

RECEIVED
CITY CLERK'S OFFICE
08 JUL 23 PM 5:00
SAN DIEGO, CALIF.

#337
7/29/08

July 22, 2008

Donna Frye
Councilmember
202 C St. 10th Floor
San Diego, CA 92101

Dear Councilmember Frye:

As one of your constituents in District 6, I ask you to please support the UTC project. I look forward to the new shops the renovation would bring, as well as the movie theater and other additions. I'm also a proud member of the Westfield Corp. and would love to see this mall spruced up. Not to mention the thousands of job opportunities we would be creating for the people of San Diego. This particular part of San Diego doesn't have anything like the New UTC, and I think the area could definitely use a modernized shopping center like the one that Westfield plans to bring to the community.

I am a resident of North Clairemont, and I'm not far from UTC. I hope you will support this project, as it is very important to me and my community. Thank you.

Sincerely, 

Kyle Partain
3745 Merrimac Avenue
San Diego, CA 92117

CC: Mayor
City clerk
City council

RECEIVED
CITY CLERK'S OFFICE

July 22, 2008

#337
7/29/08

08 JUL 23 PM 5:00

SAN DIEGO, CALIF.

Councilmember Donna Frye
City of San Diego
202 C St.
MS #10A
San Diego, CA 92101

Dear Councilmember Frye:

I live in your district, in Clairemont, and I am writing you to encourage you to approve the revitalization project that Westfield has planned for UTC. I think UTC will benefit a lot of people who live in your district because it will provide better entertainment and shopping near to our homes. The restaurants will also be welcome as there aren't a lot of choices right now.

I am also proud to have such a green project in coming to San Diego. Westfield has obviously put a lot of effort into making UTC environmentally friendly, and I would be very happy to see the project approved.

Thank you for taking the time to consider this important matter. I hope you will vote to approve Westfield's plans.

Sincerely,



The Rev Canon Wayne F. Sanders
3563 Merrimac Avenue
San Diego, CA 92117

PS I also hope that some efforts are being made by this huge Blessing to the Community to also think creatively to how we can help the poorer and homeless in our same neighborhood. The local Churches, Synagogues and Mosques in the area are ready will to help along with this project.. Please let me know how we can help. I am a member a member of the Interreligious Council of San Diego County.

RECEIVED
CITY CLERK'S OFFICE

#337
7/29/08

08 JUL 23 PM 5:00

SAN DIEGO, CALIF.

July 23, 2008

Council President Scott Peters
202 C Street, MS #10A
San Diego, CA 92101

Dear Council President Peters,

I highly recommend that you support Westfield's redevelopment plans for the UTC shopping center. The current facility is a bit run-down for such an affluent neighborhood, and it would benefit from the proposed plans.

Westfield's plans will bring much needed new shopping, entertainment, and even dining to the area. As a resident of La Jolla, I'm not far from the center and shop there on occasion. I look forward to being able to choose from new restaurants and experience the new movie theater, if the shopping center plans are approved.

A mall like the New UTC will attract visitors from outside San Diego as well as draw San Diego residents from outside University City to the area. Thank you in advance for your support of this exciting project.

Sincerely,



Lisa Albanez
2402 Rue Denise
La Jolla, CA 92037

RECEIVED
CITY CLERK'S OFFICE
08 JUL 23 PM 5:00
SAN DIEGO, CALIF.

Anita Fire Hose Company Etc.
7937 North Avenue
Lemon Grove, California 91945
E#2321
619-462-3473/463-6060
FAX # 619-465-3473
anitafire@sbcglobal.net
www.anitafirehosecompanyetc.com
Open Monday - Friday 6 a.m. - 6 p.m. Saturdays 8 a.m. - 2 p.m.



337
7/29/08

July 23, 2008

The Honorable Scott Peters
City of San Diego
202 C Street
San Diego, CA 92101

Dear Council President Peters:


I wanted to take a moment to tell you about my experiences with Westfield and encourage you to support their plans for the UTC mall makeover.

Anita Fire Hose Company Etc. is a longtime San Diego-area business that offers a variety of fire & safety products to keep our public protected from harm. This includes fire extinguishers, related equipment and other firefighting products for private businesses such as Westfield, contractors, the military and area fire departments. We are certified as a Disadvantaged Business Enterprise, State Woman Business Enterprise and Small Business Enterprise.

