

1 **(c) Local Transit-Oriented Planned Development (LTO-PD) Zone**

(1) Purposes

The purposes of the Local Transit-Oriented Planned Development (LTO-PD) Zone are:

- (A) To accommodate and promote the establishment of high-quality, vibrant, moderate-intensity, mixed-use, transit-accessible development that will foster economic development, reduce automobile dependency, support walkable areas, and provide opportunities for alternative modes of travel;
- (B) To provide the "critical mass" of use types and densities/intensities needed to support mixed use, transit-accessible development;
- (C) To Encourage a live, work, shop, and play environment that serves as an economic driver for the County’s Local Transit Centers;
- (D) To Include a well-integrated mix of complementary uses—including commercial, personal services, office, residential, and recreational;
- (E) To Provide multiple, direct, and safe vehicular, bicycle, and pedestrian connections between developments, and prioritize transit, pedestrian, and bicyclist access;
- (F) To Incorporate buildings, open spaces, and other site elements that are arranged and designed to create an inviting, walkable, safe, interactive, and human-scale environment;
- (G) To Include distinctive and attractive public spaces that help create an identity and sense of place for the zone; and
- (H) To Provide a range of housing options.



(2) Use Standards	(3) Intensity and Dimensional Standards			
<p>The specific principal, accessory, and temporary uses allowed in an individual LTO-PD Zone shall be established in the PD Basic Plan (see Section 27-4301(d), General Standards for All Planned Development Zones). Uses shall be consistent with the relevant Area Master Plan or Sector Plan, and the purposes of the LTO-PD Zone.</p> <p>A minimum of one-quarter of the gross floor area in the zone shall be provided for residential development, at build-out. In addition, there shall be a minimum of three different residential housing types, each consisting of a minimum of 20 percent of the dwelling units in the zone at build-out.</p> <p>A minimum of one-half of the gross floor area in the zone shall be provided for nonresidential development, at build-out.</p>	Core [1]		Edge [1]	
	All Uses		Nonresidential & Mixed-Use	Residential
	Standard [2]			
	Block length, min. max. (ft.)	To be established in PD Basic Plan and PD Conditions of Approval (see Section 27-4301(d))		
	Lot area, min. max. (sf.)			
	Lot width, min. (ft.)			
	Density, min. (du/net lot area) [3]	10.00	10.00 [8]	10.00
	Floor area ratio (FAR), min. [4]	0.50	0.25	No requirement
	Lot coverage, min. max. (% of net lot area)			
	Density, max. (du/net lot area) [3]			
	Floor area ratio (FAR), max. [4]			
	Build-to line, min. max. (ft.) [5][6]			
	Building width in build-to zone, min. (% of lot width) [7]			
	Front yard depth, min. (ft.)			
	Side yard depth, min. (ft.)	To be established in PD Basic Plan (see Section 27-4301(d))		
Rear yard depth, min. (ft.)				
Building façade transparency, min. (% of street-level façade area)	Abutting or facing a street frontage or pedestrian way Facing a transit station or public gathering space			
Principal and accessory structure height, max. (ft.)				
<p>NOTES: sf = square feet; ft = feet; du = dwelling unit; ac = acre</p> <p>[1] A Core area and an Edge area may have been designated by the applicable Area Master Plan or Sector Plan. Where a Core area is not designated, the PD Zone may not incorporate standards applicable to a Core area.</p> <p>[2] See measurement rules and allowed exceptions in Section Sec. 27-2200, Measurement and Exceptions of Intensity and Dimensional Standards.</p> <p>[3] Applicable to residential development and the residential component of mixed-use development.</p> <p>[4] Applicable to nonresidential development.</p> <p>[5] The area between the minimum and maximum build-to lines that extends the width of the lot constitutes the build-to zone.</p> <p>[6] The remaining build-to zone width may be occupied by outdoor gathering spaces, walkways, landscaped areas, stormwater management facilities using Environmental Site Design techniques, and driveways (subject to Section Sec. 27-6100).</p> <p>[7] Where existing buildings along a street frontage are all located behind the build-to zone, such buildings may not be extended to the rear or side unless they are first extended frontwards to comply with the maximum build-to line standard and the minimum building width in the build-to zone standard.</p> <p>[8] For the residential component of mixed-use development only.</p>				

(4) Other Standards	
Location Standards	An LTO-PD Zone may only be located on lands designated: <ul style="list-style-type: none"> • Within a Local Transit Center on the Growth Policy Map in the General Plan or applicable Area Master Plan or Sector Plan, as may be amended from time to time. • That portion of the Innovation Corridor as designated on the Strategic Investment Map in the General Plan or applicable Area Master Plan or Sector Plan, as may be amended from time to time; or • Along that portion of US 1 located south of the Innovation Corridor to the border with Washington, D.C.

