

ARTICLE 7. DEFINITIONS OF TERMS

This Article provides definitions for terms in this Code that are technical in nature or that otherwise may not reflect a common usage of the term. If a term is not defined in this Article, then the CRC shall determine the correct definition. Items in italics refer to Articles, Sections, or Tables in the SmartCode.

A-Grid: cumulatively, those Thoroughfares that by virtue of their pre-existing pedestrian-supportive qualities, or their future importance to pedestrian connectivity, are held to the highest standards prescribed by this Code. See B-Grid. (Syn: primary grid.)

Access Lane: an outer vehicular lane or lanes of a Thoroughfare, designed for slow speeds and separated from inner lanes that carry higher speed traffic.

Accessory Building: an Outbuilding with an Accessory Unit.

Accessory Unit: an Apartment not greater than 600 square feet sharing ownership and utility connections with a Principal Building; it may or may not be within an Outbuilding. See Table 16, Table 17, and Table 25. (Syn: ancillary unit)

Adjusted Pedestrian Shed: a Pedestrian Shed that has been adjusted according to Section 4.2, creating the regulatory boundary of a Community Unit.

Affordable Housing: dwellings consisting of rental or for-sale units that have a rent (including utilities) or mortgage payment typically no more than 30% of the income of families earning no more than 80% of median incomes by family size for the county. (Alt. definition: rental or for-sale dwellings that are economically within the means of the starting salary of a local elementary school teacher.)

Allee: a regularly spaced and aligned row of trees usually planted along a Thoroughfare or Path.

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

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

Attic: the interior part of a building contained within a pitched roof structure.

Avenue (AV): a Thoroughfare of high vehicular capacity and low to moderate speed, acting as a short distance connector between urban centers, and usually equipped with a landscaped median.

B-Grid: cumulatively, those Thoroughfares that by virtue of their use, location, or absence of pre-existing pedestrian-supportive qualities, may meet a standard lower than that of the A-Grid. See A-Grid. (Syn: secondary grid.)

BRT: see Bus Rapid Transit.

Backbuilding: a single-Story structure connecting a Principal Building to an Outbuilding. See Table 25.

Base Density: the number of dwelling units per acre before adjustment for other Functions and/or TDR. See Density.

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

Bicycle Lane (BL): a dedicated lane for cycling within a moderate-speed vehicular Thoroughfare, demarcated by striping.

Bicycle Route (BR): a Thoroughfare suitable for the shared use of bicycles and automobiles moving at low speeds.

Bicycle Trail (BT): a bicycle way running independently of a vehicular Thoroughfare.

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

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

Boulevard (BV): a Thoroughfare designed for high vehicular capacity and moderate speed, traversing an Urbanized area. Boulevards are usually equipped with Slip Roads buffering Sidewalks and buildings.

Brownfield: an area previously used primarily as an industrial site.

Buffer: an area of natural or established vegetation directly adjacent to surface waters through which stormwater runoff flows in a diffuse manner to protect surface waters from degradation due to development activities. The width of a buffer is measured horizontally from the normal pool elevation of impounded structures, from the top of bank for each side of streams or rivers, and from the mean high waterline of tidal waters, perpendicular to the shoreline. The definitions set out in 15A NCAC 02H .1002 (definitions), G.S. 143-212, and G.S. 143-213 shall be used when not in conflict with the definitions set out specifically in this chapter.

Bus Rapid Transit: a rubber tire system with its own right-of-way or dedicated lane along at least 70% of its route, providing transit service that is faster than a regular bus.

By Right: characterizing a proposal or component of a proposal for a Community Plan or Building Scale Plan (Article 3, Article 4, or Article 5) that complies with the SmartCode and is permitted and processed administratively, without public hearing. See Warrant and Variance.

CAS: Consolidated Agricultural Settlement.