In addition to owning my business, I am also incoming president of the National Association of Women in Construction (NAWIC). As such, I am pleased to tell you that Westfield has gone out of its way to work with women-owned contractors and ensure we have every opportunity to be successful in a traditionally male-dominated industry.

Overall, I have worked with Westfield for more than two years, providing fire extinguishers and accessories for Westfield shopping centers and for contractors who work on Westfield construction projects. I can tell you that the company has been a first-rate business partner that supports local businesses in the community. I have nothing but praise for the way they conduct themselves in the marketplace.

Please consider voting "yes" on the UTC renovation project on July 29, 2008.

Sincerely,

Anita Villani-Barnes, Owner
Anita Fire Hose Company Etc.
7937 North Avenue
Lemon Grove, California 91945

Cc: Mayor Jerry Sanders
City Council
City Clerk



We accept VISA & Master Card Credit Cards for payment
Certified Woman Owned, Small, Disadvantaged Business Enterprise & State Minority Business Enterprise



9749 Cactus Street • Lakeside, CA 92040-4117 • Ph: 619-938-9727 • Fax: 619-938-9757
www.jbfinc.com • mail@jbfinc.com • License #392277

337
RECEIVED
CITY CLERK'S OFFICE

7/29/08

08 JUL 23 PM 5:00
SAN DIEGO, CALIF.

July 23, 2008

The Honorable Scott Peters
City of San Diego
202 C Street
San Diego, CA 92101

Dear Council President Peters:

It is my pleasure to write to you in support of the Westfield UTC revitalization that is on your docket for July 29, 2008.

Johnson, Barnes & Finch is an established contracting firm that has done business in San Diego for 31 years. We have been the primary drywalling contractor for Westfield for more than 15 years, having worked on Westfield shopping centers in Mission Valley, El Cajon and National City. There are numerous drywalling contractors in Southern California, and we are pleased that Westfield chooses to support local businesses in this industry.

I can tell you firsthand that Westfield is an excellent company with which to do business. They treat their contractors, subcontractors and workers with respect, dignity, honesty and fairness. In today's world, such positive longstanding working relationships are not to be taken for granted.

Westfield's plans for the New UTC will add thousands of jobs and keep dollars in San Diego where they can do the most good for our local economy. Westfield's commitment to the regions and the University City community is unparalleled.

I respectfully ask that you give serious consideration to supporting the Westfield UTC project on July 29, 2008.

Best regards,

Mark Finch
President
Johnson, Barnes & Finch, Inc.

Cc: Mayor Jerry Sanders
City Council
City Clerk

7/29/08
#337

RECEIVED
CITY CLERK'S OFFICE

08 JUL 23 PM 12:20
SAN DIEGO, CALIF.

July 18, 2008

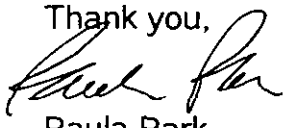
San Diego City Clerk
City of San Diego
202 C Street, 10th Floor
San Diego, CA 92101

Dear City Clerk,

You will soon be facing the decision of whether or not to support Westfield's new UTC project which I hope is an easy decision for you. I am a resident of University City and for me the decision is a no-brainer. This project needs to happen, and I ask that you support it to help make San Diego a better place.

With the new UTC project approved, San Diegans like myself will look forward to many improvements such as a new transit center, new ice rink, and new shopping and dining choices. The new UTC will have so much to offer. I hope you agree that it is time for San Diego to move forward with this revitalization.

