Figure 45-03: Four Creeks and Edwards Node Recommended Transects, Connectivity, and Specific Policies



SPECIFIC POLICIES FOR FOUR CREEKS

- 1. SR200 Off-Street Trail.** An off-street trail with a minimum width of 10 feet shall extend along the north and south side of SR200 to provide multi-modal connectivity throughout the corridor.
- 2. Police Lodge Road Extension.** Extend Police Lodge Road to north side of SR200.
- 3. Main Street East-West Road.** Provide east-west Main Street Type and off-street path connecting to SR200 Off-Street Trail.

SPECIFIC POLICIES FOR THE EDWARDS NODE

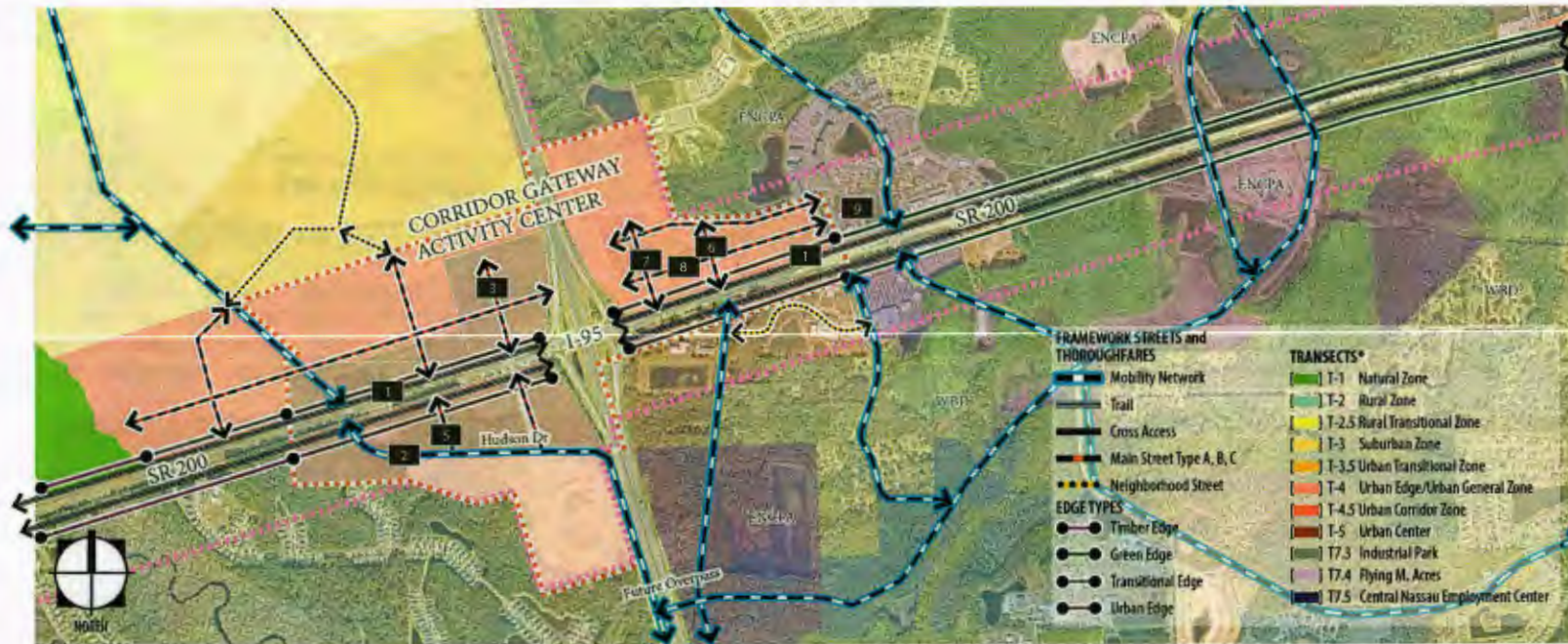
- 4. SR200 Off-Street Trail.** An off-street trail with a minimum width of 10 feet shall extend along the north and south side of SR200 to provide multi-modal connectivity throughout the corridor.
- 5. Intersection Improvements.** The intersection of SR200 and Edwards Road should be signalized upon traffic volumes requiring its necessity. Intersection improvements must also be included for enhanced bike/pedestrian amenities.
- 6. Street Connection.** A street connection provided for cross access, designed to meet public street standards, must be provided between Timbercreek Boulevard and Edwards Road, parallel to SR200.
- 7. Edwards Road Extension.** Edwards Road must extend north as specified in the 2045 Long Range Transportation Plan.

- 8. Heritage Trail Marker.** Area opportunity to recognize Nassau County history related to former Italia/Hero communities.
- 9. Main Street East-West Road.** Provide east-west Main Street Type and off-street path connecting to SR200 Off-Street Trail.
- 10. Main Street North-South Road.** Provide north-south Main Street Type and off-street path connecting to SR200 Off-Street Trail.
- 11. Northeast Internal Block Network.** Provide internal block structure and cross access within T-4 area north of SR200. Main Street Type section required.

UNDERGROUND UTILITIES

- Where applicable, all new and existing utility systems located along SR200 must be installed underground. Above-ground utility systems will not be permitted, except where certain appurtenances and accessories must be installed above-ground for servicing public right-of-way.

Figure 45-04: Corridor Gateway Activity Center Recommended Transects, Connectivity, and Specific Policies



SPECIFIC POLICIES FOR THE CORRIDOR GATEWAY ACTIVITY CENTER

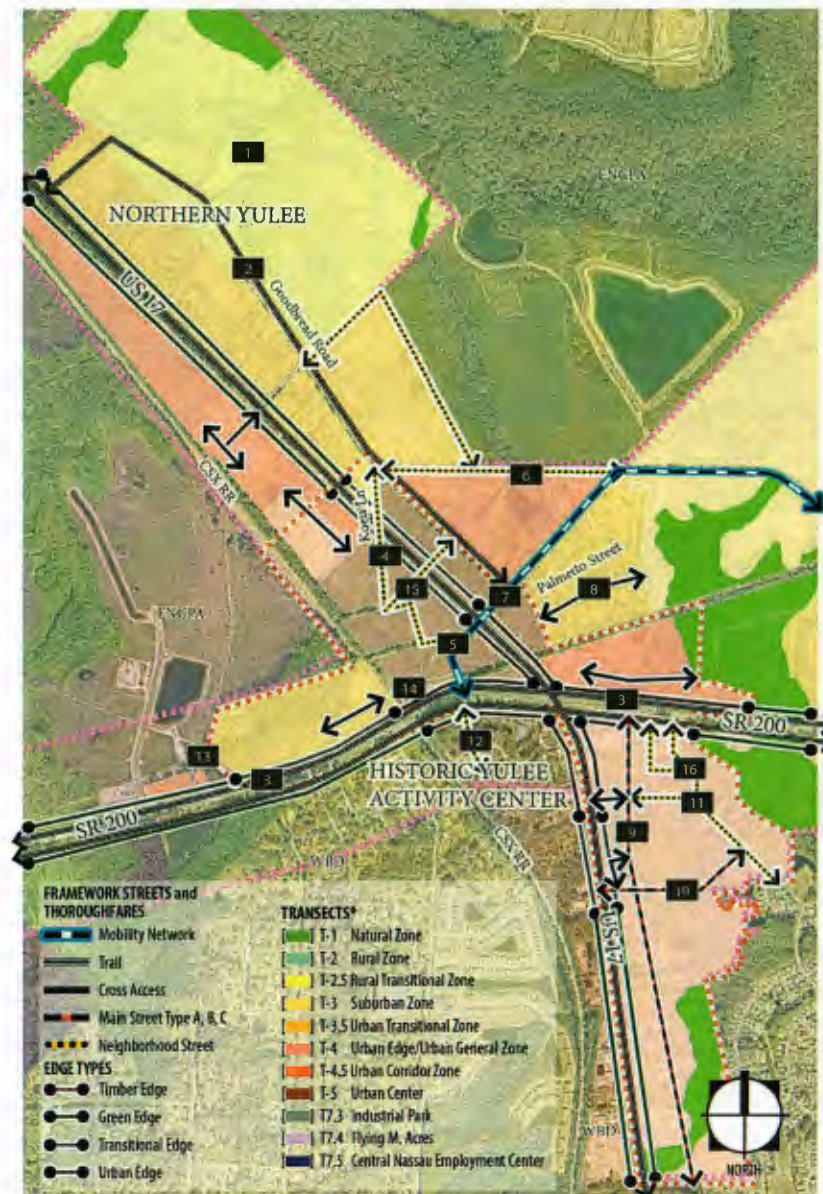
- SR200 Off-Street Trail.** An off-street trail with a minimum width of 10 feet shall extend along the north and south side of SR200 to provide multi-modal connectivity throughout the corridor.
- Hudson Drive Realignment.** Provide road connection (Main Street Type) between intersection at Wildwood/SR200 and Johnson Lake Road (also known as Semper Fi Drive).
- Semper Fi Drive Extension North.** Extend Semper Fi Drive to north side of SR200. Provide Main Street Type section for entire length of Semper Fi Drive within the Overlay District.
- Northwest Internal Block Network.** Provide internal block structure and cross access within T-5 area north of SR200. Main Street Type section required.
- Southwest Internal Block Network.** Provide internal block structure and cross access within T-5 area south of SR200. Neighborhood Street section required.

- Northeast Internal Block Network.** Provide internal block structure and cross access within T-5 area north of SR200. Main Street Type section required.
- Main Street Extension North.** Provide north-south Main Street Type and off-street path connecting to SR200 Off-Street Trail.
- Heritage Trail Marker.** Area opportunity to recognize Nassau County history related to mid-century Florida tourism.
- Heritage Trail Marker.** Area opportunity to recognize Nassau County history related to former Piney Community/turpentine history.

UNDERGROUND UTILITIES

- Where applicable, all new and existing utility systems located along SR200 must be installed underground. Above-ground utility systems will not be permitted, except where certain appurtenances and accessories must be installed above-ground for servicing public right-of-way.

Figure 45-05: Northern Yulee and Historic Yulee Activity Center Recommended Transects, Connectivity, and Specific Policies



SPECIFIC POLICIES FOR NORTHERN YULEE

- 1. John Goodbread Redevelopment.** Redevelopment must meet minimum block size standards described in applicable Transect standards.
- 2. Trail Extension.** Extend multi-use trail along the east side of Goodbread Road. Minimum 10 foot width required.

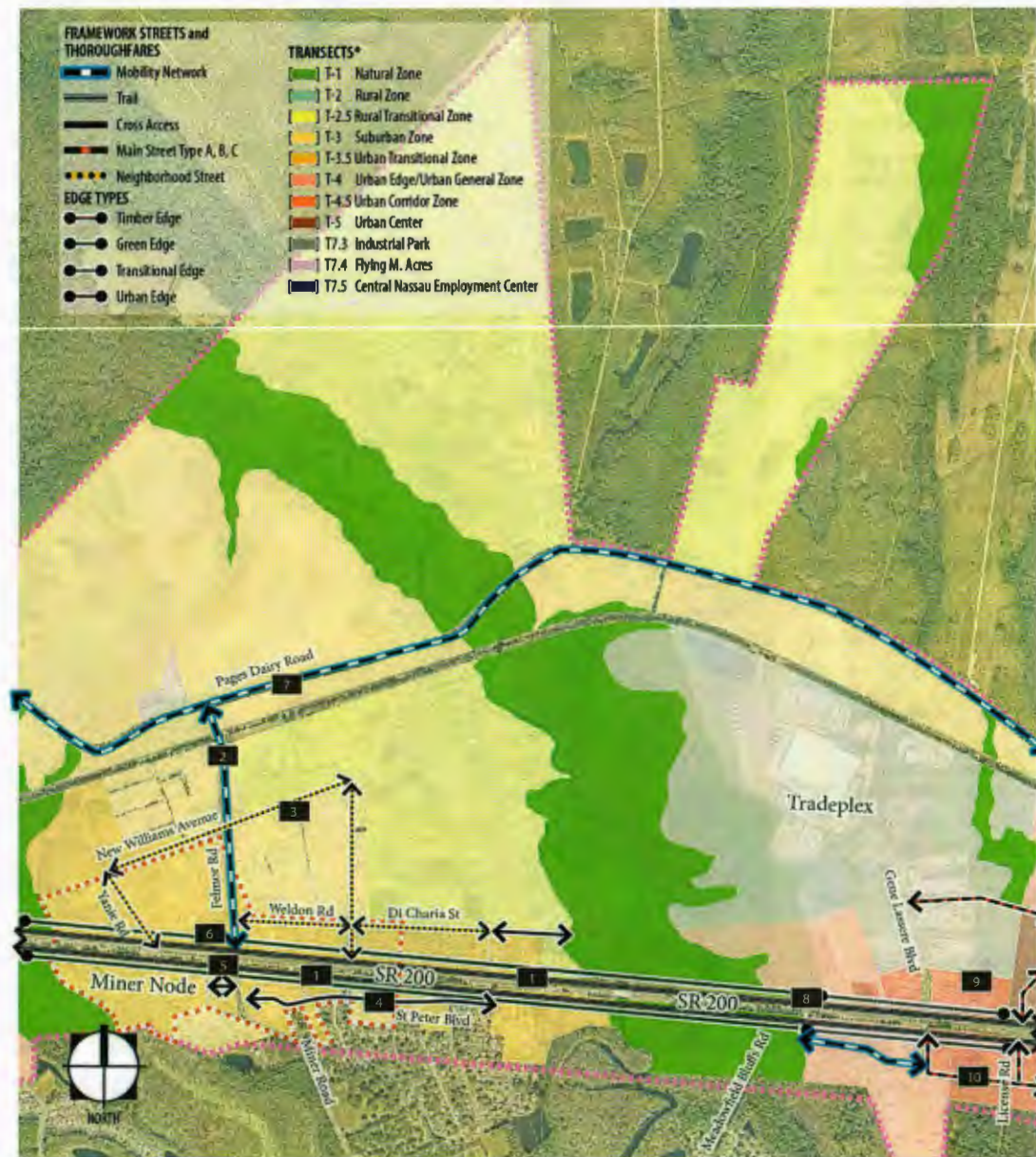
SPECIFIC POLICIES FOR HISTORIC YULEE ACTIVITY CENTER

- 3. SR200 Off-Street Trail.** An off-street trail with a minimum width of 10 feet shall extend along the north and south side of SR200 to provide multi-modal connectivity throughout the corridor.
- 4. New Koen Lane.** Realign Koen Lane connection between Pages Dairy Road and US 17 to improve development viability and site assembly within catalyst site (Neighborhood Street Type). Extend trail along west side of street to connect to SR200 Off-Street Trail.
- 5. Pages Dairy Street/Trail Connection.** A new street with a parallel off-street trail and a minimum width of 10 feet must provide connectivity between SR200 and Pages Dairy Road to support multi-modal connectivity throughout the corridor.
- 6. New Pages Dairy Road and Trail.** Extend Pages Dairy Road west and south, perpendicular to Goodbread Road and US 17 with trail connection (Neighborhood Street Type).
- 7. Left Turn Prohibited.** Left-turn movements prohibited at intersection of Pages Dairy Road and US 17.
- 8. Internal Grid.** Establish internal street grid that enables future cross access between Jones Road, Palmetto Lane, Palmetto Street, and Pages Dairy Road.
- 9. Pinewood Drive Extension.** Extend Pinewood Drive south, parallel with US 17 (Main Street Type).
- 10. East-West Road.** Provide east-west connection between US 17 and Pinewood Drive (Main Street Type).
- 11. Enhanced Existing Pinewood Drive.** Enhance the existing segment of Pinewood Drive with multi-use trail as redevelopment happens (Neighborhood Street Type).
- 12. Pages Dairy South Connection.** Extend Pages Dairy south of SR200, connecting with Sowell Road (Main Street Type).
- 13. Heritage Trail Marker.** Area opportunity to recognize Nassau County history related to Muir Park/Walk Across Florida.
- 14. Heritage Trail Marker.** Area opportunity to recognize Nassau County history related to Old Yulee/Hart's Road/Railroad History.
- 15. Heritage Trail Marker.** Area opportunity to recognize Nassau County history related to Yulee School History.
- 16. Palm Tree Rd.** Pave and improve.

UNDERGROUND UTILITIES

- Where applicable, all new and existing utility systems located along SR200 must be installed underground. Above-ground utility systems will not be permitted, except where certain appurtenances and accessories must be installed above-ground for servicing public right-of-way.

Figure 45-06: Miner Node and Tradeplex Recommended Transects, Connectivity, and Specific Policies



SPECIFIC POLICIES FOR MINER NODE

- SR200 Off-Street Trail.** An off-street trail with a minimum width of 10 feet shall extend along the north and south side of SR200 to provide multi-modal connectivity throughout the corridor.
- Felmor Road Enhancement.** As redevelopment occurs, Felmor Road must be redesigned to accommodate a multi-use trail (with a minimum width of 10 feet) connecting SR200 to Pages Dairy Road. Enhanced crossings are required at Williams Ave intersection.
- New Williams Avenue East-West Road.** As development occurs, Williams Avenue must extend east and west to enhance connectivity off of SR200 (Neighborhood Street Type).
- St Peter Boulevard East-West Road.** Provide cross-access connection, parallel to SR200, between Santa Barbara Street and Lofton Creek Campground (Neighborhood Street Type).
- Kutana Drive Improvements and Extension.** Improve Kutana Drive and establish connection with Miner Road.
- Heritage Trail Marker.** Area opportunity to recognize Nassau County history related to Bryant Academy/African American Education.
- Pages Dairy Road Improvements.** Widen to four lanes, add bike lanes, sidewalk, and shared use path.

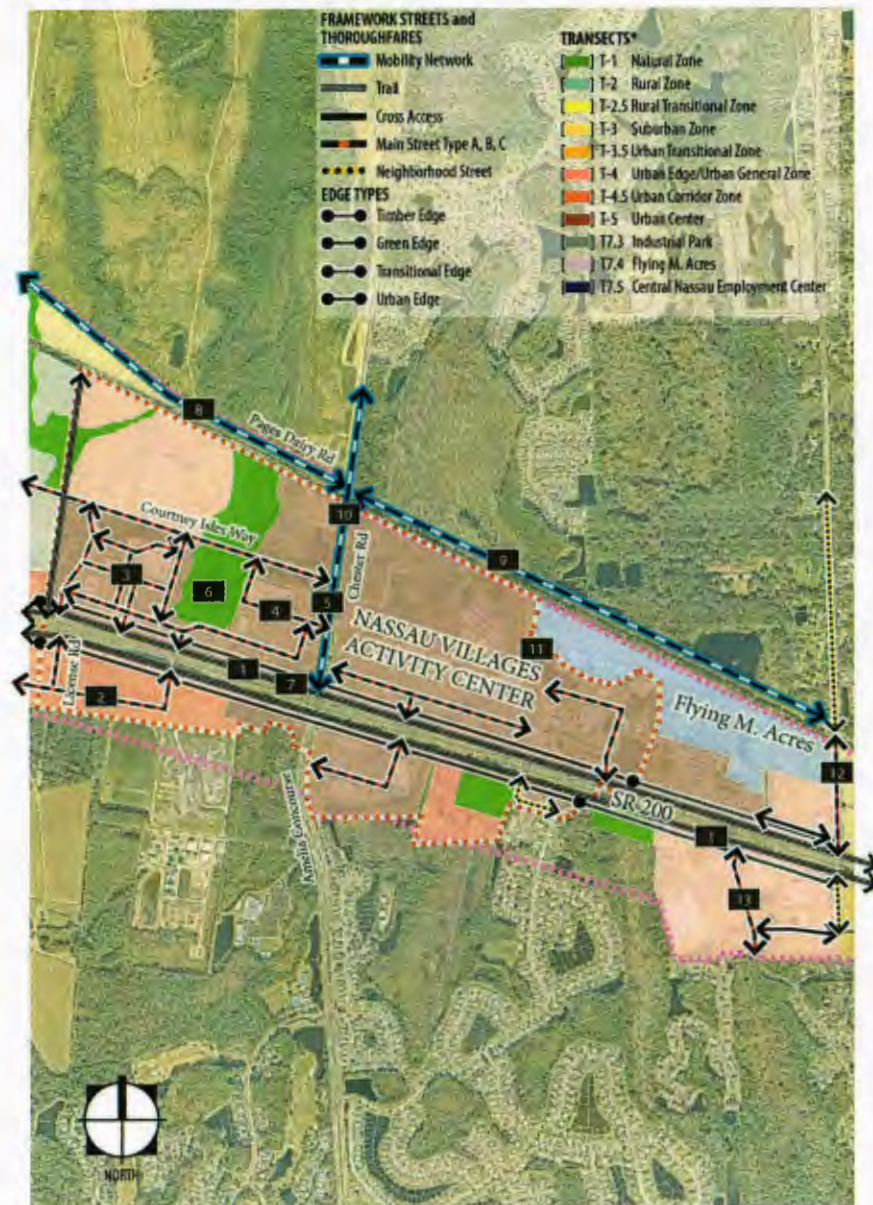
SPECIFIC POLICIES FOR THE TRADEPLEX

- SR200 Off-Street Trail.** An off-street trail with a minimum width of 10 feet shall extend along the north and south side of SR200 to provide multi-modal connectivity throughout the corridor.
- Manage Access on SR200.** Access to sites is required from rear driveways and/or streets in order to avoid excessive conflict points along SR200 trail.
- Block Network.** Provide street network, subject to minimum block size requirements, between License Road and Amelia Concourse. Intersections along SR200 must align with access points on the north side of SR200.