CLD or Clustered Land Development: a Community Unit type structured by a Standard Pedestrian Shed oriented toward a Common Destination such as a general store, Meeting Hall, schoolhouse, or church. CLD takes the form of a small settlement standing free in the countryside. See Framework Plan and Table 2. (Syn: Hamlet, Conservation Land Development, cluster)

Civic: the term defining not-for-profit organizations dedicated to arts, culture, education, recreation, government, transit, and municipal parking.

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

Civic Parking Reserve: Parking Structure or parking lot within a quarter-mile of the site that it serves. See Section 6.9.2.

Civic Space: an outdoor area permanently dedicated for public use. Civic Space types are defined by the combination of certain physical constants including the relationships among their intended use, their size, their landscaping and their Enfronting buildings. See Table 10.

Civic Zone: designation for public sites dedicated for Civic Buildings and Civic Space.

Commercial: the term collectively defining workplace, Office, Retail, and Lodging Functions.

Common Destination: An area of focused community activity, usually defining the approximate center of a Pedestrian Shed. It may include without limitation one or more of the following: a Civic Space, a Civic Building, a Commercial center, or a transit station, and may act as the social center of a neighborhood.

Common Yard: a planted Private Frontage wherein the Facade is set back from the Frontage line. It is visually continuous with adjacent yards. See Table 16.

Community Plan Area: an area marked on the town's official zoning mapmap activating the use of

this Code.

Community Unit: a regulatory category defining the physical form, Density, and extent of a settlement. The three Community Unit types addressed in this Code are CLD, TND, and RCD. Variants of TND and RCD for Infill (Article 5) are called Infill TND and Infill RCD.

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

Consolidated Agricultural Settlement (CAS): a small, informal Community Unit associated with farmland or rangeland and permitted in the S-3 Restricted Growth Sector.

Corridor: a lineal geographic system incorporating transportation and/or Greenway trajectories. A transportation Corridor may be a lineal Transect Zone.

Cottage: an Edgeward building type. A single-family dwelling, on a regular Lot, often shared with an Accessory Building in the back yard.

Courtyard Building: a building that occupies the boundaries of its Lot while internally defining one or more private patios. See Table 14.

Curb: the edge of the vehicular pavement that may be raised or flush to a Swale. It usually incorporates the drainage system. See Table 5 and Table 6.

DDC: Development and Design Center.

Density: the number of dwelling units within a standard measure of land area.

Design Speed: is the velocity at which a Thoroughfare tends to be driven without the constraints of signage or enforcement. There are four ranges of speed: Very Low: (below 19 MPH); Low: (19-25 MPH); Moderate: (25-35 MPH); High: (above 35 MPH). Lane width is determined by desired Design Speed. See Table 3.

Developable Areas: lands other than those in the S-1 Preserved Open Sector.

Development and Design Center (DDC): A component of the Planning Office assigned to advise on the use of this Code and to aid in the design of the Communities and buildings based on it.

Disposition: the placement of a building on its Lot. See Table 14 and Table 25.

Dooryard: a Private Frontage type with a shallow Setback and front garden or patio, usually with a low wall at the Frontage Line. See Table 16. (Variant: Lightwell, light court.)

Drive: a Thoroughfare along the boundary between an Urbanized and a natural condition, usually along a waterfront, Park, or promontory. One side has the urban character of a Thoroughfare, with Sidewalk and building, while the other has the qualities of a Road or parkway, with naturalistic planting and rural details.

Driveway: a vehicular lane within a Lot, often leading to a garage. See Section 6.10 and Table 4-f.

Edge City: a Sprawl Type that has evolved at the edge of an older city and which competes with it as an employment center, usually mixed use but disconnected from other communities and not designed with walkable standards.

Edgeward Building: a building that occupies the center of its Lot with Setbacks on all sides. See Table 14.

Effective Parking: the amount of parking required for Mixed Use after adjustment by the Shared Parking Factor. See Table 17.

Effective Turning Radius: the measurement of the inside Turning Radius taking parked cars into account. See Table 25.

Elevation: an exterior wall of a building not along a Frontage Line. See Table 25. See: Facade.