Thank you,



Paula Park
4345 Nobel Drive Unit 127
San Diego, CA 92122

337
7/29/08

RECEIVED
CITY CLERK'S OFFICE

WORLEY SCHWARTZ GARFIELD & PRAIRIE
A LIMITED LIABILITY PARTNERSHIP

PARTNERS:
TIMOTHY K. GARFIELD
LYNNE L. HEIDEL
LAUREL LEE HYDE
ROBIN M. MUNRO
MICHAEL W. PRAIRIE
WILLIAM J. SCHWARTZ, JR.
KEVIN P. SULLIVAN
WALTER A. TAYLOR
SUSAN D. WHIT

LAWYERS
401 "B" STREET, SUITE 2400
SAN DIEGO, CALIFORNIA 92101-4200

TELEPHONE: (619) 696-3500
FACSIMILE: (619) 696-3555
WEBSITE: WWW.WSGPLAW.COM

08 JUL 23 PM 1:36 ASSOCIATES:

SAN DIEGO, CALIF. KRISTINA LUPARIELLO
GINA M. AUSTIN
NATHAN L. J. SLEGGERS

DONALD R. WORLEY (RET.)

WRITER'S E-MAIL:
RMUNRO@WSGPLAW.COM

WRITER'S EXT. 124

July 22, 2008

File No. W0635-4153

VIA MESSENGER

Council President Scott Peters and Members of the
City Council
City of San Diego
202 C Street, MS #10A
San Diego, CA 92101

Re: Westfield UTC Revitalization – Hearing July 29, 2008

Dear Council President Peters and Members of the City Council:

We represent Westfield LLC ("Westfield") with respect to the revitalization of University Towne Center ("The New UTC" or "UTC"). The New UTC is a model for sustainable development where people will be able to live, work and play connected by improved pedestrian, bicycle and transit linkages. UTC is a unique site in many ways. At the heart of the urban node, UTC has the extraordinary potential to help transform University City from an automobile-based community to one with a meaningful pedestrian network. No other property in University City can accomplish this feat. UTC is the only private facility in the area that is open to the public 365 days a year. Visitors are free to enjoy Palm Plaza, Torrey Trail, to walk the mall, and relax for as long as they wish. UTC also accommodates a childcare facility, a community meeting room, one of only three remaining ice skating rinks in the County, and a regional transit center. Each of these items is individually important, but collectively at one site makes UTC truly unique. The New UTC will generate jobs, housing, recreation, major public improvements and considerable revenue for the City of San Diego ("City"). We urge you to follow the recommendations of City staff and the Planning Commission and approve The New UTC.

THE NEW UTC

UTC is a major regional shopping center in the urban node of University City. The site is approximately 76 acres located on the super-block bounded by La Jolla Village Drive, Genesee Avenue, Nobel Drive and Towne Center Drive ("Property"). An aerial photograph of the Property is located behind Tab 1.

July 22, 2008

Page 2

The New UTC proposes redevelopment to add 750,000 square feet of new retail square footage, 250 multi-family residential units, an expanded and relocated transit center which will accommodate a future Mid-Coast Light Rail, a new community room, and dedication of an open space/recreation easement over Torrey Trail, and many other neighborhood amenities. The proposal requires the following approvals:

- Community Plan Amendment to update the land use intensity table and designate the site for residential use, and add La Jolla Village Drive and Genesee Avenue to the pedestrian network;
- Rezone from CC-1-3 to CR-1-1 (Commercial Regional) to make the zoning consistent with the existing development and community plan designation, as well as the proposed development;
- Master Planned Development Permit with Design Guidelines pursuant to San Diego Municipal Code section 143.0401 et seq. The purpose of the Planned Development Permit Regulations "*...is to allow flexibility where strict application of the regulations would restrict design options and result in a less desirable project.*"
- Site Development Permit to comply with the Community Plan Implementation Overlay Zone A (CPIOZ-A), Environmentally Sensitive Lands Regulations (ESL), and Public Right of Way encroachment for construction of the planned pedestrian bridge across La Jolla Village Drive, west of Towne Centre Drive;
- Sewer and Water Easement Vacations;
- Certification of the Final Environmental Impact Report, Adoption of the Mitigation Monitoring and Reporting Program, and Adoption of the Findings of Fact and Statement of Overriding Considerations.

PLANNING COMMISSION RECOMMENDS APPROVAL OF THE NEW UTC

Westfield presented The New UTC to the Planning Commission on May 22, 2008. During that hearing, the Planning Commissioners made specific suggestions and continued the hearing to June 12, 2008. A list of the Planning Commission's suggestions and Westfield's responses is attached behind **Tab 2**. The Planning Commission voted to recommend approval of The New UTC on June 12.