UNDERGROUND UTILITIES

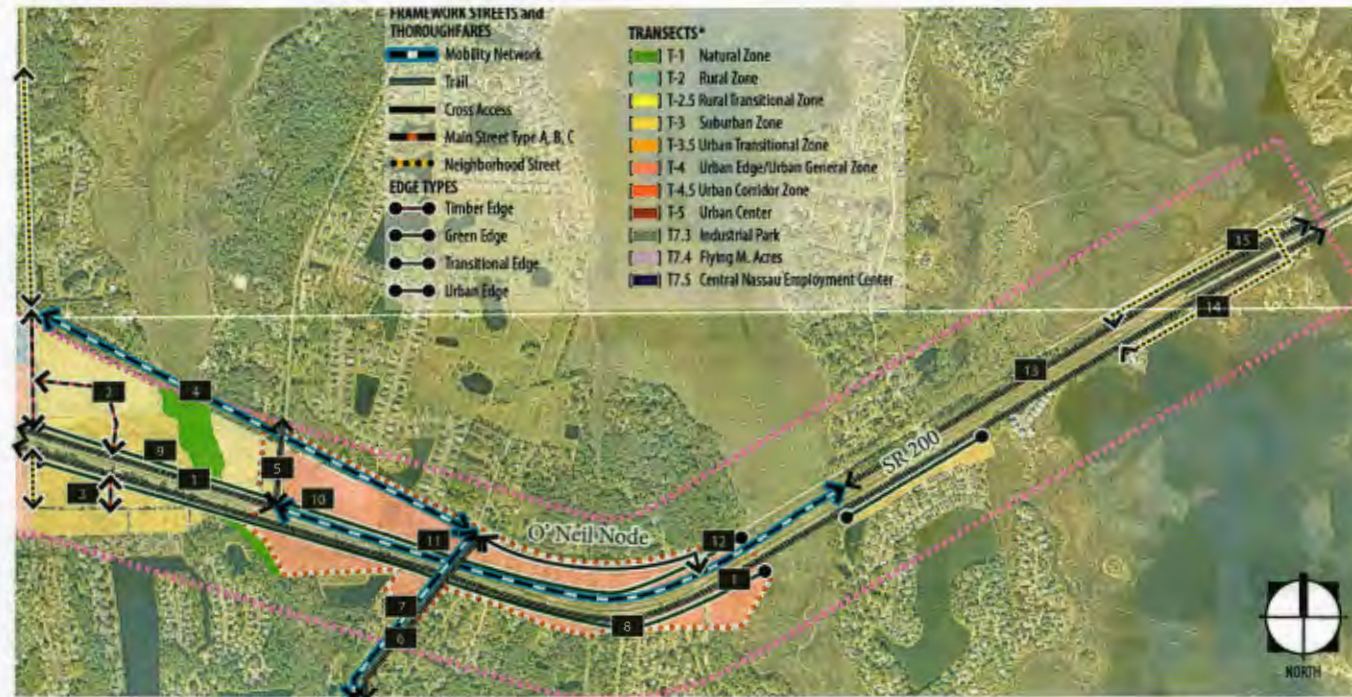
- Where applicable, all new and existing utility systems located along SR200 must be installed underground. Above-ground utility systems will not be permitted, except where certain appurtenances and accessories must be installed above-ground for servicing public right-of-way.

Figure 45-07: Nassau Villages Recommended Transects, Connectivity, and Specific Policies

**UNDERGROUND UTILITIES**

- Where applicable, all new and existing utility systems located along SR200 must be installed underground. Above-ground utility systems will not be permitted, except where certain appurtenances and accessories must be installed above-ground for servicing public right-of-way.

Figure 45-08: O'Neil Node and Island Gateway Recommended Transects, Connectivity, and Specific Policies



SPECIFIC POLICIES FOR O'NEIL NODE

- 1. SR200 Off-Street Trail.** An off-street trail with a minimum width of 10 feet shall extend along the north and south side of SR200 to provide multi-modal connectivity throughout the corridor.
- 2. Baker-Prince Connection.** Connect Baker Dr and N Prince Dr.
- 3. S Prince Extension.** Extend S Prince Dr to connect with Mt Zion Loop.
- 4. Pages Dairy Road.** Extend to O'Neil-Scott Road per FTMS.
- 5. Barnwell Road Trail Extension.** Extend multi-use trail north along Barnwell Road from SR200 Trail with enhanced crossing amenities at the railroad. Trail width must be a minimum of 10 feet.
- 6. O'Neil Scott Road Trail Extension.** Extend multi-use trail north along O'Neil Scott Road from SR200 Trail with

enhanced crossing amenities at the railroad. Trail width must be a minimum of 10 feet.

- 7. Old Nassauville (CR 107) Improvements.** Expand road to a four lane section.
- 8. Preferred Access along Pine Grove.** Pine Grove Road is the preferred cross access road to properties along SR200.
- 9. Heritage Trail Marker.** Area opportunity to recognize Nassau County history related to African American churches.
- 10. Heritage Trail Marker.** Area opportunity to recognize Nassau County history related to New Hope (Nueva Esperanza) Plantation.
- 11. Heritage Trail Marker.** Area opportunity to recognize Nassau County history related to O'Neil/Nassauville African American history.
- 12. Heritage Trail Marker.** Area opportunity to recognize Nassau County history related to Goffinsville/Mercantile history.

SPECIFIC POLICIES FOR ISLAND GATEWAY

- 13. SR200 Off-Street Trail.** An off-street trail with a minimum width of 10 feet shall extend along the north and south side of SR200 to provide multi-modal connectivity throughout the corridor.
- 14. Wades Place.** Create better accessibility and parking to Wade's Place underpass.
- 15. Heritage Trail Marker.** Area opportunity to recognize Nassau County history related to Thomas J. Shave Jr. Bridge.

UNDERGROUND UTILITIES

- Where applicable, all new and existing utility systems located along SR200 must be installed underground. Above-ground utility systems will not be permitted, except where certain appurtenances and accessories must be installed above-ground for servicing public right-of-way.

ARTICLE 45 TIMBER TO TIDES DESIGN OVERLAY – COMMUNITY BASED DESIGN STANDARDS

C. Cross-Sections

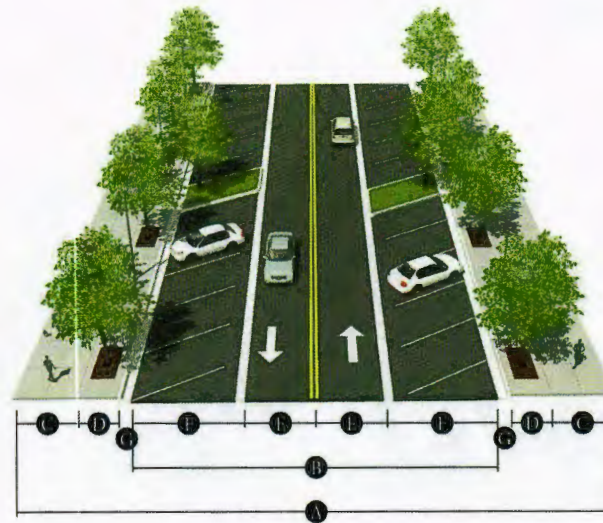
1. The standards provided herein shall apply to all framework streets and thoroughfares within the T2TDO.

SR 200/A1A Corridor Typical



Figure 45-09: SR 200/A1A Corridor Typical Cross Section

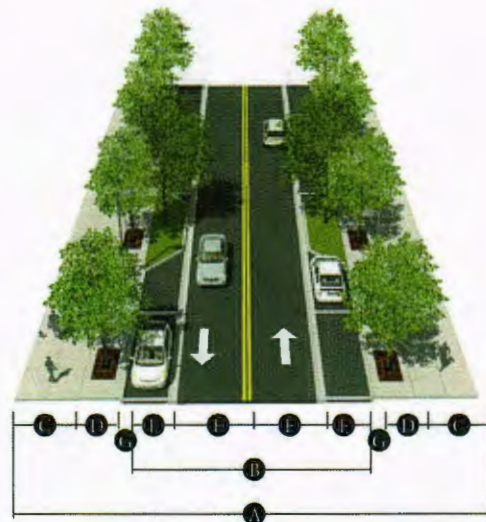
Main Street Type A



General		Width	
Thoroughfare type	Main Street	A. Right-of-way width	95 ft
Movement	Slow	B. Pavement width	58 ft
Vehicular design speed	25 MPH	Streetscape	
Traffic lanes	2 lanes	C. Multi-use trail (min)	10 ft*
Parking lanes	Angle-In	D. Planting area (min)	4 ft*
Transportation provision	Shared lane	Travelway	
Walkway type	Multi-use path	E. Travel lane	11 ft
Planting type	Planting strip/Tree wells	F. Parking lane	19.5 ft
Tree spacing	30 ft o.c. average	G. Curb and gutter	2 ft
Frontage type	Terrace, Forecourt, Stoop, Shopfront	*Refer to Section 45.03.02.D Edge Conditions for requirements when fronting SR 200/A1A or US 17.	

Figure 45-10: Main Street Type A Cross Section

Main Street Type B



General	
Thoroughfare type	Main Street
Movement	Slow
Vehicular design speed	25 MPH
Traffic lanes	2 lanes
Parking lane	Parallel, both sides
Transportation provision	Shared lanes
Walkway type	Multi-use path, both sides
Planting type	Planting strip/Tree wells
Tree spacing	30 ft o.c. average
Frontage type	Terrace, Forecourt, Stoop, Shopfront, Gallery

Width	
A. Right-of-way width	80 ft
B. Pavement width	38 ft
Streetscape	
C. Multi-use trail (min)	10 ft*
D. Planting area (min)	6 ft*
Travelway	
E. Travel lane	11 ft
F. Parking lane	8 ft
G. Curb and gutter	2 ft

*Refer to Section 45.03.02.D Edge Conditions for requirements when fronting SR 200/A1A or US 17.

Figure 45-11: Main Street Type B Cross Section

Main Street Type C

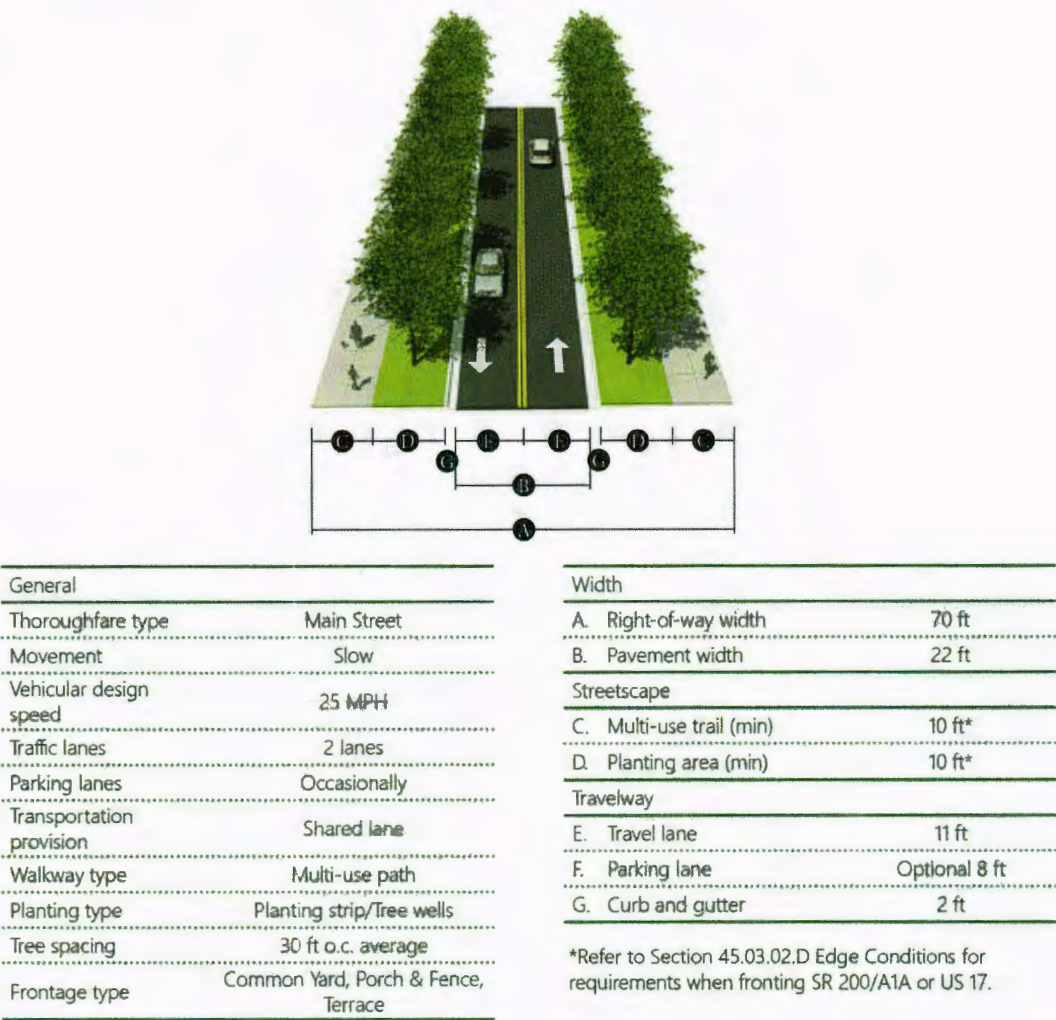
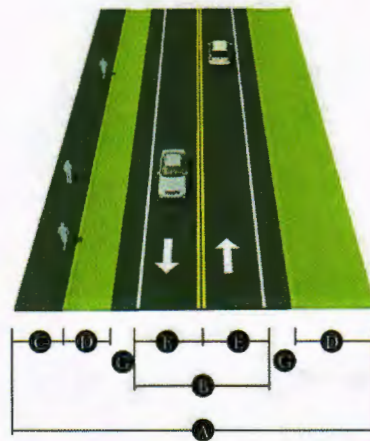


Figure 45-12: Main Street Type C Cross Section

Cross Access

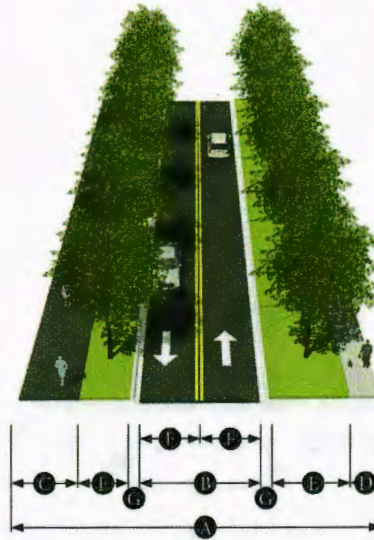


General		Width	
Thoroughfare type	Cross Access	A. Right-of-way width	50 ft
Movement	Slow	B. Pavement width	20 ft
Vehicular design speed	25 MPH	Streetscape	
Traffic lanes	2 lanes	C. Multi-use trail (min)*	10 ft
Parking lanes	None	D. Swale or landscape strip*	6-10 ft
Transportation provision	Shoulders	Travelway	
Walkway type	Multi-use path, one side*, or no path	E. Travel lane	10 ft
Planting type	Landscape strip	G. Shoulder or Curb and gutter*	18" to 2 ft
Tree spacing	30 ft o.c. average		
Frontage type	Common Yard, Porch & Fence, Terrace		

*Where applicable, situations may vary.

Figure 45-13: Cross Access Cross Section

Neighborhood Street



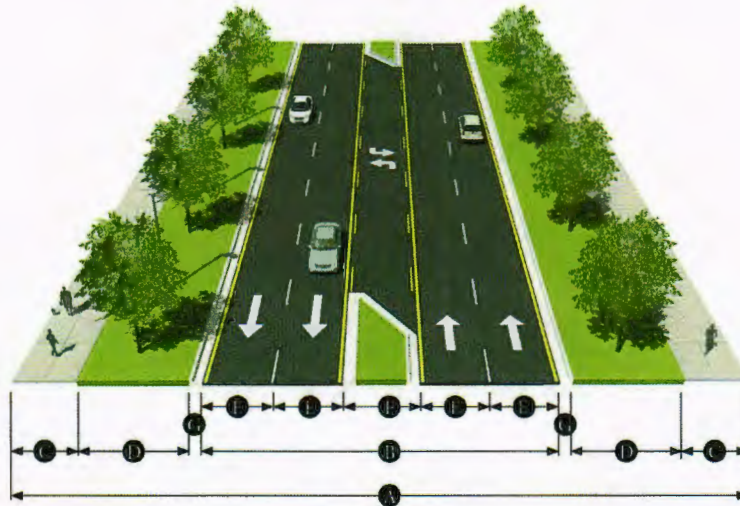
General	
Thoroughfare type	Street
Movement	Yield
Vehicular design speed	25 MPH
Traffic lanes	2 lanes
Parking lane	One side with approval by County Engineer
Transportation provision	Shared lanes
Walkway type	Sidewalk one side, multi-use path one side
Planting type	Planting strip
Tree spacing	30 ft o.c. average
Frontage type	Common yard, porch & fence, terrace

Width	
A. Right-of-way width	60 ft
B. Pavement width	23 ft
Streetscape	
C. Multi-use trail (min)	10 ft*
D. Sidewalk	6 ft*
E. Planting area (min)	6 ft*
Travelway	
F. Travel lane	11 ft
G. Curb and gutter	2 ft
H. Parking lane (optional)	8 ft

*Refer to Section 45.03.02.D Edge Conditions for requirements when fronting SR 200/A1A or US 17.

Figure 45-14: Neighborhood Street Cross Section

Alternative Road - Boulevard Type A

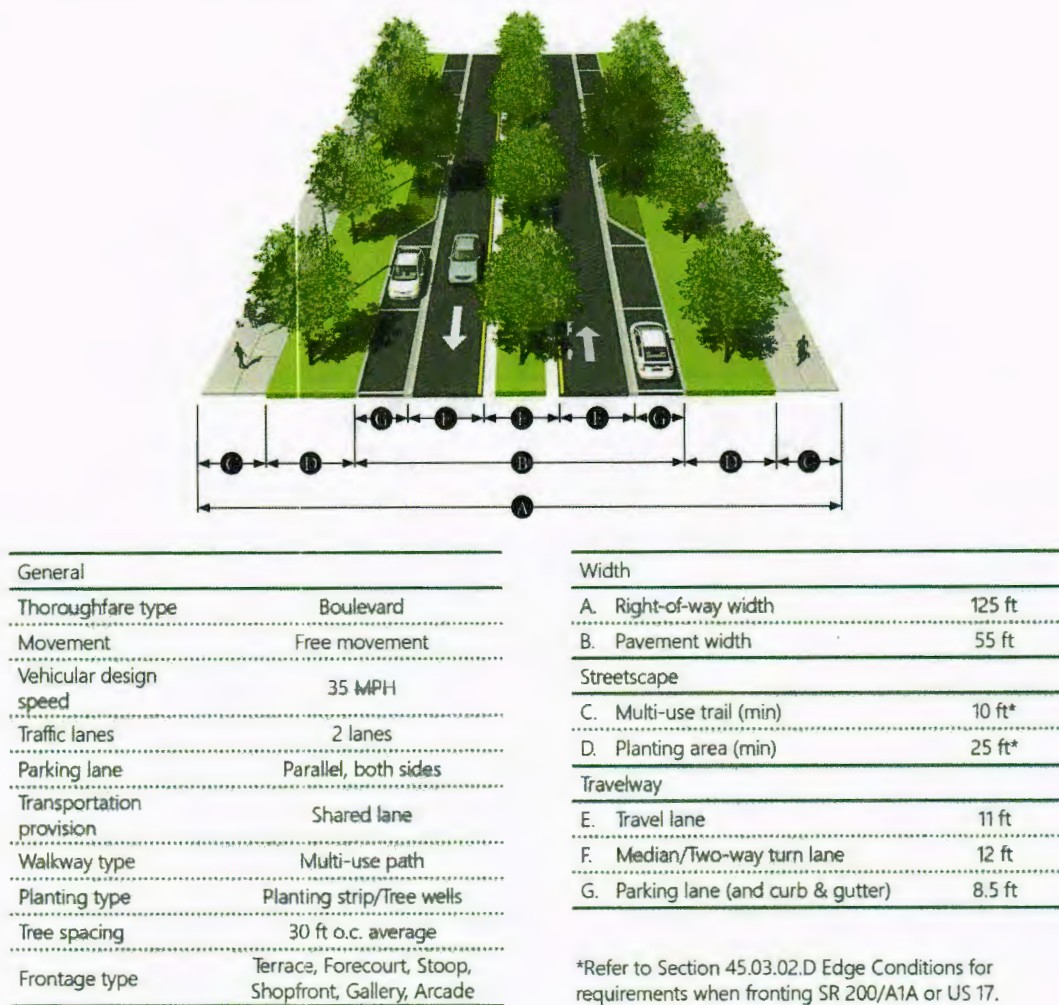


General	
Thoroughfare type	Boulevard
Movement	Free movement
Vehicular design speed	35 MPH
Traffic lanes	4 lanes
Transportation provision	Shared lane
Walkway type	Multi-use path
Planting type	Planting strip/Tree wells
Tree spacing	30 ft o.c. average
Frontage type	Terrace, Forecourt, Stoop, Shopfront

Width	
A. Right-of-way width	135 ft
B. Pavement width	56 ft
Streetscape	
C. Multi-use trail (min)	10 ft*
D. Planting area (min)	25 ft*
Travelway	
E. Travel lane	11 ft
F. Median/Two-way turn lane	12 ft
G. Curb and gutter	2 ft

*Refer to Section 45.03.02.D Edge Conditions for requirements when fronting SR 200/A1A or US 17.