Encroach: to break the plane of a vertical or horizontal regulatory limit with a structural element,

so that it extends into a Setback, into the Public Frontage, or above a height limit.

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

Enfront: to place an element along a Frontage, as in "porches Enfront the street."

Estate House: an Edgeyard building type. A single-family dwelling on a very large Lot of rural character, often shared by one or more Accessory Buildings. (Syn: country house, villa)

Expression Line: a line prescribed at a certain level of a building for the major part of the width of a Facade, expressed by a variation in material or by a limited projection such as a molding or balcony. See Table 15. (Syn: transition line.)

Extension Line: a line prescribed at a certain level of a building for the major part of the width of a Facade, regulating the maximum height for an Encroachment by an Arcade Frontage. See Table 15.

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

Forecourt: a Private Frontage wherein a portion of the Facade is close to the Frontage Line and the central portion is set back. See Table 16.

Frontage: the area between a building Facade and the vehicular lanes, inclusive of its built and planted components. Frontage is divided into Private Frontage and Public Frontage. See Table 5 and Table 16.

Frontage Buildout: the percentage of the Lot width that is occupied by the building Facade.

Frontage Line: a Lot line bordering a Public Frontage. Facades facing Frontage Lines define the public realm and are therefore more regulated than the Elevations facing other Lot Lines. See Table 25.

Function: the use or uses accommodated by a building and its Lot, categorized as Restricted, Limited, or Open, according to the intensity of the use. See Table 16, Table 17, and Table 19.

Gallery: a Private Frontage conventional for Retail use wherein the Facade is aligned close to the Frontage Line with an attached cantilevered shed or lightweight colonnade overlapping the Sidewalk. See Table 16.

GIS (Geographic Information System): a computerized program in widespread municipal use that organizes data on maps. The protocol for preparing a Regional Plan should be based on GIS information.

Green: a Civic Space type for unstructured recreation, spatially defined by landscaping rather than building Frontages. See Table 10.

Greenfield: an area that consists of open or wooded land or farmland that has not been previously developed.

Greenway: an Open Space Corridor in largely natural conditions which may include trails for bicycles and pedestrians.

Greyfield: an area previously used primarily as a parking lot. Shopping centers and shopping malls are typical Greyfield sites. (Variant: Grayfield.)

Growth Sector: one of four Sectors where development is permitted By Right in the SmartCode, three for New Communities and one for Infill. See Article 2.

Hamlet: See CLD. (Syn: cluster, settlement.)

Highway: a rural and suburban Thoroughfare of high vehicular speed and capacity. This type is allocated to the more rural Transect Zones (T-1, T-2, and T-3).

Home Occupation: non-Retail Commercial enterprises. The work quarters should be invisible from

the Frontage, located either within the house or in an Outbuilding. Permitted activities are defined by the Restricted Office category. See Table 16.

House: an Edgeward building type, usually a single-family dwelling on a large Lot, often shared with an Accessory Building in the back yard. (Syn: single.)

Infill: noun - new development on land that had been previously developed, including most Greyfield and Brownfield sites and cleared land within Urbanized areas. verb- to develop such areas.

Infill RCD: a Community Unit type within an Urbanized, Greyfield, or Brownfield area based on a Long or Linear Pedestrian Shed and consisting of T-4, T-4O, and/or T-5 Zones. An Infill RCD is permitted By Right in the G-4 Infill Growth Sector and is regulated by Article 5. See Section 5.2.3. (Var: downtown.)

Infill TND: a Community Unit type within an Urbanized, Greyfield, or Brownfield area based on a Standard Pedestrian Shed and consisting of T-3, T-4, T-4O and/or T-5 Zones. An Infill TND is permitted By Right in the G-4 Infill Growth Sector and is regulated by Article 5. See Section 5.2.2. (Var: neighborhood.)

Inn: a Lodging type, owner-occupied, offering 6 to 12 bedrooms, permitted to serve breakfast in the mornings to guests. See Table 16 and Table 17.

