

From: [Hughey, Rosalynn](#)
To: [Tran, David](#)
Cc: [Ramos, Christina M](#)
Subject: RE: Following up from March 15th DANG meeting
Date: Friday, April 9, 2021 10:04:38 AM
Attachments: [image001.png](#)
[image003.png](#)
[image004.png](#)

It's definitely weird for me! So many aspects I loved about being PBCE Director (like meeting with you all) – but I am fully embracing my new role.
You know you can always reach out to me if need anything.

From: Tran, David <david.tran@sanjoseca.gov>
Sent: Friday, April 9, 2021 9:18 AM
To: Hughey, Rosalynn <Rosalynn.Hughey@sanjoseca.gov>
Cc: Ramos, Christina M <christina.m.ramos@sanjoseca.gov>
Subject: RE: Following up from March 15th DANG meeting

Thanks so much Rosalynn! We missed you at yesterday's planning check in, weird not having you there but hope you are transitioning well into your new role!

Sincerely,



David Hai Tran

Policy & Legislative Director

(408) 535-4932 ♦ david.tran@sanjoseca.gov

[Facebook](#) ♦ [Instagram](#) ♦ [Twitter](#) ♦ [Website](#)

From: Hughey, Rosalynn <Rosalynn.Hughey@sanjoseca.gov>
Sent: Thursday, April 8, 2021 6:10 PM
To: Tran, David <david.tran@sanjoseca.gov>
Subject: FW: Following up from March 15th DANG meeting

FYI.

From: Hughey, Rosalynn
Sent: Thursday, April 8, 2021 6:10 PM
To: Bob Staedler <bob@svsynergy.com>; Sutherland, Kathy <kathysutherland@pacbell.net>
Cc: Severino, Lori <Lori.Severino@sanjoseca.gov>
Subject: Following up from March 15th DANG meeting

Hello Bob and Kathy – hope you are doing well. While I transitioned into the Deputy City Manager role this week, I will continue to be involved in the DSAP Amendment along with Lori; it's important to see this through as we are preparing for Planning Commission and City Council hearings. I responded to Bert Weaver's email, but I also wanted to follow up directly with you from our meeting

th

on March 15 regarding: 1) stepback planes and 2) historic adjacencies.

The Stepback Plane requirements provide new massing transition standards for tall buildings next to lower height context. The following is the language included in the revised draft plan that we will release on April 21; we are also adding the requirement for a 15-foot landscape buffer along the midblock stepback planes.

HEIGHT AND MASSING TRANSITION DESIGN STANDARDS

These additional design standards are specific to this Plan and build on the existing Downtown Design Guidelines and Standards (DDG) to facilitate development consistent with the objectives of this Plan. Projects within the Diridon Station Area must be consistent with these standards in addition to the Downtown Design Guidelines and Standards, with exception of properties within Google's Downtown West Mixed-use Plan, which are required to comply with the Downtown West Design Guidelines and Standards (DWDSG) and the DDG Standards that are not superseded by the DWDSG.

Massing Relationship to Context (DDG Section 4.2.2)

Rationale – In some Downtown locations, tall new buildings will be adjacent to historic buildings of lower height and to properties at the edge of Downtown where the General Plan land use designations limits buildings to lower heights. In these conditions, a massing transition for the tall buildings to the lower height context, creates compatibility between new and old. Figure 2-4-7 illustrates stepback plane locations.

Stepback Plane – The primary stepback plane standards apply to the areas shown in Figure 2-4-7, which are adjacent to properties at the edge of the Diridon Station Area where mid-rise and high-rise height limits are found and where the adjacent properties have a Neighborhood Residential General Plan land use designation that limits buildings to lower heights. In order to facilitate an informed dialogue with nearby residents, development on sites affected by the stepback plane standards must provide perspective renderings from ground level, illustrating the proposed development in relation to the adjacent properties, as part of their Planning permit application.

1. Provide building stepbacks from rear shared property lines within a stepback plane of 75 degrees from horizontal.
 - For building frontage along a rear shared property line, start the stepback plane from the intersection of the rear setback line at a height of 35 feet
 - Each building stepback must be a minimum of six feet in depth.
2. Provide building stepbacks from public rights-of-way within a stepback plane of 75 degrees from horizontal.
 - For building frontage along public rights-of-way, start the stepback plane from the intersection of the front setback line at a height of 35 feet
 - Each building stepback must be a minimum of six feet in depth.

In further response to questions/concerns about historic adjacencies, the attached document are the pages from the Downtown Design Standards and Guidelines that will apply to the DSAP. This includes: 1) massing relationship to context, 2) historic adjacency, 3) parking garages, and mitigating blank walls.

The changes in the Height Diagram we shared at the March 15th meeting remain the same, though we are preparing a refined map for the revised draft plan; see below.



Figure 2-3-10: Building Heights

Please let me know if you have any questions or would like to schedule a meeting. The revised draft DSAP amendment will be released on April 21, along with all the documents (including the Downtown West project) that will be considered by the Planning Commission on April 28th.

Best regards,
Rosallynn

Rosallynn Hughey

Deputy City Manager | Office of the City Manager

Cell: 408.455.1191

rosalynn.hughey@sanjoseca.gov

City of San José | 200 E. Santa Clara St. | San José, CA 95113

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