Part 27-4 Zones and Zone Regulations
 Sec. 27-4300 Planned Development Zones
 27-4303 Transit-Oriented/Activity Center Planned Development Zones
 27-4303(c) Local Transit-Oriented Planned Development (LTO-PD) Zone

Use Mixing	The zone shall be designed to provide a mix of uses. The integration of residential and nonresidential uses is required to allow residents to meet more of their daily needs within the zone. In addition, provision of a variety of housing options shall occur within the zone.
Vertical Mixing of Residential and Nonresidential Uses	The vertical mixing of residential uses with nonresidential uses within a single project or building, with residential development on upper floors, is strongly encouraged in the Core area and encouraged in the Edge area.
Horizontal Mixing of Residential and Nonresidential	The horizontal mixing of stand-alone residential developments and adjacent stand-alone nonresidential or mixed-use developments in the zone is allowed, provided the developments are well-integrated in terms of complementary uses, access and circulation, and compatible design.
Shopping Centers	Shopping centers shall be a minimum of two stories (multistory).
Blocks and Alleys	The zone should be laid out in blocks, streets, and alleys, to the maximum extent practicable.
Streets	Streets shall be organized according to a hierarchy based on function, capacity, and design speed. They should terminate at other streets within the development and connect to existing and projected through streets outside the development. Street stubs should be provided to adjacent open land to provide for future connections. Gated streets are prohibited.
Private Sidewalks and Private Street Trees	<ul style="list-style-type: none"> • Sidewalks shall be located on both sides of every street, with a planting strip between the curb and the sidewalk, as established in the PD Basic Plan. Street trees shall be spaced between 40-50 feet on center. • Sidewalks shall be at least 10 feet wide along street frontages in the Core area, with a pedestrian "clear zone" a minimum width of 5 feet that is unobstructed by any permanent or nonpermanent object. • Sidewalks shall be 6 feet in the Edge area. • At least one walkway from an adjacent sidewalk shall be provided to each pedestrian entrance. • Where a sidewalk, greenway path, or other walkway crosses a street, driveway, or drive aisle, the crossing shall be clearly marked with a change in paving material, color, or height, decorative bollards, or similar elements.
Connectivity	The internal vehicular, bicycle, and pedestrian circulation systems shall be designed to allow vehicular, bicycle, and pedestrian cross-access between the internal system and adjoining lots and development, as well as to any nearby or adjacent transit station.
Building Configuration	<ul style="list-style-type: none"> • In the Core area, public buildings and uses, including government facilities, cultural facilities, religious institutions, assembly uses, and schools, should serve as focal points and landmarks for the zone and are encouraged to be located on prominent sites. • In the Core area, buildings shall be configured in relation to the site and other buildings so that building walls frame and enclose at least two of the following: <ul style="list-style-type: none"> ○ The corners of street intersections or entry points into the development; ○ A "main street" pedestrian and/or vehicle access corridor within the development site; ○ Parking areas, public spaces, or other site amenities on at least three sides; or ○ A plaza, pocket park, square, outdoor dining area, or other outdoor gathering space for pedestrians. • In the Edge area, and where appropriate, buildings should be used to define the street edge. To this end, buildings should have a consistent setback alignment along the street frontage. • Buildings should be designed with a common architectural scheme and landscaping to support that identity. The intent should not be to create a uniform appearance, but rather a distinct sense of place.
Parking	<ul style="list-style-type: none"> • All proposed new or additional off-street surface vehicle parking shall be located to the rear or side of the development's principal building(s) or in a parking structure. • Surface parking lots with more than 100 parking spaces shall be organized into smaller modules that contain fewer spaces each and are visually separated by buildings or landscaped swales. • All vehicle parking lots and structures shall provide clearly identified pedestrian routes between parking areas and the primary pedestrian entrance(s) to the building(s) served by the parking areas.
Transparency	Where the façade of a principal building other than a single-family or two-family dwelling abuts or faces a street frontage, or an adjoining transit station or public gathering space, a percentage of the street-level façade area shall be comprised of transparent window or door openings to allow views of interior spaces and merchandise so as to enhance safety and create a more inviting environment for pedestrians.
Open Space Design	Open space should be designed in a hierarchy of formal and informal spaces and used to enhance activity and identity. Formal open spaces consist of squares, greens, common areas, or other park-like settings where people may gather. Such areas are bounded by streets and/or buildings. Informal open spaces are encouraged to be located throughout the zone, and take the form of walking paths, greenways, parks, passive recreation areas, and natural areas.