Layer: a range of depth of a Lot within which certain elements are permitted. See Table 25.

Lightwell: A Private Frontage type that is a below-grade entrance or recess designed to allow light into basements. See Table 16. (Syn: light court.)

Linear Pedestrian Shed: A Pedestrian Shed that is elongated along an important Mixed Use Corridor such as a main street. A Linear Pedestrian Shed extends approximately 1/4 mile from each side of the Corridor for the length of its Mixed Use portion. The resulting area is shaped like a lozenge. It may be used to structure a TND, RCD, Infill TND, or Infill RCD. (Syn: elongated pedestrian shed.)

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

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

Lodging: premises available for daily and weekly renting of bedrooms. See Table 16, Table 17, and Table 19.

Long Pedestrian Shed: a Pedestrian Shed that is an average 1/2 mile radius or 2640 feet, used when a transit stop (bus or rail) is present or proposed as the Common Destination. A Long Pedestrian Shed represents approximately a ten-minute walk at a leisurely pace. It is applied to structure an RCD Community Unit type. See Pedestrian Shed.

Lot: a parcel of land accommodating a building or buildings of unified design. The size of a Lot is controlled by its width in order to determine the grain (i.e., fine grain or coarse grain) of the urban fabric.

Lot Coverage: the percentage of a Lot that is covered by buildings and other roofed structures.

Lot Line: the boundary that legally and geometrically demarcates a Lot.

Lot Occupation: category for the width and coverage metrics of a Lot.

Lot Width: the length of the Principal Frontage Line of a Lot.

Main Civic Space: the primary outdoor gathering place for a community. The Main Civic Space is often, but not always, associated with an important Civic Building.

Manufacturing: premises available for the creation, assemblage and/or repair of artifacts, using table-mounted electrical machinery or artisanal equipment, and including their Retail sale.

Meeting Hall: a building available for gatherings, including conferences, that accommodates at least one room equivalent to a minimum of 10 square feet per projected dwelling unit within the Pedestrian Shed in which it is located.

Mixed Use: multiple Functions within the same building through superimposition or adjacency, or in multiple buildings by adjacency, or at a proximity determined by Warrant.

Natural Cover Condition: condition that existed prior to significant alterations by humans.

Net Site Area: all developable land within a site including Thoroughfares but excluding land allocated as Civic Zones.

Network Pedestrian Shed: a Pedestrian Shed adjusted for average walk times along Thoroughfares. This type may be used to structure Infill Community Plans. See Table 25.

Office: premises available for the transaction of general business but excluding Retail, artisanal and Manufacturing uses. See Table 16 and Table 17.

Open Space: land intended to remain undeveloped; it may be for Civic Space.

Outbuilding: an Accessory Building, usually located toward the rear of the same Lot as a Principal Building, and sometimes connected to the Principal Building by a Backbuilding. See Table 25.

Park: a Civic Space type that is a natural preserve available for unstructured recreation. See Table 10.

Parking Structure: a building containing one or more Stories of parking above grade.

Passage (PS): a pedestrian connector, open or roofed, that passes between buildings to provide shortcuts through long Blocks and connect rear parking areas to Frontages.

Path (PT): a pedestrian way traversing a Park or rural area, with landscape matching the contiguous Open Space, ideally connecting directly with the urban Sidewalk network.

Pedestrian Shed: An area that is centered on a Common Destination. Its size is related to average walking distances for the applicable Community Unit type. Pedestrian Sheds are applied to structure Communities. See Standard, Long, Linear or Network Pedestrian Shed. (Syn: walkshed, walkable catchment.)

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

Playground: an Open Space designed and equipped for the recreation of children.

Plaza: a Civic Space type designed for Civic purposes and Commercial activities in the more urban Transect Zones, generally paved and spatially defined by building Frontages.

Principal Building: the main building on a Lot, usually located toward the Frontage. See Table 25.

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

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

Private Frontage: the privately held Layer between the Frontage Line and the Principal Building Facade. See Table 16 and Table 25.