July 22, 2008

Page 3

The following are some direct quotes made by Planning Commissioners at the June 12th hearing:

"I want to congratulate the applicant on sustainability factors here. I mean we've heard a little bit regarding the standards that you're proposing this project for. And I just think that's incredibly admirable that you're going for that level [LEED Gold] that will really bring some attention back to San Diego's efforts to keep it a sustainable city. And I think you really, really need to be congratulated on that. That is something you could have done a real token effort, and you chose not to, so I applaud you for that one." Commissioner Golba, June 12, 2008 Planning Commission Transcript, Pages 132-133.

"Based on the General Plan that we just adopted I have a hard time not imagining that the Community Plan won't be adopted almost exactly to what Westfield is proposing for the site right down to the walkability, the mixed use, the transportation, the sustainability features. They are all plucked exactly out of our General Plan that we just adopted. So if that is the guideline to update the Community Plans, then really what Westfield has done is tried to look into the future and turned their crystal ball on and imagined what fits this site based on the new General Plan and the Community Plan update. And our responsibility is to look at it based on those factors. We have an outdated Community Plan, we know we do, but we have a brand new General Plan. So leaning more heavily on the General Plan, then I think that this project really tried to touch on all of those issues." Commissioner Golba, June 12, 2008 Planning Commission Transcript, page 137-138.

"I think there are so many positives to this and it is very visionary and want to thank Westfield and all of their consultants as well, and the community too for a lot of time and energy put into this." Commissioner Griswold, June 12, 2008 Planning Commission Transcript, page 139.

"I think it is important we have this mall. And I am very much a supporter of this idea of a mixed-use place of housing, transit, connected and transforming to the community...I think what is also important about this in terms of the reinvention is this notion of the

July 22, 2008

Page 4

sustainability. And despite the speaker who suggested otherwise, this is not green washing. LEED Gold is a very difficult standard to get to. And this is a significant step forward...I think it's important here that we acknowledge that this transformation of this mall is the beginnings of the making of a true urban village. And I think it does fix the notion of what are presently traffic urban arterials, and gives them a chance to be something more, maybe boulevards." Commissioner Naslund, June 12, 2008 Planning Commission Transcript, pages 144-145

I think you can make a case [for the Community Plan amendment] because this is a unique site. It has a unique function, not only in the community but in the region. I am persuaded by the fact that malls get dated. I look at what the alternative is. Let's just say we turn it down. And let's just say it takes its course. And for anybody that has lived in L.A. and you see what happens when malls die, it is not pretty. Chairperson Schultz, June 12, 2008 Planning Commission Transcript, pages 156-157.

"I'm going to support the motion. And I just want to say that in terms of the plan amendment, my support for the motion is based on the fact that this particular project is one of the few regional centers that we have in the city; that it has significant impacts to both the surrounding community and the region in terms of the benefit it is providing. I think the sustainability concepts that you embraced into the project, if there is a precedent setting, it's a good one to set to say to the rest of the centers that this is what we expect, and that yes, it can be done. I think the transit center is very important." Chairperson Schultz, June 12, 2008 Planning Commission Transcript, page 175.

UTC IS CONSISTENT WITH THE LOCAL, GENERAL AND REGIONAL PLANS

The University Community Plan ("UCP") identifies the UTC Property as an important center for both commerce and community connection. The UTC Project will implement many of the goals and policies of the City's newly adopted General Plan ("General Plan") and the UCP. Specifically, the UTC Project is consistent with the General Plan Strategic Framework Element policies to create smart growth, mixed use and transit-oriented developments. To that end, UTC will increase the supply of housing, including construction of on-site affordable housing, connected to local and regional transit systems. The UTC Project will retrofit the entire

July 22, 2008

Page 5

perimeter sidewalks to be wider, non-contiguous and pedestrian friendly. Class II bicycle lanes will be added along Nobel Drive between Genesee and Lombard consistent with the Bikeways diagram, Figure 23, from the UCP. Furthermore, UTC will accomplish the UCP objective to improve the urban node pedestrian network by providing non-contiguous sidewalks around the perimeter of the site and enhancing the walkability within the site and through connections from the public sidewalks into the shopping center and to surrounding land uses. Several specific sections of the General Plan and UCP are highlighted and attached behind **Tab 3**.

