

# LAUREL ROAD MIXED USE CORRIDOR

# Laurel Road Mixed Use Corridor Regulating Map



This is a detailed street map of a residential neighborhood in San Jose, California. The map features a network of streets, with several major roads highlighted in blue. These include Laurel Rd running horizontally across the middle, Pinebrook Rd running vertically through the center-left, and Kings Way Dr running diagonally from the top left towards the center. Other notable streets include Triple Diamond Blvd at the top, Technology Dr in the upper right, and Maravilla Blvd below it. The map also shows numerous smaller residential streets such as Camelot Dr, King Arthur Dr, Banbridge Dr, Twin Laurel Blvd, Precision Dr, Curry Ln, Kaurus Dr, Moon Dr, Waterford Dr, Colony Pl, and many others. Shaded gray areas represent larger lots or undeveloped land. The overall layout shows a mix of street types, including boulevards, main roads, and local residential streets.

Some Mixed Use Areas may have multiple primary streets in close proximity. Street hierarchy identifies a rank of priority for primary streets in a Mixed Use Area. Entrances shall be provided on the highest-ranking street for any building and shall act as the front for the building and lot. This does not preclude additional entrances from being provided on lower hierarchy and or non-designated streets.

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## Laurel Road MUC (East and West) - Development Standards

Development Standards		Laurel Road Mixed Use Corridor	
		Laurel Road East	Laurel Road West
Building Height <sup>a</sup>		3 stories / 4 stories by height exception <sup>a</sup>	4 stories <sup>a</sup>
Building Placement (min/max) <sup>1,b</sup>	Front/Street	35'	50'
	Side	40'	30'
	Rear	40'	30'
Lot	Length (min)	N/A	N/A
	Width (min)	150'	150'
	Coverage (min/max)	50%/75%	50%/85%
Frontage	% Requirement <sup>2</sup>	80%	90%
	Encroachments <sup>3</sup>	<i>Max. Length: 25' OR 50% of building frontage/ (whichever lesser) /  Max. Encroachment Depth: 8' /  Min. Clearance: 8'</i>	
	Active Use Area (AUA) <sup>4</sup>	<i>Max. Length: 25' OR 50% of building frontage (whichever lesser) /  Max. AUA Depth: 8'</i>	
	Entrances <sup>5</sup>	Oriented to street <sup>c</sup>	
Architecture <sup>6</sup>		N/A	
Parking <sup>7</sup>	Placement	Off-street <sup>d</sup>	
	Shared Parking Standards	75%	65%
	Access <sup>e</sup>	Side/Rear	
	Loading	Side/Rear	
	Structures	Prohibited	Permitted w/ conditions
Signage <sup>8</sup>		Awning, Projecting, Sandwich Board, Wall, Window	
Open Space/Landscaping <sup>f</sup>		Square, pocket parks	

### ***Laurel Road Mixed Use Development Standards***

#### **Standards of General Applicability.**

The following notes apply to the Mixed Use Development Standards and Tables.

<sup>1</sup>This describes Build-to Zones; an area at which construction of a building façade is to occur on the lot, running parallel to property line without setback, ensuring a uniform façade along the street.

<sup>2</sup>This indicates the percentage of the width of the building in relationship to the width of the lot within the build-to-zone. This requirement may be achieved through the use of an Active Use Area (AUA).

<sup>3</sup>Awnings, canopies, and projecting signs are permitted.

<sup>4</sup>Active Use Areas are permitted along Primary Streets. The maximum length is measured parallel to the frontage, while the maximum width is measured perpendicular to the frontage.

<sup>5</sup> Entrances are required on a Primary Street; secondary entrances are permitted. If a property has frontage on multiple Primary Streets, the street hierarchy in the respective area shall govern the placement of entrances. For corner lots, an entrance may be placed at an angle facing the intersection of the two streets. Furthermore, corner lots with frontage on one or more Primary Street shall provide at least one entrance per street with a maximum of two.

<sup>6</sup> Subject to Architectural Standards (Article 7.15 Architectural Standards and Review Board).

<sup>7</sup> See Article 7.4 for Required Parking Standards. Ratio provided in chart applies as multiplier to typical parking standard.

<sup>8</sup> See Article 7.3 for Signage Standards & Details.

**Laurel Road MUC-Specific Notes:**

<sup>a</sup> Rooftop uses allowed within maximum height threshold; architectural features (including parapet roofs) projecting above maximum height allowed but not to exceed 10' above maximum height; taller structures may be permitted for conditional uses; no minimum number of stories/ building height.

b Considerations for Institutional/Campus Development

c Direct pedestrian access is required from the public sidewalk to the primary street-facing entrance of the building

d On-street parking may be permitted on internal streets

e Side or rear access to internal street only; access directly into parking from Laurel Road prohibited

f Landscaping buffer may be required between new development and existing residential and institutional uses