Public Frontage: the area between the Curb of the vehicular lanes and the Frontage Line. See Table 5 and Table 6.

RCD: see Regional Center Development.

RWMP: see Regional Watershed Management Plan.

Rear Alley (RA): a vehicular way located to the rear of Lots providing access to service areas, parking, and Outbuildings and containing utility easements. Rear Alleys should be paved from building face to building face, with drainage by inverted crown at the center or with roll Curbs at the edges.

Rear Lane (RL): a vehicular way located to the rear of Lots providing access to service areas, parking, and Outbuildings and containing utility easements. Rear Lanes may be paved lightly to Driveway standards. The streetscape consists of gravel or landscaped edges, has no raised Curb, and is drained by percolation.

Rearyard Building: a building that occupies the full Frontage Line, leaving the rear of the Lot as the sole yard. See Table 14. (Var: Rowhouse, Townhouse, Apartment House)

Recess Line: a line prescribed for the full width of a Facade, above which there is a Stepback of a minimum distance, such that the height to this line (not the overall building height) effectively defines the enclosure of the Enfronting public space. Var: Extension Line. See Table 15.

Regional Center: Regional Center Development or RCD.

Regional Center Development (RCD): a Community Unit type structured by a Long Pedestrian Shed or Linear Pedestrian Shed, which may be adjoined without buffers by one or several Standard Pedestrian Sheds, each with the individual Transect Zone requirements of a TND. RCD takes the form of a high-Density Mixed Use center connected to other centers by transit. See Infill RCD, Framework Plan and Table 2a. (Var: town center, downtown. Syn: Regional Center)

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

Residential: characterizing premises available for long-term human dwelling.

Retail: characterizing premises available for the sale of merchandise and food service. See Table 16, Table 17, and Table 19.

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

Road (RD): a local, rural and suburban Thoroughfare of low-to-moderate vehicular speed and capacity. This type is allocated to the more rural Transect Zones (T1-T3). See Table 3.

Rowhouse: a single-family dwelling that shares a party wall with another of the same type and occupies the full Frontage Line. See Rearyard Building. (Syn: Townhouse)

Rural Boundary Line: the extent of potential urban growth as determined by existing geographical determinants. The Rural Boundary Line is permanent.

Sector: a neutral term for a geographic area. In the SmartCode and Framework Plan there are six specific Sectors for regional planning that establish the legal boundaries for Open Space and development.

Secondary Frontage: on corner Lots, the Private Frontage that is not the Principal Frontage. As it affects the public realm, its First Layer is regulated. See Table 25.

Setback: the area of a Lot measured from the Lot line to a building Facade or Elevation that is maintained clear of permanent structures, with the exception of Encroachments listed in Section 6.7. See Table 2g. (Var: build-to-line.)

Shared Parking Factor: an accounting for parking spaces that are available to more than one Function. See Table 17.

Shopfront: a Private Frontage conventional for Retail use, with substantial glazing and an awning, wherein the Facade is aligned close to the Frontage Line with the building entrance at Sidewalk grade. See Table 16.

Shopping Mall: A group of commercial establishments planned, developed and managed as a unit with a singular structure or series of structures and with coordinated parking and service areas. Out-parcels shall be included.

Sidewalk: the paved section of the Public Frontage dedicated exclusively to pedestrian activity.

Sideyard Building: a building that occupies one side of the Lot with a Setback on the other side. This type can be a Single or Twin depending on whether it abuts the neighboring house. See Table 14.

Specialized Building: a building that is not subject to Residential, Commercial, or Lodging classification. See Table 14.

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

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

Special Requirements: provisions of Section 4.7, Section 5.6, and Section 6.3 of this Code and/or the associated designations on a Regulating Plan or other map for those provisions.

Sprawl Type: a place type characterized by a separated use pattern and dependence on the automobile. See Master Plan.

Square: a Civic Space type designed for unstructured recreation and Civic purposes, spatially defined by building Frontages and consisting of Paths, lawns and trees, formally disposed. See Table 10.