Figure 45-15: Alternative Road – Boulevard Type A Cross Section

Alternative Road - Boulevard Type B**Figure 45-16: Alternative Road – Boulevard Type B Cross Section**

Alternative Road - Timber Road Type B (4 Lane)

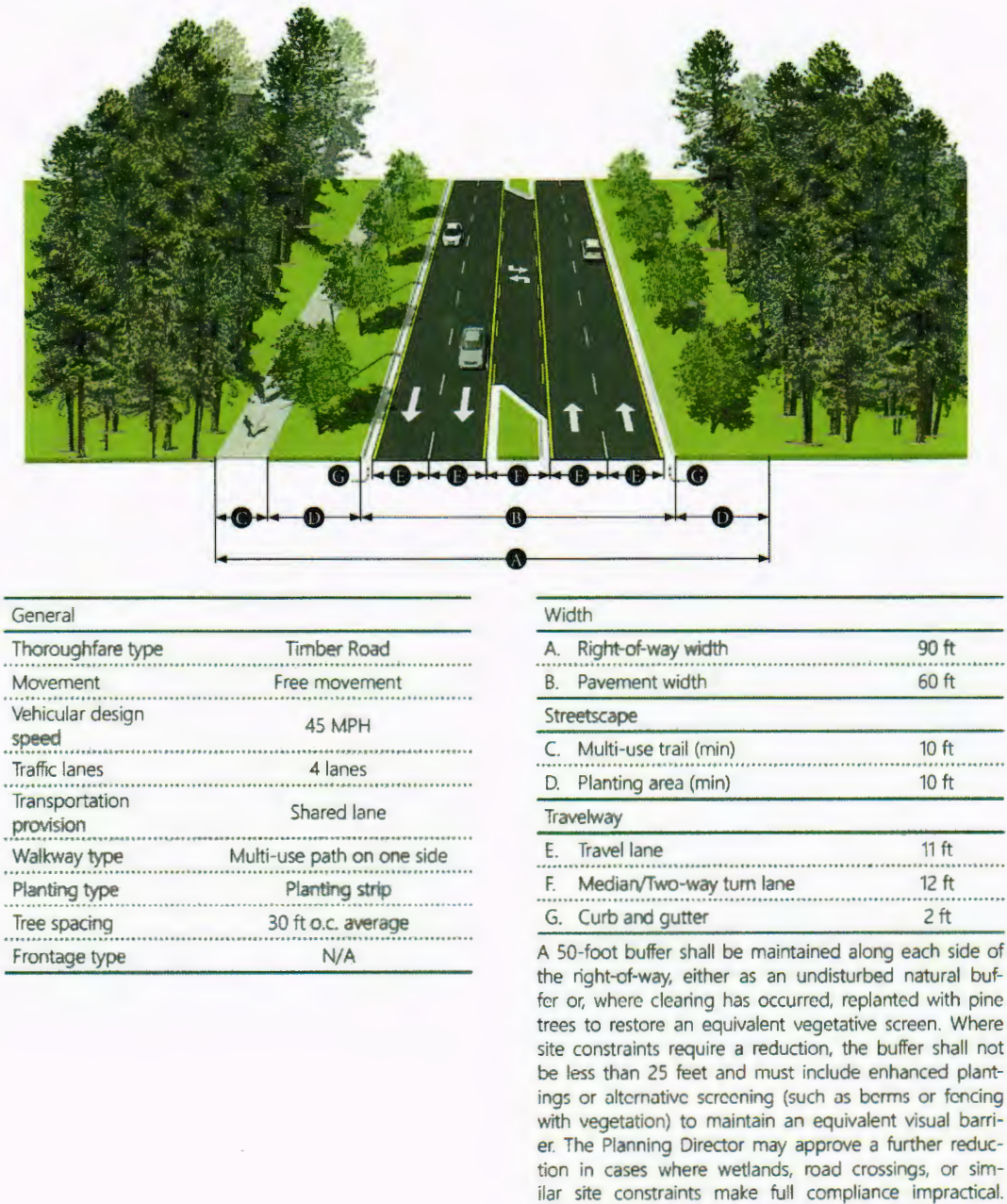
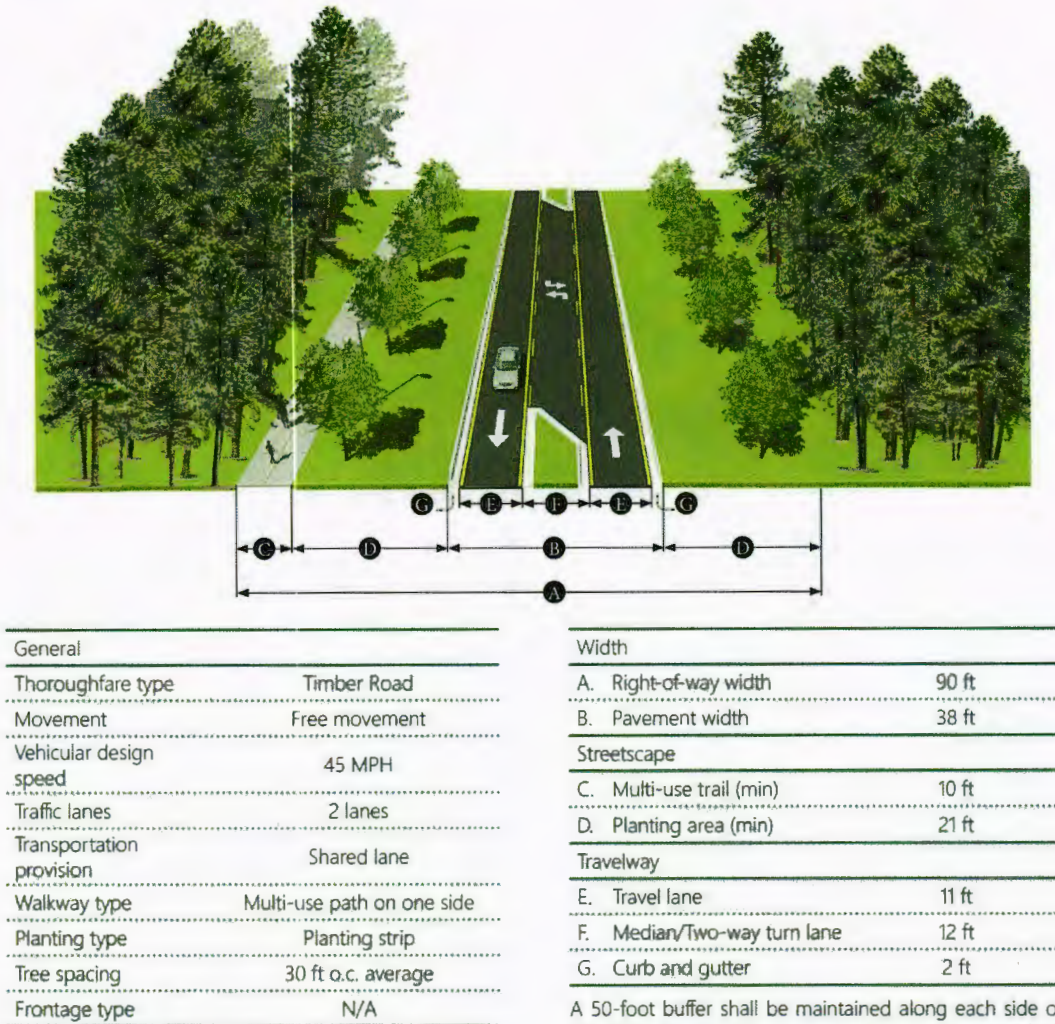


Figure 45-17: Alternative Road – Timber Road Type A Cross Section

Alternative Road - Timber Road Type A (2 Lane)

A 50-foot buffer shall be maintained along each side of the right-of-way, either as an undisturbed natural buffer or, where clearing has occurred, replanted with pine trees to restore an equivalent vegetative screen. Where site constraints require a reduction, the buffer shall not be less than 25 feet and must include enhanced plantings or alternative screening (such as berms or fencing with vegetation) to maintain an equivalent visual barrier. The Planning Director may approve a further reduction in cases where wetlands, road crossings, or similar site constraints make full compliance impractical.

Figure 45-18: Alternative Road – Timber Road Type B Cross Section

ARTICLE 45 TIMBER TO TIDES DESIGN OVERLAY – COMMUNITY BASED DESIGN STANDARDS

D. Edge Conditions

1. The standards provided herein shall apply to all new development and redevelopment within the T2TDO that fronts on SR 200/A1A and US 17.
2. All properties fronting SR 200/A1A or US 17 shall treat these thoroughfares as the primary frontage for the purposes of building orientation, architectural design, and streetscape treatment. The primary building entrance, principal façade, and required edge condition elements shall be oriented to face these corridors, regardless of parcel shape, access point location, or internal circulation design. Rear or service-oriented façades shall not front SR 200/A1A or US 17 under any circumstances. Where site constraints exist, buildings shall be designed with dual frontages or incorporate architectural treatments on all sides visible from public rights-of-way to ensure continuity of character and pedestrian-scale interest along the corridor.
3. All new development and redevelopment shall submit a streetscape plan consistent with this Section. In cases where design constraints exist due to limits in the right-of-way, wetlands, or similar restrictions, developers shall collaborate with County Staff during the site engineering plan review process to identify suitable solutions. Priority shall be given to maintaining the integrity of the public frontage zone.
4. For properties located West of I-95, developments with phased implementation may utilize the Green Edge streetscape standards as an interim condition until density and intensity warrant a transition to Transitional Edge or Urban Edge. When 60% or more of the linear frontage along a block face is built out, or once the cumulative FAR of development along the block reaches 1.0, the green edge shall transition to the applicable Transitional or Urban Edge standard. Edge transitions shall be coordinated during the site development review process to ensure continuity and connectivity across parcels.
5. The Timber Edge shall only be used where identified on the Regulating Plan.
6. Properties west of I-95 with vehicle traveling speeds greater than 45 miles per hour shall not require curbing.
7. The County Engineer or their designee shall make the final determination on applicable requirements in cases where right-of-way constraints or existing infrastructure do not align with the specified edge type, subject to approval by the Florida Department of Transportation (FDOT).
8. The following edge types shall be used in accordance with the regulating plan:

Urban Edge (T4, T-4.5, T-5)

The Urban Edge characterizes high-activity areas. The public frontage of this zone is fully paved, with trees planted in tree pits with grates, to maintain a consistent and durable streetscape.



ARTICLE 45 TIMBER TO TIDES DESIGN OVERLAY – COMMUNITY BASED DESIGN STANDARDS

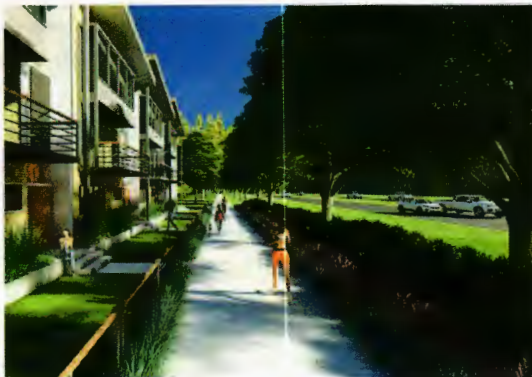
Transitional Edge (T-4, T-4.5, T-5)

The Transitional Edge serves as a design bridge between Green Edge and Urban Edge segments, providing a smooth shift in scale and character. It is also used for activity nodes in lower-density areas. The Transitional Edge incorporates generous landscape planters within a paved matrix, blending landscape and hardscape elements.



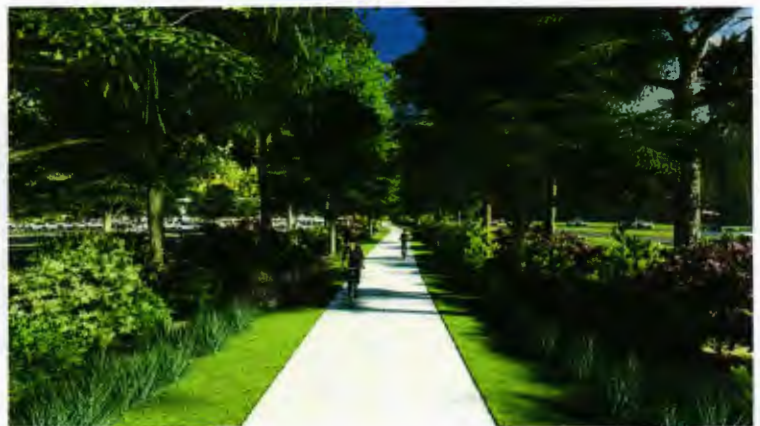
Green Edge (T-3, T-3.5, T-4, T-4.5)

Green Edge segments make up the majority of the T2TDO. The Green Edge maximizes planting areas to create a robust roadway buffer and a pleasant, shaded pedestrian zone.

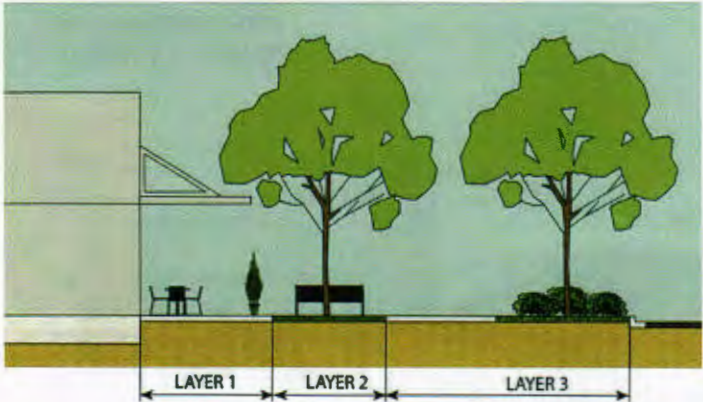


Timber Edge (T-unspecified)

Timber Edge utilizes existing tree cover supplemented by canopy trees to create a meandering trail within a generous natural buffer. Timber Edge shall only be used West of I-95.



9. All new development and redevelopment within the T2TDO shall adhere to streetscape layers to maintain a balance of public and private space while allowing flexibility for development constraints.



STREETSCAPE CHARACTER CONCEPTS
LAYERS

Layers

Streetscape layer classifications are designed to ensure consistency in design language across the public realm, while offering flexibility for developers to create spaces that reflect the architectural character of adjacent buildings and define activity centers. This flexibility fosters the development of unique urban spaces, accommodates right-of-way constraints, and enables creative solutions for grading challenges.

The table below outlines general guidance for fixed and flexible elements within each layer classification. Specific flexibilities vary based on transect and edge type.

Layer 1- Private Frontage

Fixed Elements
Set back dimension
Building Height
Frontage type
Minimum pedestrian thoroughway - 8 ft

Flexible Elements
Paving type and materials
Site Furnishings
Grading transition elements

Layer 2- Transition Zone

Fixed Elements
Paved connection to multi-use trail
For 0 ft set backs, minimum pedestrian thoroughway- 8 ft

Flexible Elements
Grading transition elements
For sites constrained by narrow available right-of-way, the transition zone may be reduced or eliminated as long as fixed elements are provided

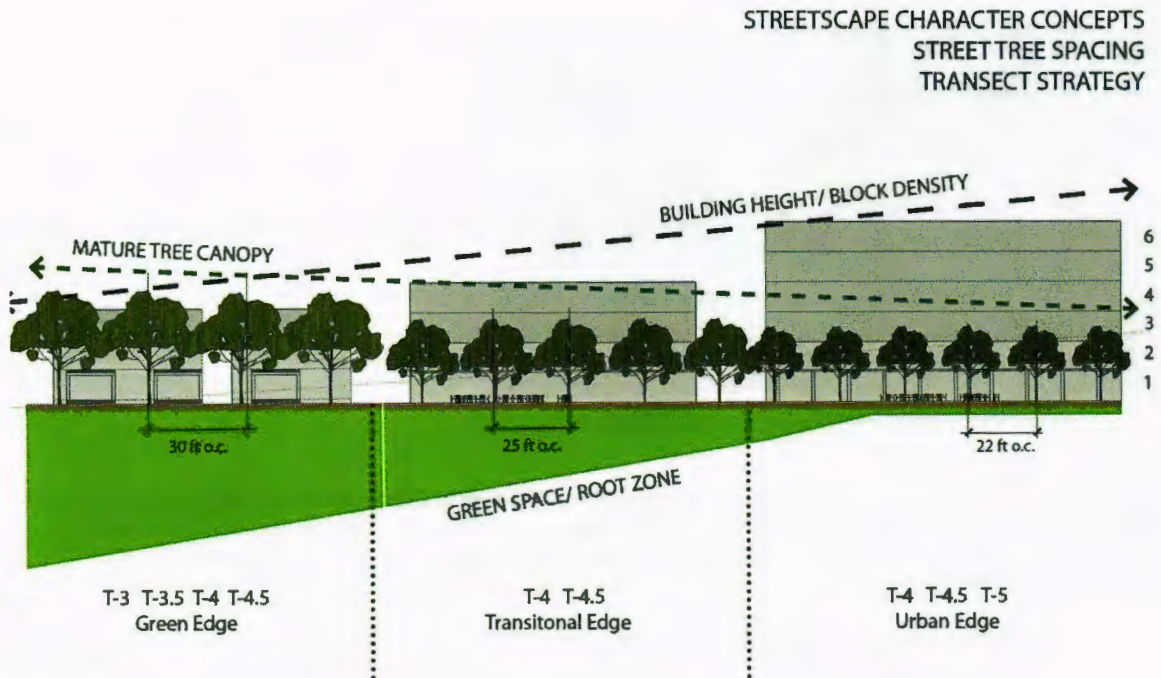
Layer 3- Public Frontage

Fixed Elements
10 ft multi-use trail
Paving materials
Canopy trees and landscape planters/ tree grates
Street buffer- minimum dimension
Enhanced landscape
Lighting

Flexible Elements
Grading transition elements
For sites constrained by narrow available right-of-way, the street buffer may be reduced. When the street buffer is 12 ft or less, 100% of buffer shall be enhanced landscape

ARTICLE 45 TIMBER TO TIDES DESIGN OVERLAY – COMMUNITY BASED DESIGN STANDARDS

10. All new development and redevelopment within the T2TDO shall adhere to the tree spacing requirements for each edge type.



Street Tree Spacing Strategy

The goal of the street tree planting strategy is to adapt to the unique conditions of each zoning transect while optimizing tree canopy coverage to enhance pedestrian comfort and create an inviting, green streetscape.

Zoning Transect Considerations

As the streetscape transitions from a green edge with lower building density to a denser, urban edge with a higher proportion of paved surfaces, the available root zone for trees decreases significantly. This shift in spatial constraints necessitates adjustments in planting strategies to ensure that trees can thrive and continue to provide ecological and aesthetic benefits, regardless of their environment.

Lower-Density Green Edge

In areas characterized by a green edge with lower building density, there is typically more available space for tree planting. Generous and contiguous planting spaces allow trees to establish expansive root systems, which are essential for their health and growth. With ample root space, trees can absorb sufficient water and nutrients, supporting larger, more robust canopies.

In these conditions, trees can grow to their full potential, providing significant canopy cover that contributes to cooler microclimates, improved air quality, and enhanced pedestrian experiences. The root zones in these areas are typically wide, unimpeded by infrastructure, which enables trees to mature into larger, more densely foliated specimens.

Urban Edge (Restricted Root Zones)

As the streetscape transitions to the urban edge, where the built environment is denser and paved surfaces dominate, the space available for tree roots becomes more restricted. Here, root zones are typically confined to grated tree pits, which significantly limits the space trees have for root expansion. This restricted root space leads to smaller mature tree sizes and more compact, less robust canopies.

In order to maintain a shaded public realm at every level of urban development, the street tree spacing shall be:

Green Edge- 30 ft o.c. average
Transitional Edge- 25 ft o.c. average
Urban Edge- 22 ft o.c. average

ARTICLE 45 TIMBER TO TIDES DESIGN OVERLAY – COMMUNITY BASED DESIGN STANDARDS

11. All new development and redevelopment within the T2TDO shall adhere to the assigned edge condition as found on the Regulating Plan. The following typical sections are provided to illustrate the requirements for each edge type.