Standard Pedestrian Shed: a Pedestrian Shed that is an average 1/4 mile radius or 1319 feet, about the distance of a five-minute walk at a leisurely pace. See Pedestrian Shed.

Stepback: a building Setback of a specified distance that occurs at a prescribed number of Stories above the ground. See Table 15.

Stoop: a Private Frontage wherein the Facade is aligned close to the Frontage Line with the first Story elevated from the Sidewalk for privacy, with an exterior stair and landing at the entrance. See Table 16.

Stormwater Hazard Areas: land areas that are subject to hazards due to precipitation and that are subject to flooding, moisture-induced landslides, avalanches, high groundwater, tidal waves, etc. The hazards may be either natural or caused by humans.

Story: a habitable level within a building, excluding an Attic or raised basement. See Table 15.

Street (ST): a local urban Thoroughfare of low speed and capacity. See Table 4 and Table 6.

Streetscreen: a freestanding wall built along the Frontage Line, or coplanar with the Facade. It may mask a parking lot from the Thoroughfare, provide privacy to a side yard, and/or strengthen the spatial definition of the public realm. (Syn: streetwall.) See Section 6.7.5f.

Strip Mall: Retail development designed for or intended to be operated as a total entity with customer and employee parking provided on-site. The center's size and orientation are generally determined by the market characteristics of the trade area served by the center. The center is generally oriented for automobile traffic.

Substantial Modification: alteration to a building that is valued at more than 50% of the replacement

cost of the entire building, if new.

Swale: a low or slightly depressed natural area for drainage.

T-zone: Transect Zone.

TDR: see Transfer of Development Rights.

TDR Receiving Area: an area intended for development that may be made more dense by the purchase of development rights from TDR Sending Areas.

TDR Sending Area: an area previously zoned for development within a designated Reserved Open Sector (O-2), from which development rights may be transferred to a Growth Sector.

Technical Review Committee (TRC): Usually part of the Planning Office, a TRC is comprised of a representative from each of the various regulatory agencies and town departments that have jurisdiction over the permitting of a project. See Article 1.4.3.

Terminated Vista: a location at the axial conclusion of a Thoroughfare. A building located at a Terminated Vista designated on a Regulating Plan is required or recommended to be designed in response to the axis.

Thoroughfare: a way for use by vehicular and pedestrian traffic and to provide access to Lots and Open Spaces, consisting of Vehicular Lanes and the Public Frontage. See Table 3, Table 4 and Table 25a.

TND: Traditional Neighborhood Development, a Community Unit type structured by a Standard Pedestrian Shed oriented toward a Common Destination consisting of a Mixed Use center or Corridor, and in the form of a medium-sized settlement near a transportation route. See Framework Plan and Table 2a. (Syn: village. Variant: Infill TND, neighborhood.)

Townhouse: See Rearyard Building. (Syn: Rowhouse)

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

Transect Zone (T-zone): One of several areas on a Zoning Map regulated by the SmartCode. Transect Zones are administratively similar to the land use zones in conventional codes, except that in addition to the usual building use, Density, height, and Setback requirements, other elements of the intended habitat are integrated, including those of the private Lot and building and Public Frontage. See Table 1.

Transfer of Development Rights: a method of relocating existing zoning rights from areas to be preserved as Open Space to areas to be more densely urbanized.

TRC: Technical Review Committee

Turning Radius: the curved edge of a Thoroughfare at an intersection, measured at the inside edge of the vehicular tracking. The smaller the Turning Radius, the smaller the pedestrian crossing distance and the more slowly the vehicle is forced to make the turn. See Table 4 and Table 25.

Urban Boundary Line: the extent of potential urban growth as determined by the projected demographic needs of a region. The Urban Boundary Line may be adjusted from time to time.

Urbanism: collective term for the condition of a compact, Mixed Use settlement, including the physical form of its development and its environmental, functional, economic, and sociocultural aspects.

Urbanized: generally, developed. Specific to the SmartCode, developed at T-3 (Sub-Urban) Density or higher.

Variance: a ruling that would permit a practice that is not consistent with either a specific provision or the Intent of this Code (Section 1.3). Variances are granted by the Board of Adjustment in a public hearing. See Section 1.5.

Warrant: a ruling that would permit a practice that is not consistent with a specific provision of this Code, but that is justified by its Intent (Section 1.3). Warrants are usually granted administratively by the TRC. See Section 1.5.

Work-Live: a Mixed Use unit consisting of a Commercial and Residential Function. It typically has a substantial Commercial component that may accommodate employees and walk-in trade. The unit is intended to function predominantly as work space with incidental Residential accommodations that meet basic habitability requirements. See Live-Work. (Syn: Live-With.)

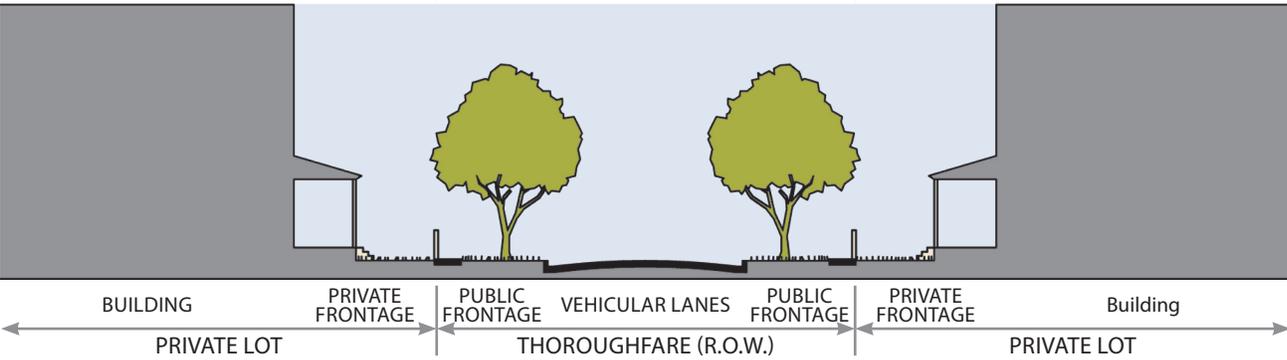
Yield: characterizing a Thoroughfare that has two-way traffic but only one effective travel lane because of parked cars, necessitating slow movement and driver negotiation. Also, characterizing parking on such a Thoroughfare.

Zoning Map: the official map or maps that are part of the zoning ordinance and delineate the boundaries of individual zones and districts. See Regulating Plan.