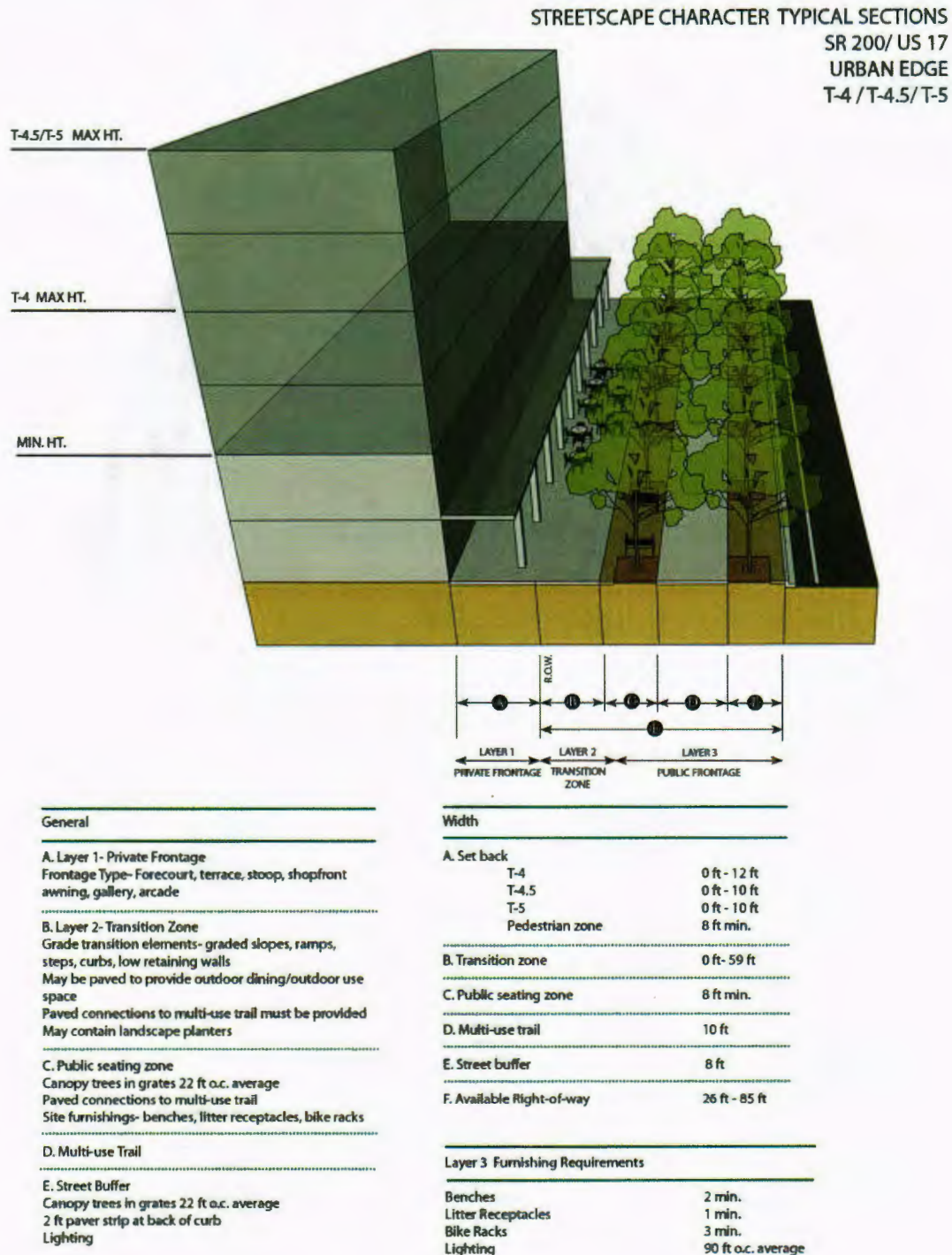


Figure 45-19: Typical Section – Urban Edge

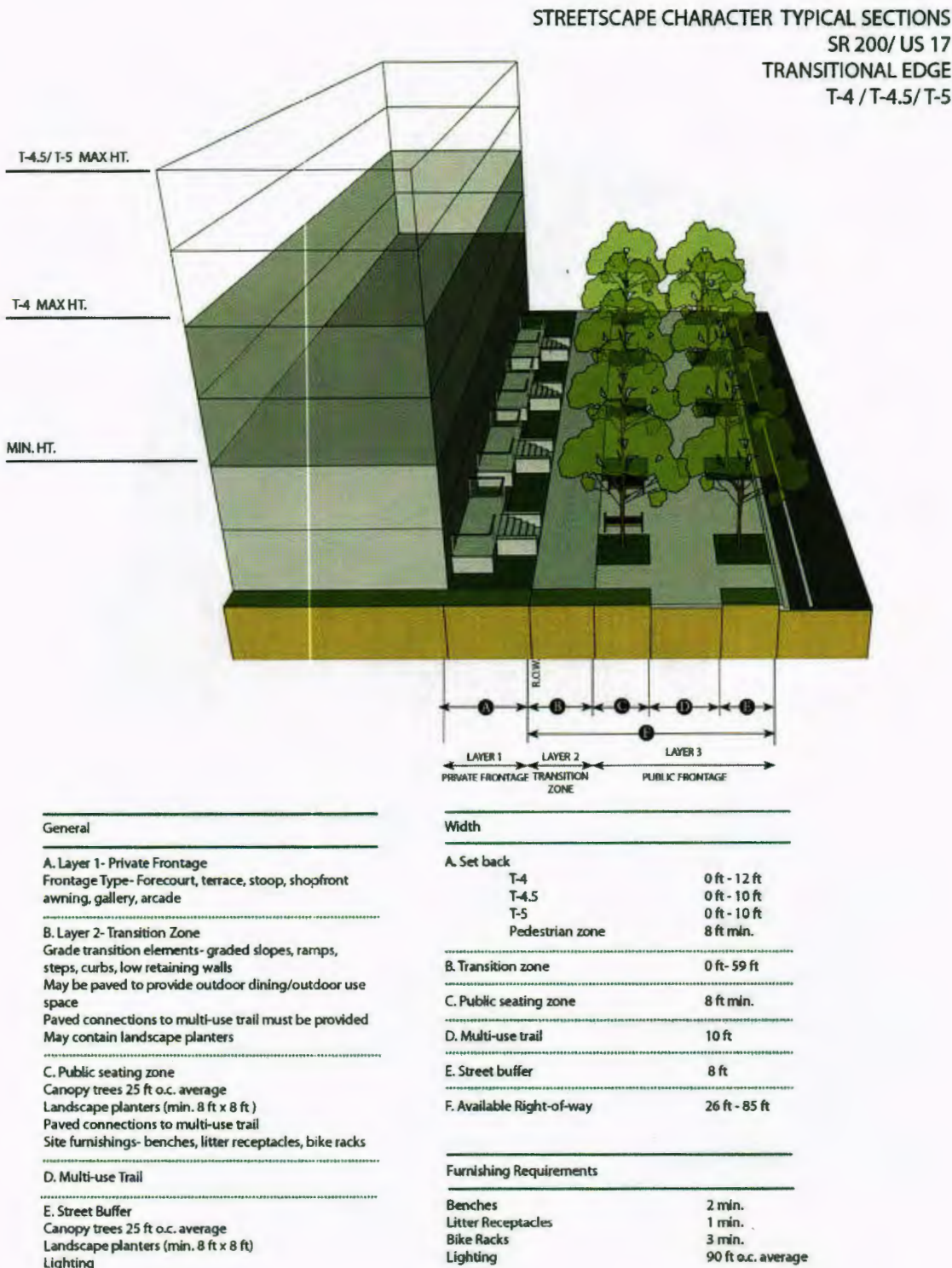


Figure 45-20: Typical Section – Transitional Edge

STREETSCAPE CHARACTER TYPICAL SECTIONS

SR 200/ US 17

GREEN EDGE

T-4 / T-4.5

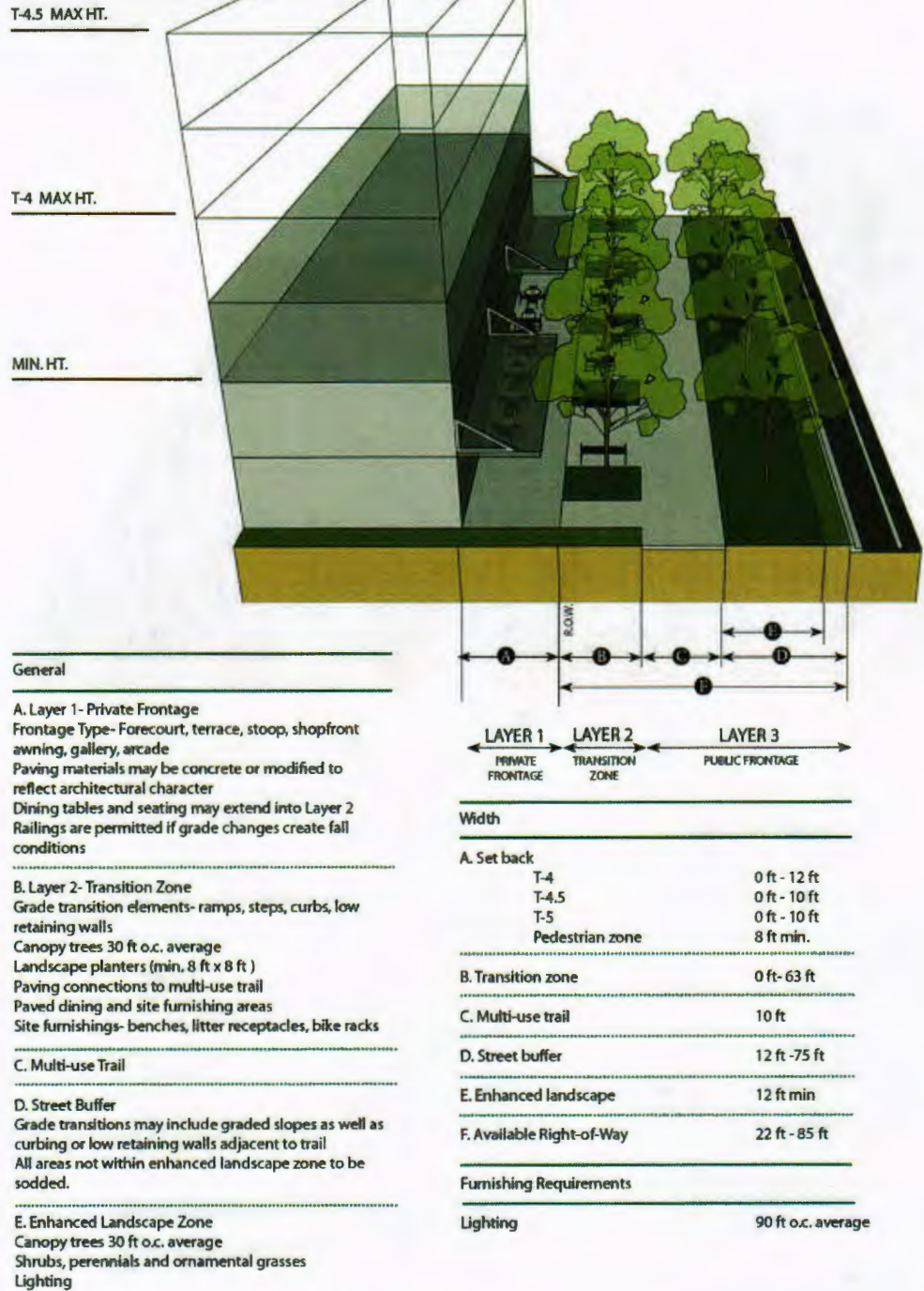
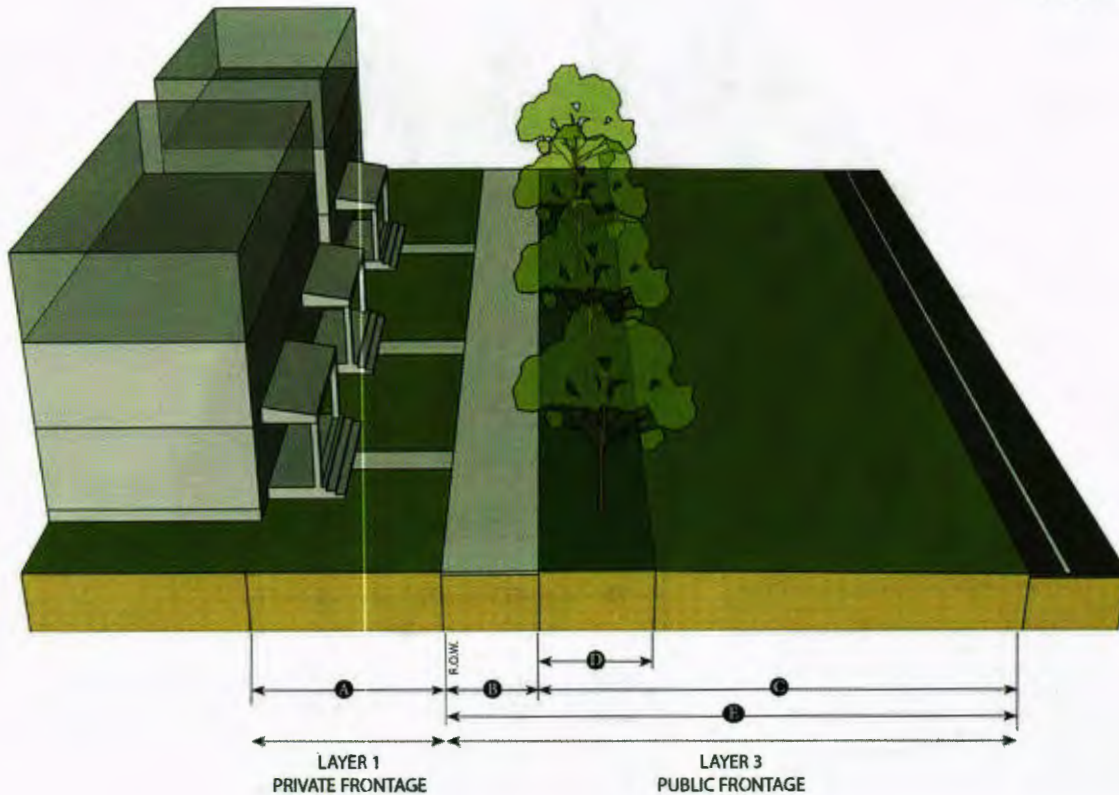


Figure 45-21: Typical Section – Green Edge

STREETSCAPE CHARACTER TYPICAL SECTIONS
SR 200/ US 17
GREEN EDGE
T-3 / T-3.5



General

A. Layer 1- Private Frontage

Frontage Type- Porch, Terrace

Grade transitions may include curbs, steps and low retaining walls

B. Multi-use Trail

Trail to be located at right-of way

For large parcels, the trail may meander within the right-of way. Radii of curved segments shall be generous to create a safe, smooth path for bicyclists.

C. Street Buffer

Grade transitions may include graded slopes as well as curbing or low retaining walls adjacent to trail
All areas not within enhanced landscape zone to be sodded.

D. Enhanced Landscape

Canopy trees 30 ft o.c. average. Trees may be alternated either side of trail if set back permits.

Width

A. Set back

T-3	15 ft - 20ft
T-3.5	10ft - 15ft

B. Multi-use trail 10 ft

C. Street buffer 12 ft -75 ft

D. Enhanced landscape 12 ft min.

E. Available Right-of-Way 22 ft - 85 ft

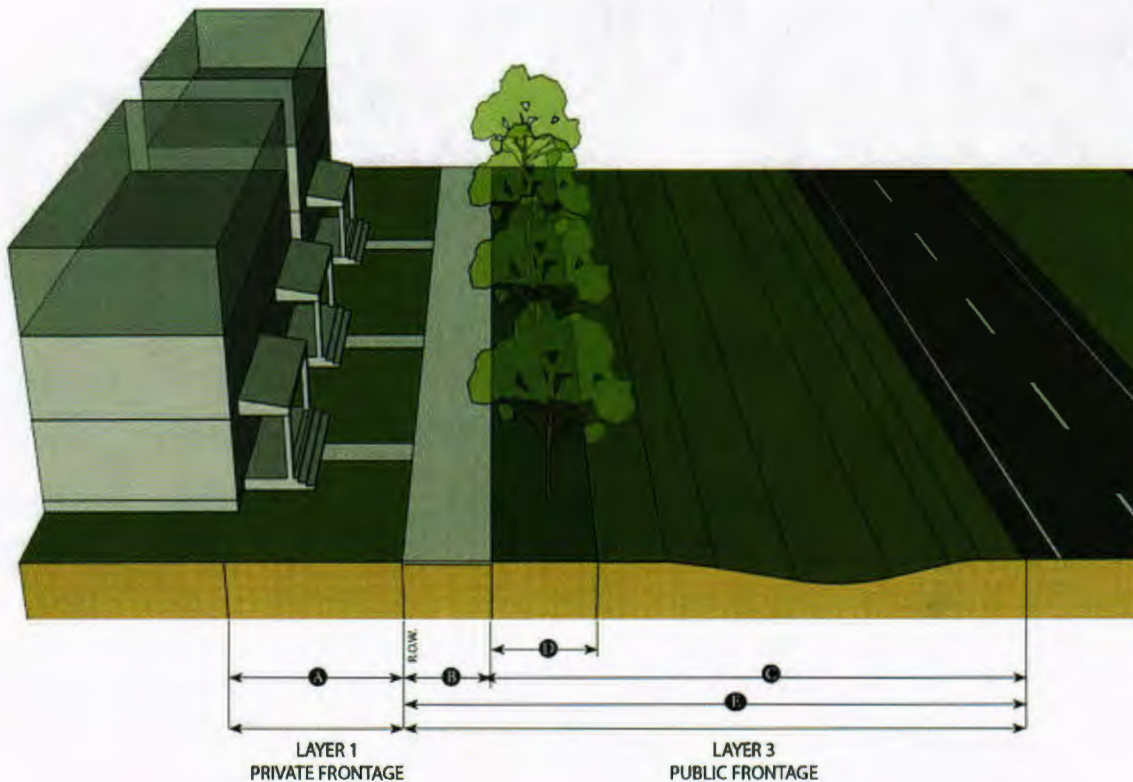
Furnishing Requirements

Lighting 90 ft o.c. average

Figure 45-22: Typical Section – Green Edge

ARTICLE 45 TIMBER TO TIDES DESIGN OVERLAY – COMMUNITY BASED DESIGN STANDARDS

STREETSCAPE CHARACTER TYPICAL SECTIONS SR 200/ US 17 GREEN EDGE (ONLY ALLOWED WEST OF I-95) T-3 / T-3.5/T4



General

A. Layer 1- Private Frontage

Frontage Type- Porch, Terrace

Grade transitions may include curbs, steps and low retaining walls

B. Multi-use Trail

Trail to be located at right-of way

For large parcels, the trail may meander within the right-of way. Radii of curved segments shall be generous to create a safe, smooth path for bicyclists.

C. Street Buffer

Grade transitions may include graded slopes as well as curbing or low retaining walls adjacent to trail
All areas not within enhanced landscape zone to be sodded.

D. Enhanced Landscape

Canopy trees 30 ft o.c. average. Trees may be alternated either side of trail if set back permits.

Shrubs, perennials and ornamental grasses

Lighting

Width

A. Set back

T-3	15 ft - 20ft
T-3.5	10ft - 15ft
T-4	0 ft - 12 ft

B. Multi-use trail

10 ft

C. Street buffer

12 ft - 75 ft

D. Enhanced landscape

12 ft min.

E. Available Right-of-Way

22 ft - 85 ft

Furnishing Requirements

Lighting

90 ft o.c. average

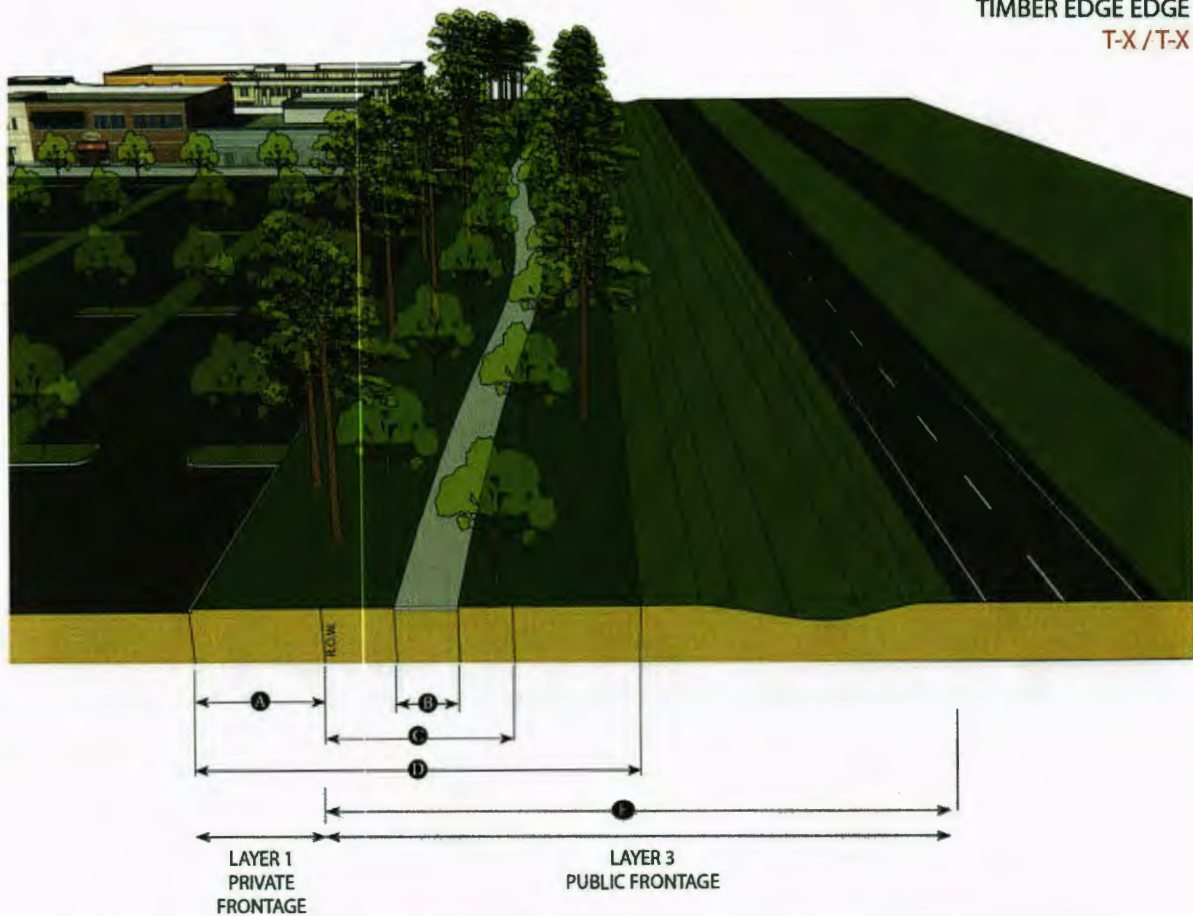
Figure 45-23: Typical Section – Green Edge (only West of I-95)

STREETSCAPE CHARACTER TYPICAL SECTIONS

SR 200/ US 17

TIMBER EDGE EDGE

T-X / T-X



General

A. Layer 1- Private Frontage
Surface Parking/ Building set back

B. Multi-use Trail
Trail to be located within trail corridor limits. The trail may meander within the trail corridor. Radii of curved segments shall be generous to create a safe, smooth path for bicyclists.