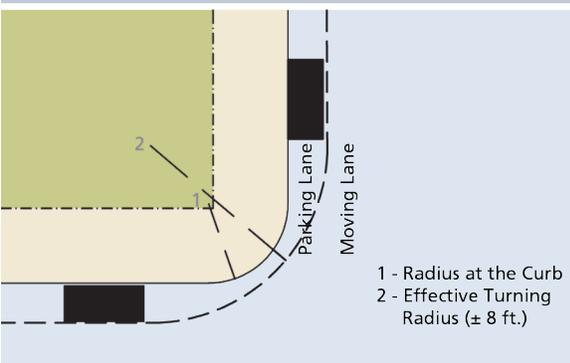
Town of Leland North Carolina

TABLE 23. DEFINITIONS ILLUSTRATED

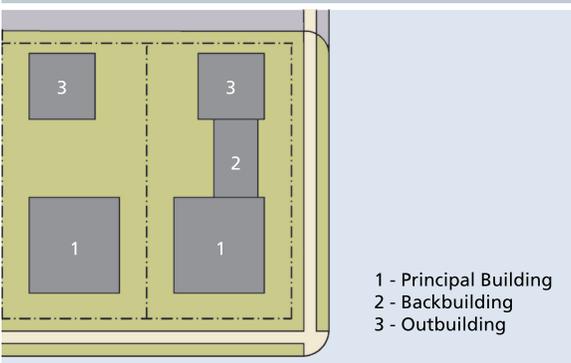
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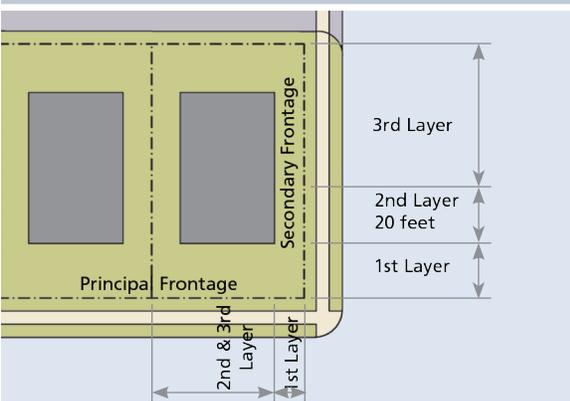
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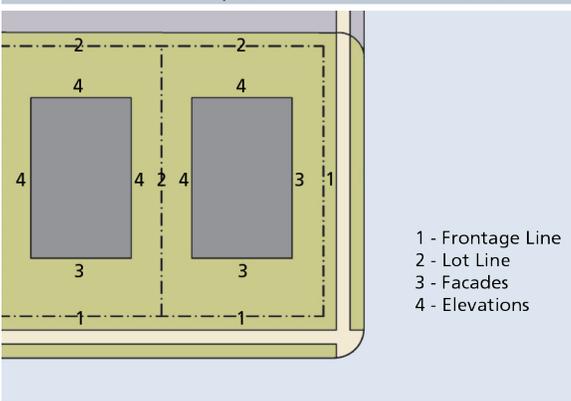
c. BUILDING DISPOSITION



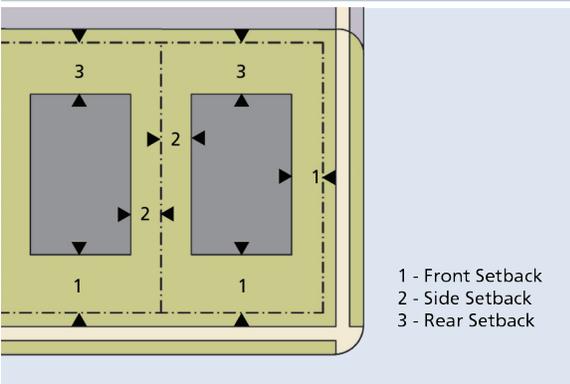
d. LOT LAYERS



e. FRONTAGE LINES, LOT LINES & ELEVATIONS



f. SETBACKS



g. NETWORK-BASED PEDESTRIAN SHED



APPENDIX A

Exceptional Design Standards

Project is located within 1/4 miles of an existing or planned transit service.

Consultation with the NC Natural Heritage Program map and provide certification that no species present or likely to be present are listed under the federal Endangered Species Act, NC endangered species list or listed in the NC Natural Heritage Program as either Nationally, State, or Regionally significant. If endangered or significant species are found, comply with the approved Habitat Conservation Plan (HCP) under the Endangered Species Act for each species or receive an approved mitigation plan from the NC Natural Heritage Program.

Include at least 3 elements of Low Impact Development (as recognized by the state) on the site.

Include a non-residential component equaling at least 30% of the project's total building square footage

Design, construct, or retrofit one whole residential or non-residential building to be certified through LEED, NAHB Green Building Standards, North Carolina Healthy Built Homes or Green Globes.

Include a minimum of 15% of the dwelling units as rental or for-sale dwelling units priced for households earning below area median income (AMI). Rental units must be maintained at affordable levels for a minimum of 15 years.

**Any Exceptional Design Standard shall only be utilized for one Warrant. Utilization of a single Exceptional Design Standard may not be applied to more than one Warrant. To be eligible for additional Warrants, additional design standards must be met.