C. Trail Corridor
Clearing of existing vegetation to be limited to that necessary for construction of the trail and trail connections.
Pedestrian lighting to be provided within trail corridor.

D. Enhanced Landscape
Canopy trees 30 ft o.c. average. Trees may be alternated either side of trail. Existing canopy trees retained within 15 ft of trail may be counted toward the canopy tree requirement.

5 ft sod mowing strip may be provided on both sides of trail. The remainder of the disturbed area shall be planted with shrubs, perennials and ornamental grasses

Width

A. Set back	
Parking/structures	20 ft min.
B. Multi-use trail	10 ft
C. Trail corridor	30 ft
D. Enhanced landscape	70 ft min.
E. Available Right-of-Way	70 ft - 110 ft

Furnishing Requirements

Lighting	90 ft o.c. average
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Figure 45-24: Typical Section – Timber Edge

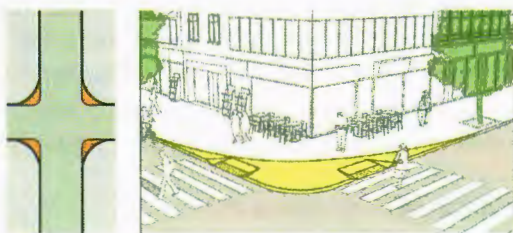
E. Traffic Calming Techniques

1. Traffic calming techniques shall be utilized for main streets, boulevards, and other street types in the T2TDO as required by the County Engineer for safety purposes.



Lane narrowing

Narrow lanes reduces speeds and minimize crashes on city streets by way of reducing the right-of-way and making drivers wary of traffic and adjacent users. Use the additional space for pedestrian space, cycle facilities, or green infrastructure.



Corner radii

Narrowing corner radii reduce vehicle turning speeds as well as pedestrian crossing distances. Minimizing the size of a corner radius is critical to creating safe and compact intersections.



Gateway treatments

Buildings at the right-of-way with articulated facades and windows indicate that a street is in an urban environment, not a highway.



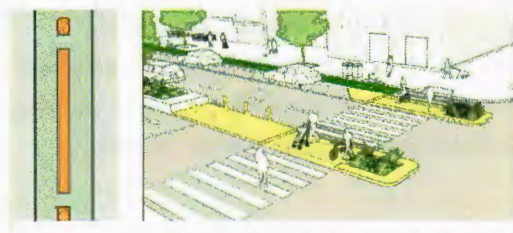
Pinchpoints

Pinchpoints narrow the roadway at a mid-block point. They can be combined with speed tables to create high-quality pedestrian crossings. They can also be used on low-volume, two-way streets to require facing motorists to yield to one another.



Chicanes and lane shifts

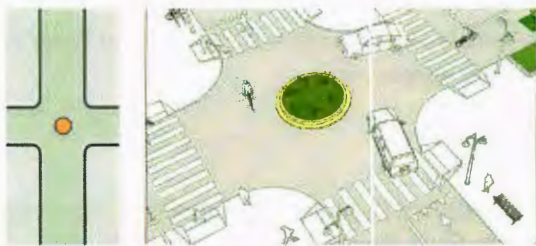
Chicanes and lane shifts use alternating parking, curb extensions, or edge islands to form an S-shaped path of travel which lowers vehicle speeds.



Medians and refuge islands

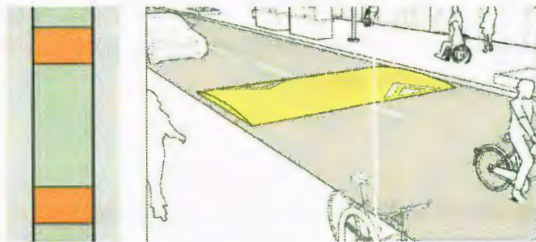
Raised center medians and pedestrian refuge islands can be used to reduce lane width for vehicles, even on relatively narrow streets. They can also be used to organize traffic at intersections or to block access at strategic points.

Figure 45-25: Traffic calming techniques (from Global Designing Cities Initiative)



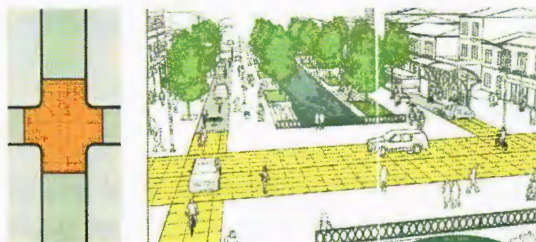
Mini-roundabouts

Mini roundabouts are round islands at intersections that serve to both reduce speeds and organize traffic, routing vehicles around the island rather than directly across the intersection.



Speed tables

Speed tables are formed by raising sections of the road in a sinusoidal shape, typically 4–6 inches high and 13–20 feet long. The dimensions can be tailored to match the target speed of the street. Shall be constructed of permanent materials as approved by the Development Services Director. For use only at marked pedestrian crossing areas. No rubberized materials are permitted.



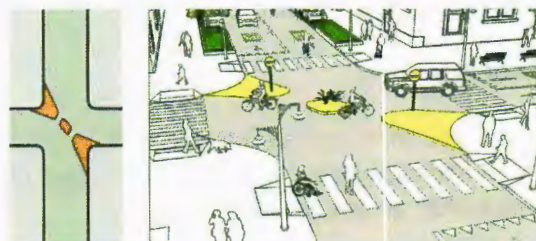
Pavement materials and appearance

Pavement appearance can be altered through unique treatments that add visual interest, such as colored or pattern-stamped asphalt, concrete, or concrete pavers, which can be used to make other traffic calming techniques more noticeable to drivers.



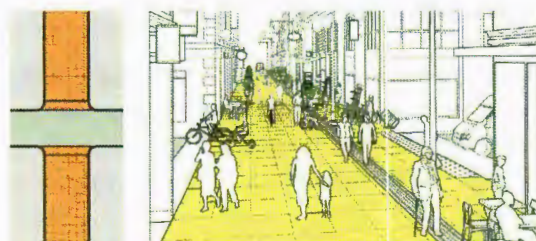
Two-way streets

Two-way streets, especially those with narrower profiles, encourage motorists to be more cautious and wary of oncoming traffic.



Diverters

Diverters and other volume management strategies, such as restricted movement and restricted access strategies, help in reducing motor vehicle volumes and speeds. Reduced traffic volumes significantly impact cyclist comfort.



Shared streets

By removing the physical distinctions between pedestrian, cycle, and vehicular spaces, shared street treatments force all users to share the street, increasing awareness and reducing motor vehicle speeds.

Figure 45-26: Traffic calming techniques (from Global Designing Cities Initiative)

ARTICLE 45 TIMBER TO TIDES DESIGN OVERLAY – COMMUNITY BASED DESIGN STANDARDS

F. Access Management Standards

1. **Applicability.** These regulations apply to the creation and development of all outparcels and new parcels within the T2TDO. In addition, these regulations shall apply to all lands within one thousand (1,000) feet of each side of SR 200/A1A stretching from the west side of the Thomas J. Shave Bridge at the Intercoastal Waterway to Police Lodge Road. For the purpose of these regulations, an outparcel is defined as property that is located between a nonresidential development, mixed-use development, multi-family development, or residential subdivision and SR 200/A1A, that is created from a parent tract either by subdivision, lot split, metes and bounds, or, in the case of a single owner, site plan approval and is intended for nonresidential, mixed-use, or multi-family developments. For the purposes of these regulations, new parcel shall mean any parcel of land created from a parent tract or existing parcel of land either by subdivision, lot split, metes and bounds, or, in the case of a single owner, site plan approval.
2. **Access.** Limitations on number of driveways and curb cuts are essential in preserving the long-term operational capacity of the SR 200/A1A corridor. In addition, controlling the number of driveways and curb cuts promotes the public health, safety, and welfare.
 - a. Outparcels and new parcels created and developed pursuant to these regulations shall not have direct access to SR 200/A1A, unless there is shared access with an adjacent property and such access is not located within three hundred thirty feet of another driveway (on the same side of the right-of-way of SR 200/A1A).
 - b. Access to outparcels and new parcels shall be provided via a driveway to the parent tract, or by frontage roads or alleys with priority and focus on alleys, whenever possible. The county has no obligation to provide such roads.
 - c. The county shall regulate access pursuant to these regulations in site plan review or at time of new parcel or outparcel creation, as applicable.
 - d. As part of the county's site plan review, all applicants shall be required to dedicate a cross-access easement in a manner that connects to adjacent cross-access easements or public rights-of-way.
 - e. It shall be the responsibility of the development services director or his/her designee to ensure that cross-access easements are dedicated as part of the site plan review process, and that such easements connect or will connect to similar easements on adjacent property.

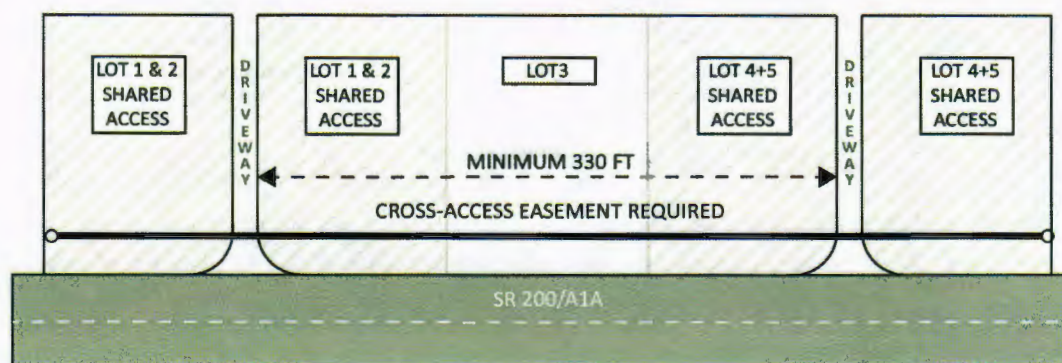


Figure 45-27: Access for outparcels and new parcels

3. **Access management standards.** The following standards are intended to balance private property rights, long-term real estate values, and corridor function. The following regulations are for development fronting SR 200/A1A within the T2TDO:

ARTICLE 45 TIMBER TO TIDES DESIGN OVERLAY – COMMUNITY BASED DESIGN STANDARDS

- a. Primary access. For lots having frontage on SR 200/A1A, primary access shall be from SR 200/A1A, an intersecting public street, or provided through the use of parallel roads side streets, joint access driveways, and cross-access easements connecting adjacent developments as acceptable to the county, with priority and focus on alleys, where possible.
- i. Corner lots. The following standards apply to corner lots where the corner is formed by SR 200/A1A and a side street that is functionally classified as a collector street or arterial road:
 - (A) the primary driveway access shall be from the side street;
 - (B) a corner lot exceeding three and one-half acres in size, and having at least three hundred seventy-five feet of frontage on SR 200/A1A, may have primary access on SR 200/A1A provided that said primary access is located as far from the intersecting corner roads as possible with a minimum distance of two hundred fifty feet; and
 - (C) driveway access shall meet the upstream spacing criteria of these driveway regulations.
- ii. Interior lots. The following standards apply to interior lots:
 - (A) new driveway access points shall be limited to one for every six hundred sixty feet of frontage along SR 200/A1A. Regardless of total frontage length, no more than two access points shall be allowed;
 - (B) new driveway access points shall not be allowed within five hundred feet of any other existing driveway access on that property;
 - (C) in the event that the spacing criteria does not allow for the necessary driveway access, the property may be accessed by frontage roads, alleys, or by cross-access easements; and
 - (D) the development services director or his/her designee may allow a waiver of the requirements of this paragraph in writing if the requirements cannot be met based upon configuration of the property or a determination that the alley, frontage road, or cross-access easement cannot be provided. The director of development services or his/her designee may also propose to the board of county commissioners an alternative to the requirements of this paragraph.

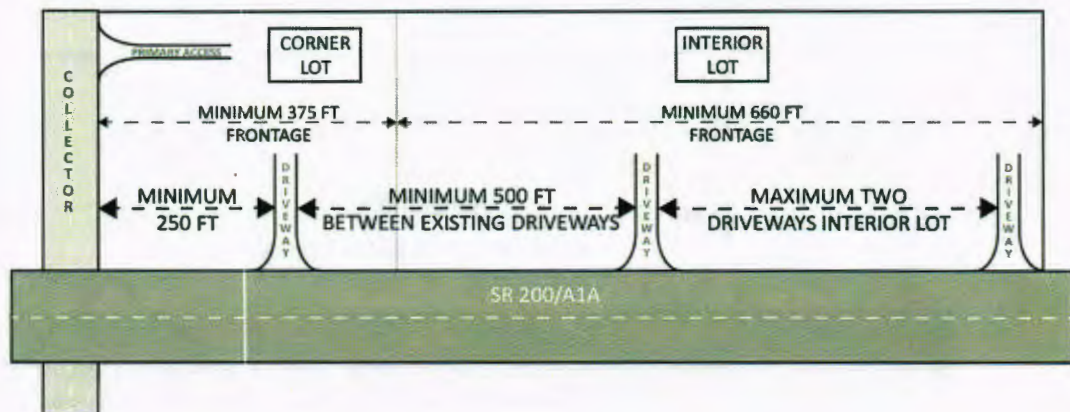


Figure 45-28: Primary access for corner and Interior lots

- iii. New lots. To preserve the safety and operational efficiency of the SR 200/A1A Corridor, it is the intent of the county to carefully limit the number of driveway access points that are constructed in the future. However, to balance access management with reasonable use

ARTICLE 45 TIMBER TO TIDES DESIGN OVERLAY – COMMUNITY BASED DESIGN STANDARDS

of property, while maintaining the functional importance of the SR 200/A1A Corridor, the county shall apply the following requirements:

In designing nonresidential, mixed-use or multi-family developments, the creation of outparcels or new parcels is prohibited unless access to said outparcel(s) or new parcel(s) is not directly abutting SR 200/A1A, but rather a rear road, an alley, direct access to a parent tract, or by a minimum thirty foot wide cross-access corridor. It shall be the responsibility of the applicant to convey any such access-way through dedication or grant of easement and to construct the interconnecting access facility in a manner acceptable to the county.

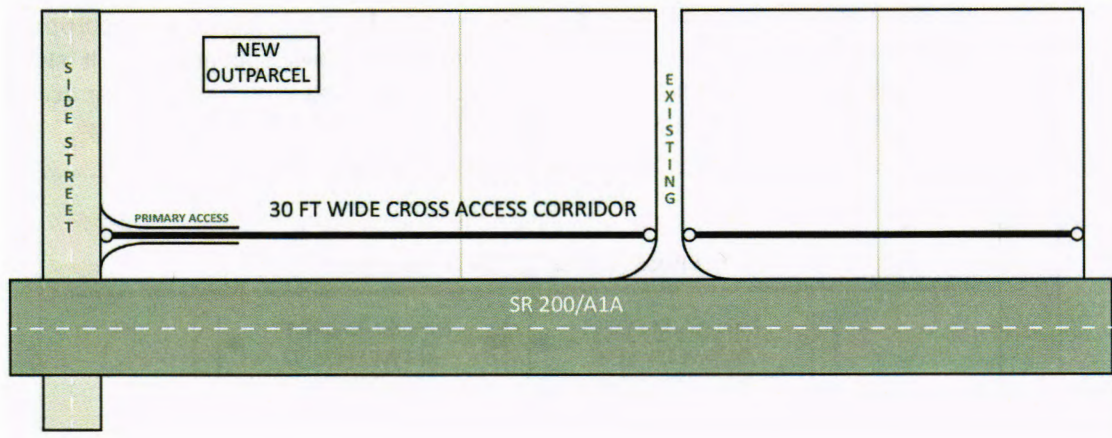


Figure 45-29: New parcel access

- b. Secondary access.
 - i. Corner lots. Secondary access, other than primary access, may be provided to corner lots on a permanent or temporary basis in the following manner:
 - (A) a right-in/right-out may be allowed on SR 200/A1A only if the FDOT approves such access;
 - (B) a right-in/right-out may be allowed on SR 200/A1A only if there is no other driveway of any type within six hundred sixty feet of the proposed driveway, or if there is no other practical point of ingress/egress, such as a frontage or alley, or a cross-access easement; and
 - (C) a right-in/right-out may be allowed on SR 200/A1A only if such access does not interfere with the safe operation, as determined by the development services director or his/her designee, of existing or planned turn acceleration/deceleration lanes existing along SR 200/A1A.
 - ii. Internal lots. Secondary access for interior (non-corner) lots shall be either from SR 200/A1A, provided that the minimum spacing criteria can be met, or by frontage roads, alleys, or by a cross-access corridor. New driveway access points shall be limited to no more than one per every six hundred sixty feet of frontage. Under no circumstances shall an internal lot be approved for more than two access points (one primary and one secondary). Outparcels shall not be granted a secondary access point on SR 200/A1A.
- c. SR 200/A1A median openings. All development plans submitted to the county that seek any access connection to SR 200/A1A require FDOT approval. The general policy of the county is to support the spacing standards recognized by the FDOT, provided they are implemented and upheld in a fair, reasonable, and pragmatic fashion. Thus, minor deviations in the spacing dimensions may be accommodated if the intent of the regulations is otherwise being met.

ARTICLE 45 TIMBER TO TIDES DESIGN OVERLAY – COMMUNITY BASED DESIGN STANDARDS

- ii. The FDOT has primary authority to allow or provide for median crossing movements on the SR 200/A1A Corridor.
- d. Cross-access. Within the T2TDO, all nonresidential, multi-family and mixed-use projects with frontage on SR 200/A1A shall construct vehicular cross-access to adjacent nonresidential, multi-family, and mixed-use properties, public rights-of-way, and streets. Where there are stub-outs on adjoining properties, the site under review shall complete the physical connection with the cross-access, drive aisle or parking area of the adjacent property. Where a vacant lot/tract of land with a commercial, industrial, high density residential or multi-use FLUM designation is adjacent to the site under review, the cross-access stub-out shall be constructed to the property boundary with the initial site development or appropriate phase of the project as determined by the development review committee. It shall be the responsibility of the applicant to grant a cross-access easement in a format acceptable to Nassau County allowing for vehicular and pedestrian cross-access in perpetuity.

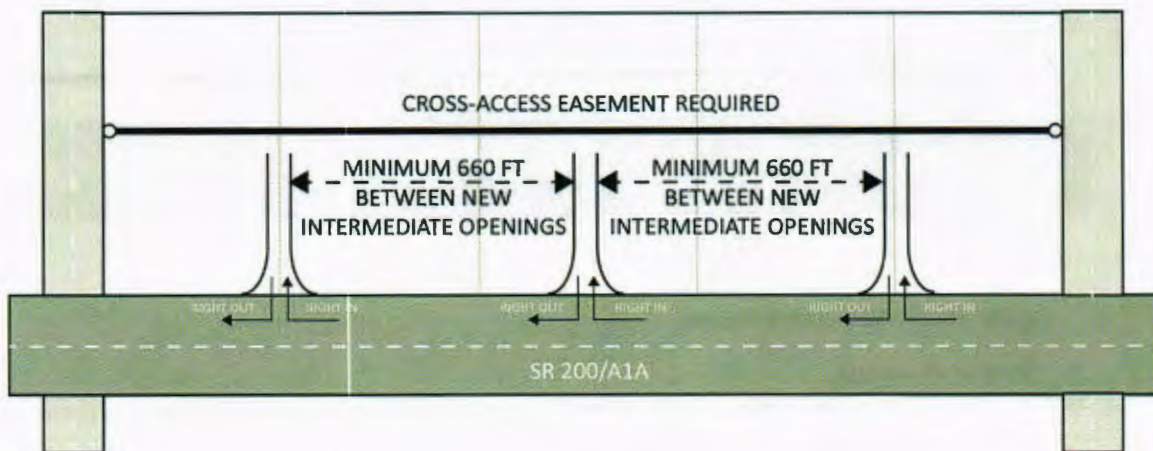


Figure 45-30: Intermediate openings for interior lots

SECTION 45.04. SITE ENGINEERING PLAN COMMUNITY BASED DESIGN STANDARDS

45.04.01. SITE ENGINEERING PLAN CBDS INTRODUCTION

- A. Site engineering plan community based design standards, as listed in this Section, shall apply to all new development and redevelopment in the Timber to Tides Design Overlay (T2TDO), whether being developed according to an existing zoning and FLUM designation, or the Transect zone and FLUM designation.
 - 1. Where this Section fails to address a particular standard, the Land Development Code (LDC) shall control.
 - 2. In the event of a conflict between this Section and the LDC, this Section shall control.
 - 3. This Section provides guidance and standards as to the design and geometric arrangement of development sites in order for all development to be consistent with the objectives of the T2TDO.
 - 4. All development shall meet Americans with Disabilities Act (ADA) standards.

45.04.02. GENERAL DEVELOPMENT AND ACTIVITY CENTER STANDARDS

- A. General Development Standards. All new development and redevelopment in the T2TDO shall utilize the following techniques in creating a more walkable, urban environment:
 - 1. Compact Density. Higher densities and intensities are encouraged to support walkability and transit readiness. Compact development patterns help ensure efficient land use and contribute to a vibrant public realm.
 - 2. Mix of Uses and Building Types. A variety of building types and uses—including residential, commercial, civic, and recreational—should be integrated within a walkable network. These uses should be accessible by foot within each development and interconnected to adjacent developments and public spaces.
 - 3. Framing the Street. Buildings are set close to the street, helping to define its width extents, which works to slow traffic while creating a sense of place.
 - 4. Internal Circulation. A combination of public streets and private drive aisles establish an internal network of streets, complete with sidewalks that help distribute vehicle movements across a greater area while enabling walkable access to all buildings.

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5. Human-Scale Streetscape. The streetscape along SR 200/A1A should include elements that help transition from the large, vehicle-oriented right-of-way into an environment geared toward people. Landscape of developments fronting SR 200/A1A should include broad tree canopy and active building facades, such as windows and front porches, that help make walking feel comfortable and safe. Shade trees and structures should be regularly provided for refuge from the elements.



Figure 45-31: Salem, OR, streetscape plan – examples of human-scale streetscapes

6. Diversity of Built Form. Buildings generally have a consistent scale and architectural style, but differ in form and use. Mixed-use commercial, apartment, townhome, duplex, and detached single-family typologies should be distributed within neighborhoods and centers.
7. Pedestrian First Design. A system of alleys and parking areas set behind buildings help to prioritize walking and biking along building faces by limiting conflict points with automobiles.
8. Extensive Tree Canopy. Significant tree canopy along sidewalks, park spaces, and in plazas substantially enhance the comfort and visual interest of the development. Trees preserved or planted to the south and west of buildings achieve substantive energy conservation.
9. Chain of Parks. A series of parks with pedestrian connections to building courtyards helps establish a cohesive network green and open spaces that greatly reinforce social interaction.
- B. Activity Center Standards. Activity centers within the T2TDO serve as key focal points for higher-density development, fostering community interaction and a distinctive urban character. Their boundaries are defined in the Regulating Plan, ensuring that each center contributes to a cohesive and connected corridor. Three distinct activity centers anchor the T2TDO, each with a unique role in shaping the region's growth and development:

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- **Corridor Gateway** – Positioned at I-95 and SR 200/A1A, this center functions as the primary entrance to the corridor. It is designed to support regional-scale mixed-use development, emphasizing hospitality, office, and commercial uses that leverage highway accessibility while maintaining a walkable environment.
- **Historic Yulee (Center)** – Located at US-17 and SR 200/A1A, this center preserves the historic fabric of the community while integrating modern amenities. Redevelopment efforts should focus on adaptive reuse, reinforcing the area's cultural and historic significance through thoughtful placemaking and architectural preservation.
- **Nassau Villages (Center)** – Centered at Amelia Concourse and SR 200/A1A, this suburban activity center is envisioned as a transformation of existing commercial areas into a more pedestrian-oriented, mixed-use environment. Infill development, improved walkability, and enhanced public spaces will support a more vibrant and connected community.

To ensure these centers function as dynamic, high-quality urban nodes, developments within them shall exceed general standards by incorporating the following:

1. **Mixed-Use Development**
 - a. Activity centers must incorporate a diverse mix of uses, including residential, office, retail, and civic spaces.
 - b. Ground floors shall include commercial or civic uses that provide visual or physical engagement with the street and pedestrian realm, contributing to an active and inviting streetscape.
2. **Engaging Ground-Level Uses**
 - a. Ground-floor uses shall prioritize pedestrian-friendly businesses, such as cafes, retail shops, and services, with residential or office spaces above.
 - b. Storefronts shall feature higher transparency, minimal setbacks, and inviting entrances to encourage foot traffic.
3. **Integrated Streetscape and Public Spaces**
 - a. Activity centers shall comply with the edge types specified in the regulating plan when fronting SR 200 or US 17.
 - b. Public spaces, including plazas, pocket parks, and greenways, shall be incorporated to foster community interaction.
 - c. Green corridors and pedestrian linkages shall connect parks, civic buildings, and key destinations.
4. **Walkable and Connected Urban Design**
 - a. Activity centers shall maximize connections to the street grid, ensuring shorter block lengths that enhance walkability.
 - b. Alleyways and rear access lanes shall be incorporated to reduce curb cuts and improve frontage continuity.
5. **High-Quality Architecture & Character**
 - a. Buildings shall feature distinct architectural styles as designated within this Article to reinforce a sense of place.
 - b. Facades shall incorporate architectural detailing, varied rooflines, and active frontages to enhance visual appeal.
6. **Strategic & Context-Sensitive Parking**
 - a. Surface parking lots must be placed behind or to the side of buildings to maintain an active and pedestrian-friendly street edge.
 - b. Shared parking arrangements are encouraged to optimize space utilization and minimize excessive paved areas.

45.04.03. PEDESTRIAN DESIGN STANDARDS

A. Pedestrian Connectivity

1. A pedestrian circulation plan shall be provided at the time of Site Engineering Plan review that demonstrates both internal pedestrian access and connectivity to adjacent developments and rights-of-way.
2. A pedestrian circulation plan shall provide linkages between the internal pedestrian circulation facilities and existing or planned sidewalks or multi-use trails along the ROW.
3. All sidewalks shall be a minimum of six feet wide.
4. All multi-use trails shall be a minimum of ten feet wide.
5. Sidewalks and trails shall be shaded by canopy trees as specified in section 45.04.05.B.

B. Sidewalk Zones

1. The sidewalk zone is the portion of the public realm which is dedicated to the pedestrian. It has 5 distinct sub-zones.
 - a. 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 ft, however, it can be greater to accommodate seating.
 - b. 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 ft, however, it can be greater.
 - c. Furnishing Zone: the portion of the sidewalk used for street trees, landscaping, transit stops, fire hydrants, streetlights, and site furnishings. This zone shall be no less than 4 ft, with an extra foot for every 5 mph increment over 25 mph. If adjacent to a transit stop, it should be between 6 ft to 8 ft wide.
 - d. Edge Zone: the area used by people getting in and out of vehicles parked at the curbside. This zone varies from 6 inches to 2 ft-6 inches.
 - e. 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 ft.
 - f. 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.
 - f. This Sec. 45.04.03.B shall not be applicable to the Edge Conditions found in Sec. 45.03.02.D.



Figure 45-32: Sidewalk Zone – from sfbetterstreets.org

45.04.04. VEHICULAR DESIGN STANDARDS

A. Parking areas in general

1. On-street parking shall be inset with bulb-outs used to define the street, provide for vegetation, encourage slower vehicular speeds, and provide locations for mid-block pedestrian crosswalks. A bulb-out shall be required for every five (5) consecutive on-street parallel parking spaces that are developed. An interior landscape island shall be required for every ten (10) consecutive on-street nonparallel parking spaces that are developed.
2. Parking standards, as defined in Article 31 of the LDC shall be used.
3. Parking material: Pavement systems shall be maintained in a smooth, well-graded, and drained condition. Parking materials may consist of standard paving, pavers, or alternate paving systems. Use of grass or alternate lawn surface as parking material may be considered for up to one-third of the required off-street parking when determined by development services to be appropriate. All accessible spaces must comply with all requirements set by the Americans with Disabilities Act (ADA).

B. Non-residential, mixed-use, multi-family

1. On-site parking shall not exceed the maximum permitted for each Transect as shown in Table 45-01. Where no maximum is specified in Table 45-01, the on-site parking shall not exceed 110% of the minimum parking requirement established in Article 31.12 of the LDC. Reductions to minimum parking requirements as provided in Table 45-01 may not be combined with the shared parking reductions allowed under Article 31.14 of the LDC.

Table 45-01: Parking Standards

Transect	Minimum Required Parking (as % of Article 31.12)	Maximum Parking	Notes
T-2.5	100% (baseline)	110%	Maintain suburban expectations
T-3	90%	110%	Begin shift to compact development
T-3.5	85%	100%	Flexibility for mixed housing types
T-4	80%	100%	Compact mixed-use zone
T-4.5	75%	100% (structured above this)	Urban corridor
T-5	65%	100% (structured above this)	Urban center

2. The Planning Director may approve an additional 15% reduction in the minimum required parking may be permitted for vertically integrated mixed-use development that includes residential units constructed above ground-floor non-residential uses. This incentive is intended to support compact, walkable development and encourage the inclusion of live-work and mixed-use building types consistent with the vision of the T2TDO.
3. The Planning Director may approve up to a 100% reduction in the amount of on-site, off-street parking for parcels less than one (1) acre in area upon the demonstration that the minimum number of required parking spaces are being provided for through off-site alternative parking

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solutions, including on-street parking adjacent to the parcel, a shared parking agreement or structured parking.

4. In transect T-4.5 and T-5, the maximum parking allowed shall not exceed 100% of the Article 31.12 requirements unless structured parking is provided.
5. Parking areas shall be separated and screened from public streets, sidewalks or rights-of-way using a landscaped area at least ten feet wide that includes a hedge that upon establishment is maintained at a height between three and four feet, or a three-foot-high wall or fence, and canopy trees planted on average of thirty-foot spacing to screen and shade public parking lots and service areas. Walls and fences over three feet in height shall be at least 50% transparent and shall not exceed six feet in height. Chain link fences are prohibited. Parking areas adjacent to the rear yards of single-family detached homes shall provide a ten-foot-wide buffer with a six-foot-tall privacy fence or hedge.
6. Parking lots shall be accessed from a side street or alley. When a side street is not accessible, one driveway entrance may be allowed on the primary road, provided that all access management standards are met, and the new access provides an alley to the parcels surrounding it. It is the intent of the county to limit, to the maximum extent possible, individual driveways.
7. Parking areas shall include a minimum of six-foot-wide pedestrian walkway, which can be a traditional sidewalk or on or near pavement grade. Such sidewalks shall connect parking with building entrance(s), and be provided with at least every other parking row. The pavements of such walkways shall be differentiated from parking area pavement through a change in surface texture, material, style, elevation, and/or color. See landscaping requirements in Section 45.04.05.13.
8. Parking areas shall be interconnected or designed to interconnect in the future. Where a parking lot is connected, or designed to connect, an easement for ingress and egress to adjacent lots shall be recorded by the property owner in the Nassau County official records book.



Figure 45-33: Pedestrian walkways, Branan Field Wal Mart, Clay Co., FL



Figure 45-34: Shaded pedestrian walkway

9. Minimum parking requirements can be further reduced through the provision of on-street parking and shared parking facilities or shared parking agreements, consistent with the provisions of Section 31.14 (D) of the Land Development Code; and
10. All on-site parking shall be located behind a primary structure or ten feet behind the front wall of a primary structure and screened from the street. Parking shall not be located between the street

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and a primary building that is used to meet the maximum front setback requirement. Parking lots shall not be located in any required yard setback, except for side yard setbacks.

C. Parking areas - single family residential

1. Within a single family residential development located in the T2TDO the following standards shall apply:
 - a. Required parking may be accommodated on the surface lot, in a carport, or in a garage;
 - b. Parking shall not be allowed in a required front or side yard, except on the driveway; and
 - c. Designated on-street parking is allowed.

D. Bicycle Parking

1. Bicycle parking shall be required for all non-residential, multi-family, condominium, and mixed-use developments in the T2TDO.
2. All bicycle parking shall be placed in a usable location and shall not block pedestrian thoroughways.
3. Bicycle parking shall be provided at a minimum ratio of one (1) space per 2,000 square feet of non-residential use up to a maximum of ten (1) bicycle spaces for non-residential use.
4. Bicycle parking shall be provided at a minimum ratio of one (1) space per every ten (10) units of residential use up to a maximum of ten (10) bicycle spaces for residential use.

45.04.05. LANDSCAPING REQUIREMENTS

A. Introduction

1. Landscaping plays a critical role in defining the character of the built environment, improving aesthetics, creating wildlife habitat, and ensuring functional and safety benefits. The standards in this Section establish elevated landscaping requirements to align with the higher aesthetic, pedestrian-oriented, and mixed-use principles of form-based codes.
2. These standards reinforce a cohesive, visually appealing streetscape by integrating public and private frontage landscaping to create a seamless transition between buildings, sidewalks, and thoroughfares. They establish layered vegetation to define outdoor spaces, soften hardscapes, and create inviting pedestrian experiences. Additionally, they incorporate vertical landscaping elements, such as green walls, and trellises, to enhance facades and mitigate blank walls, while also encouraging landscaping in civic spaces to promote community engagement and sustainability.
3. Landscaping should actively contribute to public comfort and well-being by utilizing high-canopy trees to provide continuous shade along sidewalks and pedestrian areas, improving thermal comfort and reducing the urban heat islands effect. Vegetative buffers between vehicular areas and pedestrian pathways are required to increase safety and air quality. Biodiversity-supportive plantings should be incorporated to attract pollinators, birds, and wildlife.
4. The standards shall support ecological resilience and environmental through the use of native plantings and tree canopies that capture rainfall. Rain gardens, bioswales, or other green infrastructure elements are encouraged in landscaping design. On-site water retention and filtration should be maximized through strategic planting and grading.

B. Planting Standards

1. Baseline Requirements. Landscaping shall meet or exceed the minimum requirements of Sec. 37.05 LDC unless otherwise specified. The buffering requirements found in Sec. 37.06 LDC shall not be applicable.
2. This Sec. 45.04.05 shall not be applicable to the Edge Conditions found in Sec. 45.03.02.D.
3. Native and Climate-Appropriate Vegetation. A minimum of 80% of all trees and 60% of shrub and groundcover plantings shall be native species. Monoculture planting is prohibited; diversity in species selection is required to improve resilience.

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4. Tree Canopy and Placement. Trees must be planted below sidewalk and street grade using structural soil cells or suspended pavement systems to ensure adequate root growth. Tree plantings shall provide at least 60% canopy coverage of the sidewalk zone as depicted in Figure 45-32 and as demonstrated by the maturity of the species chosen and size. Canopy trees shall be spaced at a maximum of 30 feet on center along streets and pedestrian paths for continuous shade.
5. Irrigation and Soil Management. Permanent irrigation is required for Class II-IV development, with smart, water-efficient irrigation systems. Reclaimed water connection is mandatory where available within 250 feet.
6. Ground Coverage and Mulching. No bare soil shall be exposed—all non-paved and non-built areas must be covered with groundcover, turf alternatives, or organic mulch. Mulching and soil amendments shall be required to improve soil structure and water retention.
7. Tree and Landscape Bed Integration. Trees located in landscape beds within pedestrian environments shall incorporate native shrubs, ornamental grasses, or groundcover plantings to enhance soil health and aesthetics. Landscape beds shall have a minimum radius of 2 feet from the tree trunk, ensuring that root flare remains visible and free of excess mulch or plant material.
8. Development projects must submit a streetscape plan that integrates landscaping with pedestrian and bicycle facilities, public seating, and shading elements.
9. Minimum separation standards for trees and infrastructure are shown below in Table 45-02.

Table 45-02: Tree Separation Standards

Site or building element	Minimum distance from trees	Notes
Walkways, curbing, other impervious surface	2 ft	Trees in tree well or continuous planter
Walkways, curbing, other impervious surface	3 ft	Trees in swale
Streetlights, fences, walls, other	5 ft	Ground level elements
Streetlights	10 ft	Tree plantings
Porch eaves, awnings, similar elements	6 ft	Elements that project from building
Balconies, verandas, building eaves, cornices, similar elements	8 ft	Elements associated with front façade of building
New utility easements	7.5 ft	Tree plantings

10. Greening Parking Areas. Tree canopy must provide at least 60% shade coverage over parking areas as demonstrated by the maturity of the species chosen and size.
11. Interior Landscaping Islands. One interior landscaped island shall be required per ten parking spaces. Each island must contain at least one canopy tree per each row of parking, with additional plantings to provide visual interest.
12. For all required plantings in the right-of-way shall be installed by the developer.
13. For vehicle parking walkways, canopy trees shall be planted at a minimum of fifty feet on center on either side of the walkway.
14. For all dumpsters and service areas (including loading zones) the minimum landscaping shall include one shrub for every two linear feet of wall. The shrubs shall be planted and maintained at

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a minimum of four feet in height. One canopy tree or understory tree per ten linear feet of wall or fence is required.

15. For a back flow preventer(s), if required to be in the front yard, it shall be screened with shrubs with a minimum height of four (4) feet at planting maintaining an opacity of 80%.
16. All sidewalks and trails shall be shaded by canopy trees as planted with a maximum spacing of thirty feet, located between the sidewalk or trail and adjacent street, or if there is no adjacent street located generally to the south and west of the sidewalk or trail, an orientation that will provide more shade.

45.04.06. GENERAL SITE REQUIREMENTS

A. Signage

1. 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.
2. Signage standards within the T2TDO shall comply with Article 30, of the Land Development Code.
3. Signage concept plan. A signage concept plan that conforms to the standards established within the Land Development Code must be submitted as part of each development application within the T2TDO.

B. Lighting.

1. All thoroughfare lighting, public and private, shall be consistent with the T2TDO Lighting Concepts as developed by VHB and included in Figure 45-35 or as approved by the Nassau County Planning Director. The style of lighting fixtures is to capture the essence of Nassau County's history while having dark-sky friendly shielding and directional LED bulbs to reduce light pollution. The lighting utilized shall be consistent along the length of each individual thoroughfare.
2. Lighting on building facades shall be required in a complimentary design to the T2TDO lighting concepts along the length of each thoroughfare, or each activity center, when the building is fronting on a public thoroughfare.
3. Bollards shall be installed along pedestrian facilities when other street lighting has not been provided to protect pedestrians.
4. 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.
5. 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.
6. The latest edition of the IES Lighting Handbook, published by the Illuminating Engineering Society of North America, shall be used as a guide for the design and testing of parking facility and development lighting.
7. All lighting shall be required to have dark-sky friendly shielding and directional LED bulbs to reduce light pollution. The lighting utilized shall be consistent along the length of each individual thoroughfare as defined within these regulations. Lighting shall be an approved fixture as specified by Dark Sky International.
8. The specific provisions in this article shall take precedence where conflicts arise within the County Land Development Code.

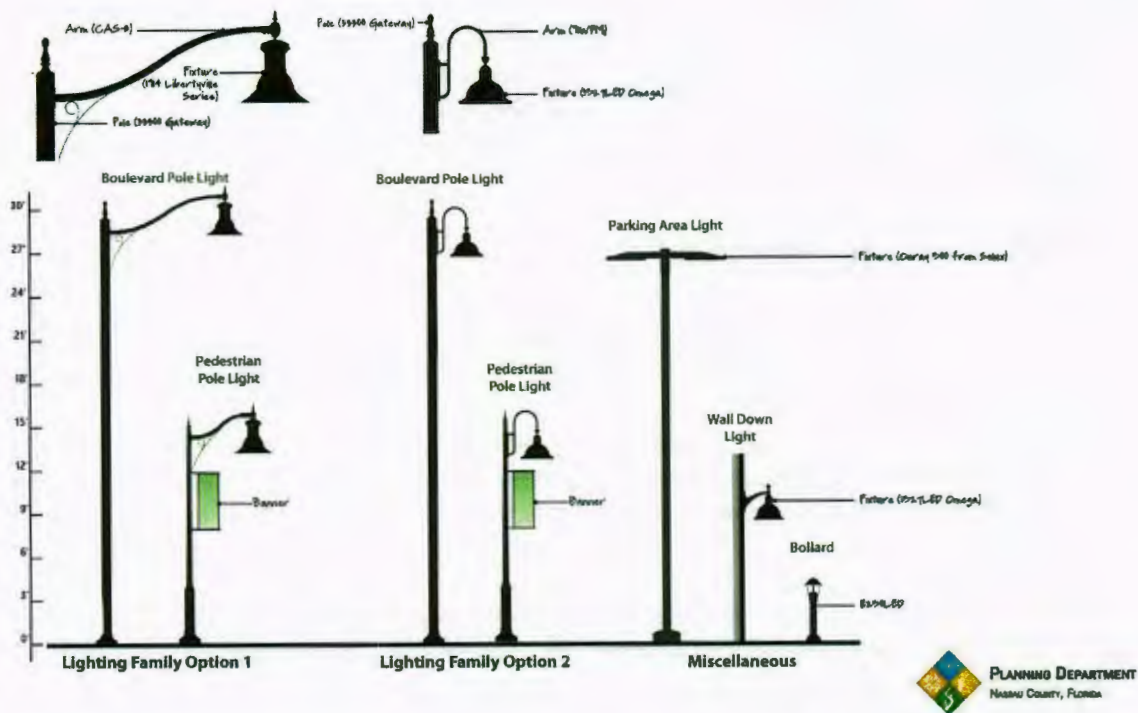


Figure 45-35: Lighting Concepts

C. Dumpsters, Mechanical Equipment, and Services Areas.

1. All dumpsters and service areas (including loading zones) shall be at the rear or side of a building and shall be screened through the use of a wall or a durable fence, which is 100% opaque, in addition to landscaping requirements in Section 45.04.05.14.
2. Mechanical equipment shall be at the side or rear of the building and screened from all rights-of-ways, or placed on a flat roof, screened by a parapet or similar architectural feature and with shrubbery with a minimum height of four (4) feet at planting to shield it from public views.
3. Back flow preventer(s) shall be to the side or rear of a building.

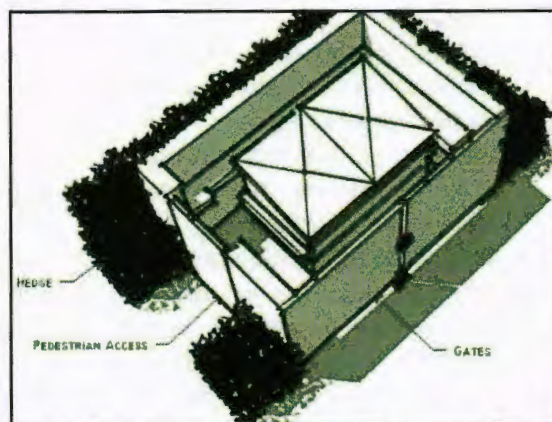


Figure 45-36: Dumpster/mechanical equipment screening

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D. Fences.

1. Front yards are as defined in Article 32 of the Land Development Code (LDC). Fences located within a front yard shall not exceed four feet in height. Front yard fences shall be at a minimum 50% transparent. Chain link fences are prohibited.
2. Side and rear yards are defined in Article 32 of the LDC. Side and rear yard fences shall not exceed six feet in height, except for non-residential and multifamily uses that require site engineering plan approval by the development review committee.
3. Retention and detention facilities shall either be sloped as to not require fencing or be bulkheaded. If fencing is utilized, only picket, wrought iron, or similar fence types are permitted. The facility shall be incorporated into site design as an amenity through circumference trails and the creation of vistas.

E. Utilities.

1. All development within the T2TDO, except for new and replacement single-family dwelling or mobile homes on an individual building site that exists as of the effective date of these regulations, shall connect to public water and public sanitary sewer when deemed available pursuant to Chapter 381, Florida Statutes. This provision does not pertain to new single-family dwelling or mobile homes building sites created through a parent tract split, open rural homestead exemption, or family hardship development.
2. Overhead utility lines shall be located or, if existing, relocated underground.
 - a. Any extension of electric, cable, telephone, or other utility typically located above ground shall be placed underground. This provision does not apply to new and replacement single-family dwelling or mobile homes within the T2TDO on an individual building site that exist as of the effective date of these regulations, or to new single-family dwelling or mobile homes building sites created through a parent tract split, open rural homestead exemption, or family hardship development.
 - b. Any redevelopment of a roadway as required to serve new development or redevelopment shall be the trigger to place existing overhead utilities within or adjacent to the ROW underground. As it relates to this provision, redevelopment of a roadway includes any widening, lane addition, median addition, round-a-bout construction, addition of on-street parking, conversion from a rural roadway cross-section to an urban roadway cross-section, or conversion from a dirt road to a paved road. Resurfacing shall not constitute roadway redevelopment.
 - c. Nassau County may, at the sole discretion of the Board of County Commissioners, establish a program to collect payment of monies in lieu of individual property owners placing portions of utilities underground on a parcel by parcel basis, along US-17 and SR-200. If a program is created, the fee-in-lieu payment shall be equal to the proportionate share cost of Nassau County to place the utilities underground, based on linear feet of lines.
 - d. These provisions shall not apply to high voltage electric transmission lines. When conflict exists as to identifying high voltage electric transmission lines, the determination of Nassau County shall control.

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45.04.07. STORMWATER MANAGEMENT STANDARDS

A. Introduction

1. This code establishes stormwater management guidelines for the T2TDO District, prioritizing natural drainage systems, amenity stormwater facilities, and low-impact development (LID) techniques to mitigate flood hazards and protect wetlands.

B. Stormwater Management

1. All development within the T2TDO District shall comply with Article 10, Stormwater Management, of the Nassau County Roadway and Drainage Standards, and this Section.
2. Stormwater facilities may be designed as site amenities that provide recreational, educational, social, or aesthetic benefits. Section 45.04.07.E details these elements.

C. Stormwater Management Facilities

1. Master planned stormwater systems are required for unified developments to accommodate multiple blocks and development nodes, reducing on-site retention needs, unless otherwise approved by the County Engineer. Non-residential, mixed-use, and residential developments (excluding single-family homes) shall demonstrate efforts to coordinate stormwater planning with adjacent properties.
2. All new development and redevelopment, after the County has established a Stormwater Utility, are required to connect to the stormwater system unless otherwise approved by the County Engineer.
3. Retention areas shall integrate with public spaces and parks, supporting recreational or environmental functions.
4. Underground storage areas may be approved beneath paved or landscaped areas for stormwater storage and infiltration.
5. Retention and detention facilities shall be properly sloped to eliminate fencing requirements, except where bulkheads or decorative fencing enhance the site design.

D. Natural Drainage Standards

1. Detention and retention ponds shall be integrated as landscape features with native vegetation. Plants in frequently submerged areas shall be hydrophilic.
2. Where vegetative solutions are infeasible, porous pavement may be used for sidewalks, trails, parking lots, and plazas to enhance infiltration.
3. Wetland buffers shall be protected from pesticide and herbicide use, except for invasive species removal.

E. Flood Hazard Mitigation Standards

1. Development in flood hazard areas shall comply with Chapter 10½, Floodplain Management of the Nassau County Code of Ordinances, including FEMA NFIP and Florida Building Code requirements.
2. Site plans shall include all required floodplain management provisions.
3. Areas in Zone A with no base flood elevation shall comply with Section 10. ½-72, and applicants may be required to provide additional engineering data.

SECTION 45.05. BUILT ENVIRONMENT COMMUNITY BASED DESIGN STANDARDS

45.05.01. BUILT ENVIRONMENT CBDS APPLICABILITY

- A. Non-residential, mixed-use, and multi-family development in the Timber to Tides Design Overlay (T2TDO) shall be required to adhere to the standards defined in Section 45.05.02. General architectural standards, architectural enhancements, exterior treatment and finishes, and architectural styles shall be required for all development and redevelopment in the T2TDO. In the event of a conflict between T2TDO standards and the LDC, the stricter standard shall control.
- B. Regarding single-family detached, single-family attached, and two-family dwellings within the T2TDO, in order for transect-zoned properties to qualify for the density and intensity incentives of the overlay, these types of developments shall be required to adhere to the standards defined in Section 45.05.03.
 - a. As it relates to developments that are comprised solely of single family detached homes, two-family homes [duplexes], or single family attached homes [townhomes], the owner of a property may choose to delay the submittal of architectural renderings, at the owner's risk. However, none of the following shall occur until the architectural renderings and correlating architectural and urban design standards have been reviewed and approved by Nassau County:
 - i. Commencement of any on-site or off-site construction. This includes mass grading and sitework but does not include the commercial harvesting of trees as part of an agricultural operation.
 - ii. Approval of a preliminary plat.
 - iii. Approval of a building permit.
 - b. An owner who chooses to delay the submittal of architectural renderings for review shall sign an At-Risk Acknowledgement Form that states, among other items:
 - i. The owner is responsible for any costs or delays that arise due to the delayed submittal of architectural renderings. This includes costs and delays associated with amending previously approved Site Engineering Plans (SEP).
 - ii. Approval of an SEP does not exempt a project from meeting all architectural and urban design standards nor can approval of an SEP be used as grounds for an inability to meet the architectural or urban design standards.
 - iii. The owner who chooses to delay submittal of architectural renderings accepts the risk that the previously approved SEP may need to be amended in order to meet the various urban design standards of the T2T.
- C. A project that is submitted for review pursuant to these standards defined herein shall be compared to new development or redevelopment that has occurred after the adoption of the T2TDO and not existing development that does not comply with these standards.
- D. The following modified standards are permitted for any building that is located more than 800' from, and is not visible from, a county, state, or federal roadway:
 - 1. For building facades facing a street, a minimum of 20% shall be transparent. The second story above the ground floor, a minimum of 15% of the façade shall be transparent. This modified standard does not apply to buildings that are 3-story or higher, or an equivalent height.
 - 2. The façade articulation interval shall be increased to 80'.

45.05.02. ARCHITECTURAL STANDARDS FOR NON-RESIDENTIAL, MIXED-USE, AND MULTI-FAMILY DEVELOPMENT

A. General Architectural Standards.

1. Building Orientation. Buildings shall be oriented so as to improve the appearance of the street by creating engaging street level facades. The street, landscape areas, and sidewalk zone shall relate to buildings and shall be utilized as comfortable public space. This requirement shall be met by incorporating the following techniques into project design:
 - i. The building's primary entrance shall face the street and orient to the sidewalk zone.
 - ii. Buildings located at street intersections shall be designed to define the corner and address both streets. This may be accomplished through an angled entrance, a corner projection, tower element, or other prominent architectural feature. Where topographic or site constraints prevent angled or corner-oriented entries, entrances shall be provided on both intersecting street-facing façades.

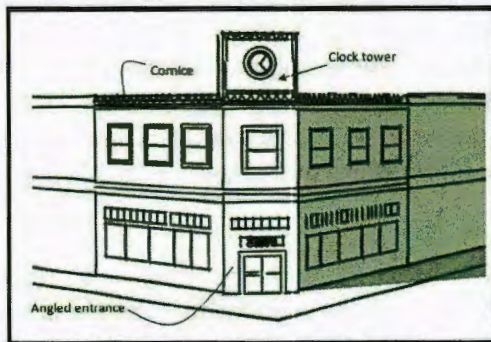


Figure 45-37: Palatka, FL downtown design standards – angled & emphasized entrance



Figure 45-38: Coral Gables, FL – angled & emphasized entrance

- iii. In the event that access is provided by two or more streets, but not at an intersection of streets, the building's primary facade shall face the street determined by the Planning Director to be the major street.
 - iv. Entryways shall be differentiated from the remainder of the facade through the use of color, change in materials, application of architectural features (arches, columns, colonnades, etc.), setbacks, offsets, arcade, or gallery.
 - v. Buildings shall be configured so there is an interactive relationship between the public and private realms for the purpose of creating an active and pedestrian-friendly streetscape.
 - vi. Building orientation shall be such that service areas are located out of view or screened from the street and adjacent properties. Blank walls or service areas are not allowed on frontages.
 - vii. Automobile-oriented uses such as, but not limited to, banks with drive through tellers, carwashes, automobile service stations, drive through restaurants, and similar, shall be oriented in a manner such that the vehicular drive-through areas, gas pumps, bay entrances, and other similar site components are located to the rear of, or to the side ten feet behind the front wall of the building, and not between the building and the street.
2. Building transparency. All facades shall incorporate fenestrations when facing a right-of-way. For building facades fronting a street with non-residential uses on the ground floor, a minimum of sixty percent of the wall area between two feet and eight feet vertical above grade shall be clear, non-reflective, transparent glazing. For restaurant uses, a minimum of forty percent (40%) transparency shall be provided between two (2) and eight (8) feet above grade, with at least twenty-five percent (25%) transparency required across the entire ground floor façade facing a

ARTICLE 45 TIMBER TO TIDES DESIGN OVERLAY – COMMUNITY BASED DESIGN STANDARDS

public right-of-way. For stories above the ground floor with non-residential uses, a minimum of twenty-five percent of the facade shall be transparent in the form of symmetrically arranged vertical windows.

3. For multifamily development, building facades fronting a street, a minimum of 25% shall be transparent on the ground floor. For stories above the ground floor, a minimum of 20% of the façade shall be transparent.
4. Architectural treatments. Each facade that is visible from a public right-of-way or public area of adjoining properties shall be designed with full architectural treatment oriented towards the scale of the pedestrian and engaged with the sidewalk zone. Such treatments shall be consistent with the design requirements of this Article and shall incorporate door and window placements, architectural enhancements, roof design and building material applications necessary to give the appearance that each visible facade is a primary facade oriented towards the pedestrian and/or public space.
5. Height transitions. Height and scale of a new development and redevelopment shall be compatible with that of surrounding development, provided such surrounding development complies with the standards set forth in this Section. The following transitional techniques shall be applied to new development and redevelopment when within three hundred (300) feet of an existing building.
 - i. Where a building is twice the height or greater than an adjacent existing structure, a transition zone shall be provided along the shared frontage. This transition may include stepped-back upper floors, varied rooflines, or massing breaks that moderate the perceived height difference within the first 30 to 60 feet of the new structure from the lower-scale building. See figure 45-39 for reference.
 - ii. The pattern of placement, proportions, and materials of windows and doors shall be harmonious with surrounding structures. The ratio of wall surface to openings and the ratio of width and height of windows and doors shall be consistent and compatible with surrounding structures.
6. Roofs. Roofs shall be designed and constructed to add interest to and reduce the massing of buildings. Roofs shall incorporate the design elements listed below.
 - i. The design of roof structures shall be consistent with their architectural style and shall be extended to all sides of the structure. Roof-like appurtenances such as false roofs, parapets and other similar features may be allowed only if such features are required for mechanical equipment screening or acoustical control that cannot be accomplished through utilization of approved roof styles.
 - ii. Application of such roof-like features shall be accomplished in such a manner as to minimize the appearance of a flat roof design. Roofs shall be designed to be of such height, bulk and mass so as to appear structural even when the design is non-structural.
 - iii. If flat roofs are utilized, the roof shall be surrounded on all sides by a continuous parapet wall and shall have the bulk and mass so as to appear structural in nature. In no instance shall the parapet height exceed 1/3 of the supporting wall height.

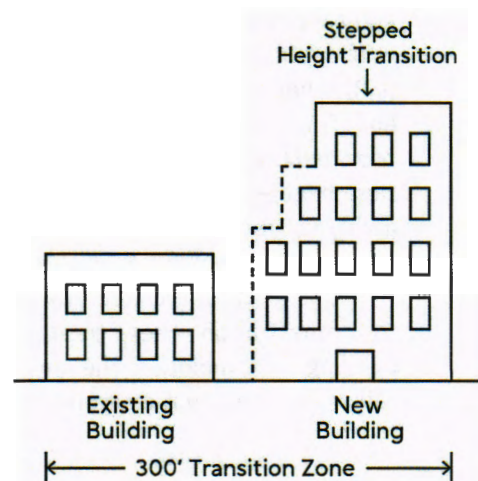


Figure 45-39: Height Transition Zone

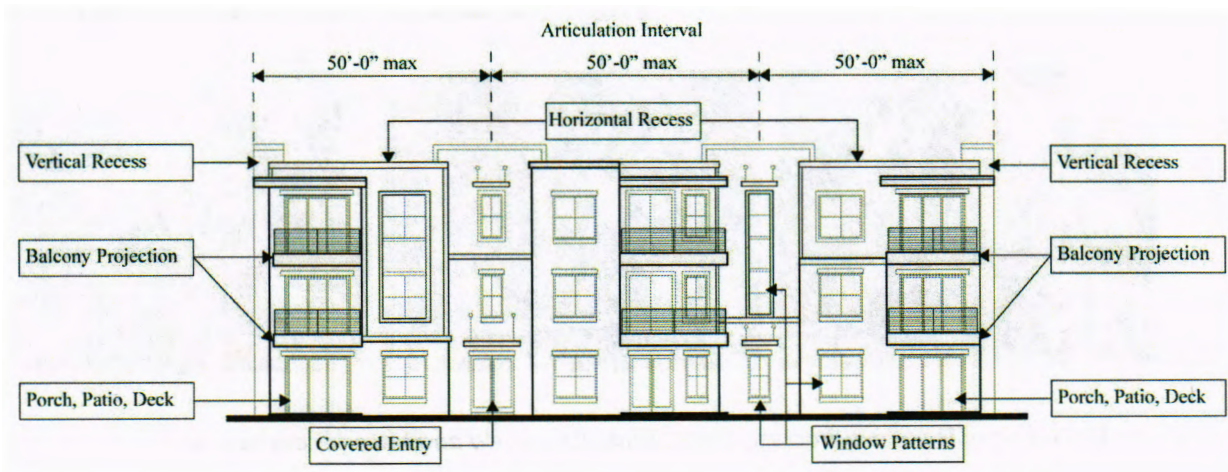
ARTICLE 45 TIMBER TO TIDES DESIGN OVERLAY – COMMUNITY BASED DESIGN STANDARDS

- iv. The roof edge, where visible from any street, shall have, at a minimum of two (2) locations, a vertical change from the dominant roof-line. Such change shall be a minimum of three (3) feet.
7. Symbols. Buildings which are of symbolic design for reasons of advertising, unless otherwise consistent with the criteria herein, shall not be allowed. All permanent outdoor identification features which are intended to call attention to a proposed development or structures shall be designed and located in such a manner as to be an integral part of the development.
8. To preserve the architectural integrity and pedestrian-scale character of the built environment, building façades that incorporate non-functional upper stories (also known as “false” or “decorative” second stories) must be designed to appear as fully integrated, occupiable space when viewed from the public realm. Architectural continuity shall be achieved through consistent use of materials, window patterns, and detailing that visually align with the ground floor. The façade must incorporate realistic articulation and depth to avoid the appearance of a false front, and any window treatments shall include transparent or visually convincing glazing to reinforce the perception of an active second story. Proposals to use a non-functional second story to meet minimum height requirements shall be clearly identified in architectural plans and elevations and are subject to review and approval by the Planning Director or designee to ensure compliance with these standards.
9. Recognizing the essential role that schools and religious institutions play in serving the community and supporting civic life, to accommodate their unique spatial and operational needs, schools and religious institutions may exceed the maximum Floor Area Ratio (FAR) and impervious surface ratio (ISR) otherwise permitted in Transects T-1.5 through T-3. Specifically, in Transects T-1.5, T-2, T2.5, and T-3, schools and religious institutions may utilize the maximum FAR (1.5) and ISR (65%), provided the development or redevelopment complies with all other applicable Community-Based Design Standards set forth in Article 45. In areas where the functional use of the building limits the ability to meet required transparency standards—such as sanctuaries, gymnasiums, cafeterias, or other large assembly spaces—architectural transparency may be satisfied through the use of faux windows or other architectural treatments that replicate the scale, proportion, and articulation of true fenestration. These treatments must be consistent with the architectural character of the building and maintain the intent of a pedestrian-oriented, visually engaging streetscape as required by the built environment standards of the Overlay.



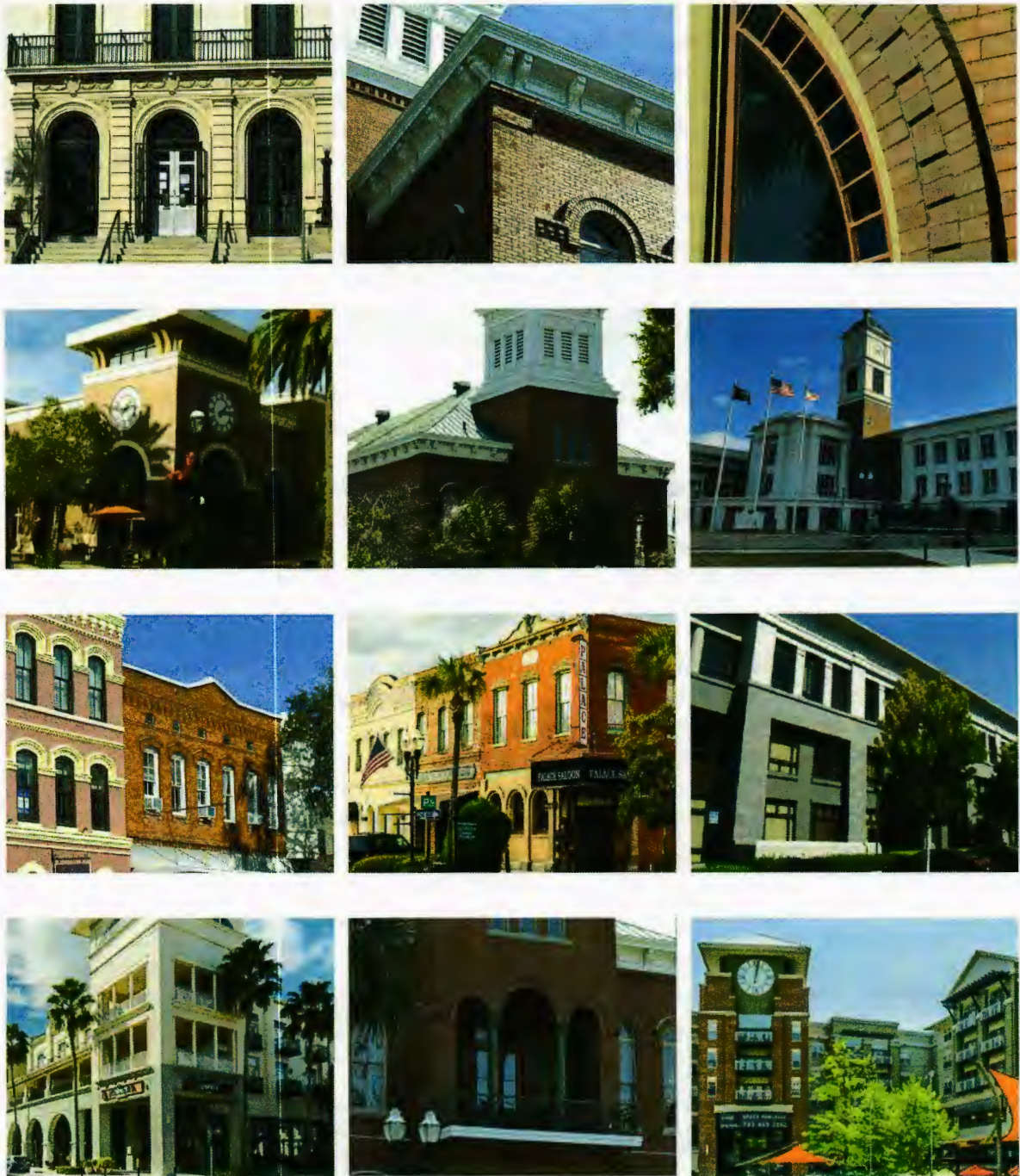
ARTICLE 45 TIMBER TO TIDES DESIGN OVERLAY – COMMUNITY BASED DESIGN STANDARDS

- B. Architectural enhancements. Facade articulation shall be required to add architectural interest and variety to the massing of a building to prevent monotonous facades. A variety of features shall be incorporated into the design of the buildings to provide sufficient articulation of the facades. This shall be achieved by incorporating the use of vertical or horizontal reveals, stepbacks, modulation, projections, roof detailing, and three-dimensional details between surface planes to create shadow lines and break up flat surface areas. The “articulation interval” at which the repetitive architectural enhancements repeat should not be greater than fifty feet in length measured horizontally as shown in Figure 45-40. This interval may be adjusted by the Planning Director as needed to comply with additional design standards. A minimum of four of the following architectural enhancements or other similar treatments shall be integrated into building facades which front sidewalks and streets:
1. horizontal modulation. The stepping back or extending forward of building stories or horizontal building elements, the depth (extension out or set back from the building facade) of the modulation shall be at least two feet when tied to a change in the roofline and at least five feet in other situations;
 2. vertical modulation. The extension or stepping back of vertical elements of a building, the minimum depth of modulation is eighteen inches and minimum width for each modulation is fifteen feet;
 3. storefront, porch, stoop, patio, deck or covered entry at each articulation interval;
 4. distinctive window patterns (varied sizing, groupings, and alignment) repeated at intervals less than the articulation interval;
 5. incorporation of projections such as windows, porch additions, stair enclosures, chimneys, balconies, recesses at windows, entryways, doors or other openings, and other minor projecting masses;
 6. inclusion of ornamental features such as gable vents or windows, decorative brackets or corbels, architectural trim and moldings, proportional window shutters, detailed cornices and arches, and other artistic façade elements;
 7. change in materials with a change in building plane; or
 8. use of materials and colors to emphasize both major and minor changes in building scale to introduce sense of detail and create distinctions between structures.



Figures 45-40: Example of architectural interval and enhancements

ARTICLE 45 TIMBER TO TIDES DESIGN OVERLAY – COMMUNITY BASED DESIGN STANDARDS



Figures 45-41: Examples of architectural enhancements on new and historic construction

ARTICLE 45 TIMBER TO TIDES DESIGN OVERLAY – COMMUNITY BASED DESIGN STANDARDS

C. Exterior treatment and finishes in the T2TDO.

1. Exterior building treatments and finishes shall be limited to the following:
 - a. brick or masonry brick veneer;
 - b. manufactured or natural stone or stone veneer to include granite and marble;
 - c. true three (3) coat cement stucco;
 - d. cementitious siding including lap siding and board and batten;
 - e. architectural grade metal wall panels;
 - f. natural wood siding and cementitious shakes and shingles;
 - g. tabby;
 - h. porcelain tile;
 - i. split face (accent only), pre-formed, or textured masonry block; or
 - j. exterior insulation and finish system (EIFS). If within three (3) feet of grade or within six (6) feet of grade adjoining a public right-of-way or a parking area, the finish shall be compliant with impact resistance standards set by ASTM.
2. The use of the following treatments and finishes is prohibited for the exterior of buildings:
 - a. plywood and oriented strand board (OSB);
 - b. vinyl siding and other polymeric siding;
 - c. mirrored glass;
 - d. corrugated metal or R-panel;
 - e. corrugated fiberglass; and
 - f. unfinished or painted concrete block (this does not apply to public art).
3. To allow for flexibility in materials for specific architectural styles and recognizing that technologies change over time, the Planning Director may approve the use of other treatments and finishes not listed or listed as prohibited.
4. Exterior building materials and colors contribute significantly to the visual impact of a building on a community, which, individually and collectively reflect upon the visual character and quality of the community. Building materials and colors shall conform to the following requirements:
 - a. The exterior design of all new structures must incorporate at least three (3) of the following elements:
 - i. color change;
 - ii. texture change;
 - iii. material change;
 - iv. pattern change; or
 - v. architectural banding.
 - b. Building materials and colors shall be consistent around the entire building. Exceptions to this provision may be made for portions of a structure that are not exposed to the general public.
 - c. Materials shall wrap around at outside building corners at a continuous height until they reach an interior corner or another architectural feature.

ARTICLE 45 TIMBER TO TIDES DESIGN OVERLAY – COMMUNITY BASED DESIGN STANDARDS



Figures 45-42: Examples of permitted exterior treatments and finishes

ARTICLE 45 TIMBER TO TIDES DESIGN OVERLAY – COMMUNITY BASED DESIGN STANDARDS

D. Architectural Styles

1. The following table, Table 45-03, shows architectural styles which shall be required for properties located within Activity Centers. Properties located outside of an Activity Center may choose to utilize the styles listed below.
2. All categories could be interpreted for residential or commercial use. All categories are intended for architectural guidance and are not inclusive of all elements of represented architectural styles. It is recommended that as part of the site plan review process, applicants review additional information regarding included architectural styles and consult with Planning Staff for additional resources.

Table 45-03: T2TDO Activity Center Architectural Styles

Architectural Styles	Corridor Gateway	Historic Yulee	Nassau Villages
Historical Mercantile	Permitted	Permitted	Permitted
Nassau Vernacular	Permitted	Permitted	Permitted
Vintage Florida Railroad	-	Permitted	-
Mid-Century Florida	-	Permitted	-
Corridor Gateway Contemporary	Permitted	-	-
Nassau Villages Contemporary	-	-	Permitted

ARTICLE 45 TIMBER TO TIDES DESIGN OVERLAY – COMMUNITY BASED DESIGN STANDARDS

3. Historical Mercantile

Time frame	19th and Early 20th centuries
Style	Varied
Structural Materials	Dependent on style; typically brick, stucco, concrete
Accent Materials	Wood, metals, brick, marble, tile
Roof Type	Dependent on style: often flat with stylized parapets; gable; hip
Foundation Type	Dependent on style: Typically slab on grade or continuous raised foundation
Windows/Doors	Large storefront windows on first floor with single or double door entry; second floor windows (often arched) with large frame windows with divided light sashes and transoms; recessed entryways
Architectural Details	Dependent on style: cornices, pediments, water tables, railings, columns

Examples of Historic Construction



Examples of New Construction

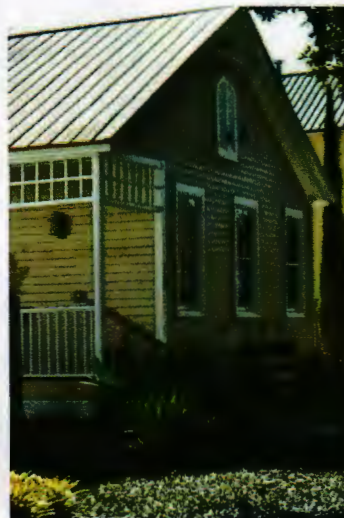


ARTICLE 45 TIMBER TO TIDES DESIGN OVERLAY – COMMUNITY BASED DESIGN STANDARDS

4. Nassau Vernacular

Time frame	1824-1930s
Style	Frame Vernacular, Florida Cracker, Craftsman
Structural Materials	Wood, Brick, Stucco
Accent Materials	Brick, Tabby, Concrete, Wood
Roof Type	Steep pitch: Gable, Hip, Cross-Gable, Cross-Hip
Foundation Type	Raised
Windows/Doors	Large frame windows with divided light sashes and transoms; Solid panel doors
Architectural Details	Typically accessed by porch feature

Examples of Historic Construction



Examples of New Construction



ARTICLE 45 TIMBER TO TIDES DESIGN OVERLAY – COMMUNITY BASED DESIGN STANDARDS

5. Vintage Florida Railroad

Time frame	1853-1900
Style	Frame Vernacular, Florida Cracker, Craftsman
Structural Materials	Wood or Brick
Accent Materials	Brick, Concrete, Wood, Metals, Glass
Roof Type	Steep pitch: Gable or Hip
Foundation Type	Typically Raised
Windows/Doors	Large frame windows with divided light sashes and transoms; Solid panel doors
Architectural Details	Minimal detailing, open porches/platforms, wide roof eaves, exposed rafter tails, symmetrical, stained glass

Examples of Historic Construction



Examples of New Construction



ARTICLE 45 TIMBER TO TIDES DESIGN OVERLAY – COMMUNITY BASED DESIGN STANDARDS

6. Mid-Century Florida

Time frame	1930s-1970s
Style	Mid-Century Florida/Mid-Century Modern, Ranch, Minimal Traditional
Structural Materials	Concrete, Concrete Block (smooth or rusticated), Stucco, or Frame
Accent Materials	Metal, Brick, Concrete, Artbrick/Veneer
Roof Type	Gable, Hip, Cross-Gable, Cross-Hip; Flat or Slant. Pitch high or very low based on style.
Foundation Type	Raised Continuous Slab or Slab on grade
Windows/Doors	Varied windows: traditional divided light sashes, large picture windows, horizontal awning, jalousie, trapezoidal, storefront. Varied doors including recessed, side entry, decorative window lights, solid panes, garage doors
Architectural Details	Angled/cantilevered fixtures, varied windows, incorp. garages/carports, integrated planters, breeze block, decorative metal posts

Examples of Historic Construction



Examples of New Construction



ARTICLE 45 TIMBER TO TIDES DESIGN OVERLAY – COMMUNITY BASED DESIGN STANDARDS

7. Corridor Gateway Contemporary

Time frame	2015-Present
Style	Contemporary, Vernacular, and Mercantile styles
Structural Materials	Wood, Steel, Aluminum, Porcelain Tile, Thin Brick, Standing Seam Metal Panel, Board and Batten Siding, Painted Stucco, Brick Masonry, Board Formed or Cast-in-place concrete, Lap Siding
Accent Materials	Tabby, Shake/shingle, Metal, Tile
Roof Type	Steep pitch: Gable, Cross-Gable, Lean-to (Shed), Hip, Cross Hip Parapet: Flat roofs permitted, typically with additive shed overhangs or articulated roof forms
Foundation Type	Varies
Windows/Doors	Proportioned fenestrations and storefronts, large openings
Architectural Details	Light expressive steel framing, painted steel canopies, wood brackets, trellis, tile or masonry water table, open stair breezeways, exposed rafters, unique shade structures, porch feature (where applicable), clerestory

Examples of Present Construction



ARTICLE 45 TIMBER TO TIDES DESIGN OVERLAY – COMMUNITY BASED DESIGN STANDARDS

8. Nassau Villages Contemporary

Time frame	2010-Present
Style	Contemporary
Structural Materials	Brick, Steel, Aluminum, Metal Panel, Painted Stucco or EIFS, Cementitious Siding
Accent Materials	Brick, Metal Wood, Stone
Roof Type	Gable, Hip, Cross-Gable, Cross-Hip; Flat or Slant. Pitch high or very low based on style.
Foundation Type	Varies
Windows/Doors	Proportioned fenestrations and storefronts, large openings
Architectural Details	Cornice detailing, storefront enhancements (canopies, trellises, etc.), arcades and galleries, clerestory

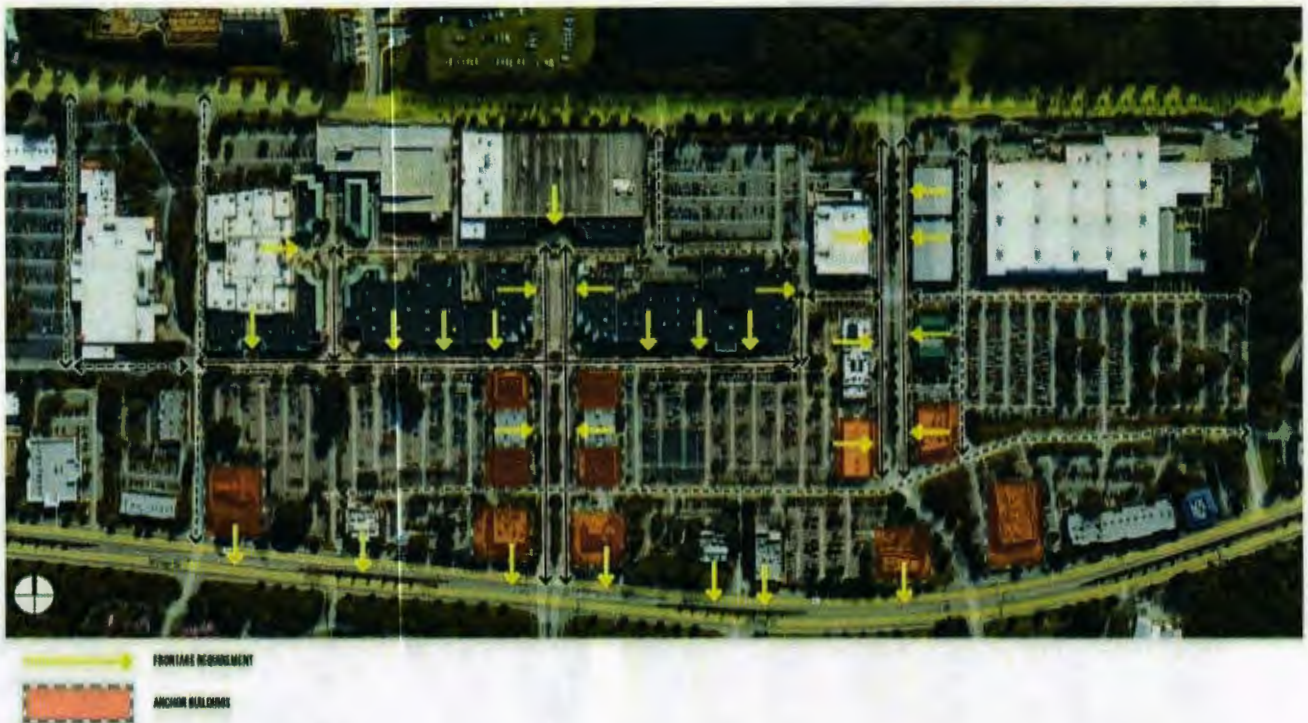
Examples of Present Construction



ARTICLE 45 TIMBER TO TIDES DESIGN OVERLAY – COMMUNITY BASED DESIGN STANDARDS

E. Anchor Buildings

1. An anchor building is a prominent structure located at a critical location within a block that serves as a focal point for pedestrian and vehicular circulation. These buildings are typically mixed-use or high-visibility structures.
2. Anchor buildings may be used to facilitate building frontage requirements defined by the transect during incremental development. As an example, the north block face length fronting a main street may require 90% building frontage in Transect 5. Provided there are two anchor buildings at the corners of the defined block on the north block face, screened parking may be permitted. Parking shall not be located in the space between the anchor buildings, which is designated for future outparcels. These outparcel areas must be clearly identified on the site plan and reserved for phased development, ensuring cohesive site integration as the area builds out.
3. Anchor buildings shall be located at each corner of a defined block.
 - a. The corner is defined as the intersection of two streets or rights-of-way, where the block boundary is established.
 - b. At least one anchor building must be placed at each corner of a defined block.
 - c. Anchor buildings shall be positioned at the street frontage at the intersection, extending vertically to provide visible presence at the corner.
4. Anchor buildings shall be designed to engage pedestrians and create visual interest along the streetscape. The ground floor shall create an active pedestrian realm through uses such as retail, cafes, or similar storefronts. Emphasis shall be placed on promoting street level interaction through the use of large windows, transparent facades, and public entrances. The architectural design of the anchor building should reflect the character and styles of the surrounding area while maintaining consistency with the urban aesthetic.



Figures 45-43: Mt. Pleasant Towne Centre, South Carolina

45.05.03. ARCHITECTURAL STANDARDS FOR SINGLE-FAMILY DETACHED, SINGLE-FAMILY ATTACHED, AND TWO-FAMILY DWELLINGS

- A. Building Orientation and Streetscape Integration
 - 1. Primary pedestrian entrances shall face a street or public space and be clearly defined with porches, stoops, or architectural detailing.
 - 2. Corner lots and homes on highly visible sites, such as those adjacent to main roads, shall incorporate enhanced architectural treatments on both street-facing facades. Wrap-around porches, bay windows, varied rooflines, or additional fenestration shall be used to avoid blank walls.
- B. Building Transparency and Facade Articulation
 - 1. Front facades shall include a minimum of 20% transparency to ensure visual interest and pedestrian engagement.
 - 2. A combination of facade articulation techniques, including but not limited to changes in material, projections, recesses, and balconies, shall be used at intervals no greater than 30 feet.
- C. Architectural Treatments for All Publicly Visible Facades
 - 1. Any facade visible from a public street or right-of-way, including side and rear elevations facing a main road, park, or other public space, shall comply with the following:
 - a. A minimum of 15% transparency shall be required on all side and rear facades facing a public right-of-way. For side and rear elevations only, up to 50% of this transparency requirement may be satisfied through the use of architectural treatments that simulate transparency, such as faux windows, shuttered frames, or other elements that reinforce the rhythm, scale, and articulation of the façade. These features must be dimensionally consistent with the size and placement of functional window openings on the building.
 - b. Homes with rear elevations facing a main road shall incorporate architectural elements such as extended rooflines, trellises, covered porches, or enhanced window treatments to avoid the appearance of a "back-of-house" condition.
 - c. Blank walls exceeding 20 feet in width are prohibited. Facades visible from the public realm shall incorporate a minimum of two (2) of the following elements:
 - i. Additional transparency, such as windows or decorative openings.
 - ii. Changes in material, color, or texture.
 - iii. Vertical or horizontal articulation, such as pilasters, columns, or step-backs.
 - iv. Roofline variations, such as dormers, gables, or parapets.
- D. Roof Design and Massing
 - 1. Roof designs shall incorporate gables, hips, dormers, or parapets to create variation and avoid monotonous rooflines.
 - 2. Flat roofs are prohibited unless designed with a parapet and cornice treatment that enhances the building's architectural style.
 - 3. Where three-stories or higher structures abut existing one-story homes, a transitional step-down in height or an increased side setback shall be incorporated to ensure compatibility.
- E. Front Porches and Entry Features
 - 1. A covered front porch or stoop shall be provided for each dwelling unit, with a minimum depth of six (6) feet.
 - 2. Porch columns, railings, and balustrades shall be appropriately scaled and consistent with the architectural style of the home.
- F. Garage and Driveway Placement
 - 1. Garages shall not occupy more than 50% of the width of the front façade.

ARTICLE 45 TIMBER TO TIDES DESIGN OVERLAY – COMMUNITY BASED DESIGN STANDARDS

2. Garages, where provided, shall be recessed at least five (5) feet behind the front façade or located at the rear of the lot, accessed by an alley where feasible. Per Section 44.06.01.B.3.b, measurement of the front façade shall be from a covered porch.
 3. For lots less than 50 feet in width, rear or side-loaded garages are required unless an alternative driveway configuration is approved.
 4. Per Section 44.06.01.F, supplemental standards for T-3.5 and T-4, on-site parking for single-family detached and attached, including a garage, shall only be accessed from a rear road or alley, or shall have a detached garage meeting the minimum setback requirements. Front and side-loaded garages are not permitted in these transects unless consistent with Section 44.06.01.C.4.
 5. Shared driveways and alley-loaded garages are encouraged to reduce curb cuts and enhance pedestrian streetscapes.
- G. Fencing and Landscaping
1. Front yard fences shall be constructed of wood, wrought iron, or similar decorative materials; chain-link fencing is prohibited.
 2. A minimum of one canopy tree per lot shall be planted in the front yard to reinforce a tree-lined streetscape.
- H. Neighborhood Consistency and Contextual Compatibility
1. New homes shall be designed to complement the character of surrounding development, ensuring continuity in scale, proportion, and materials.
 2. Architectural variety shall be encouraged within new developments by requiring a minimum of three (3) distinct elevations per block.



Figures 45-44: Amelia Park single-family detached and attached homes, Fernandina Beach, FL



FLORIDA DEPARTMENT *of* STATE

RON DESANTIS
Governor

CORD BYRD
Secretary of State

July 1, 2025

John A. Crawford
Clerk of the Circuit Court
Nassau County
76347 Veteran's Way, Suite 456
Yulee, Florida 32097

Dear John Crawford:

Pursuant to the provisions of Section 125.66, Florida Statutes, this will acknowledge receipt of your electronic copy of Nassau County Ordinance No. 2025-012, which was filed in this office on June 30, 2025.

Sincerely,

Alexandra Leijon
Administrative Code and Register Director

AL/dp