The UTC Project is also consistent with SANDAG's Regional Comprehensive Plan, Regional Transportation Plan ("SANDAG Plans") and Smart Growth Concept Map ("Smart Growth Map"). The site is identified in the SANDAG Plans and the Smart Growth Map as the only Urban Center/Node in the City north of Interstate 8, designated for higher density, mixed-use and transit oriented development. A copy of the Smart Growth Map is attached behind **Tab 4**. The proposed transit center will provide community connections as well as regional connections. The UTC Project meets all of these planning goals and policies by providing a mix of uses in the identified urban node, where people can live, work, learn and play connected by improved pedestrian, bicycle and transit linkages.

UTC IS A MODEL FOR SUSTAINABLE DEVELOPMENT

Water

The New UTC contemplates nearly doubling the size of the existing regional shopping center and adding residential uses. Yet, no additional undeveloped land area will be required, and pursuant to the conditions of approval, not a drop more of the City's potable water supply will be needed for The New UTC. This is possible because UTC will utilize highly water-conserving fixtures for all new retail and residential development, and will connect to the City's reclaimed water system for all on-site irrigation. Any additional water usage will be off-set by UTC's retrofit of other facilities in the City to the reclaimed water system. Finally, UTC proposes planting indigenous, drought resistant landscaping, because reclaimed water is a precious resource too, even if it hasn't been treated to drinkable standards.

Energy

UTC is committed to energy efficiency. To that end, all new buildings will be constructed to be at least ten percent more energy efficient than Title 24. Cool roofing materials will save energy and reduce the need for HVAC. Just this year, UTC entered an agreement to install solar panels on the existing ice rink, and is pursuing additional solar power opportunities on the proposed parking structures and rooftops. These strategies will generate at least 100 kilowatts and up to two megawatts of clean renewable energy.

July 22, 2008

Page 6

Recycling

During construction, UTC will go beyond the minimum requirements under Assembly Bill 939 and the City's Municipal Code to divert at least 50% of its construction and demolition debris. At least 65% of construction and demolition waste will be recycled and consistent with Westfield's practice and experience at its other construction sites, Westfield targets recycling 75% of construction waste. UTC will establish extensive on-site recycling programs for both stores and customers.

UTC is committed to and conditioned upon using building materials containing recycled content. A minimum of 90% recycled aggregate materials for any aggregate base and sub-base will be used for roadways, parking lots, sidewalks and curbs, and a minimum of 15% recycled asphalt pavement for any asphalt base. Fly ash, an industrial waste product, will replace a minimum of 12% of the cement in the project structures, and other building materials will include a minimum of 15% post-consumer recycled content, further reducing the project's environmental impact. Finally, UTC will use locally sourced building materials.

Leadership in Energy and Environmental Design

As a result of these commitments, The New UTC is the first shopping center in the country to have been approved at Stage 1 of the Leadership in Energy and Environmental Design (LEED®) for Neighborhood Development pilot program ("LEED-ND"), achieving a Gold rating. The LEED-ND Rating System was designed by the U.S. Green Building Council ("USGBC"), the Congress for the New Urbanism, and the Natural Resources Defense Council to encourage and facilitate the construction of sustainable development. Projects are rated based on environmental categories including: Smart Location and Linkage, Neighborhood Pattern and Design, and Green Construction and Technology, and Innovation and Design Process. Attached behind **Tab 5** is a letter from the USGBC confirming this achievement.

THOROUGH ENVIRONMENTAL ANALYSIS WAS DONE FOR THE NEW UTC

An Environmental Impact Report ("EIR") was prepared for The New UTC pursuant to the California Environmental Quality Act, California Public Resources Code sections 21000 et seq. ("CEQA") and the Guidelines for Implementing CEQA, California Code of Regulations sections 15000 et seq. ("CEQA Guidelines"). The draft EIR prepared for UTC was made available for public review in August 2007. The City received 78 comment letters on the DEIR.

Prior to finalizing the EIR in April 2008, UTC made several important changes. Most notably, the original proposal included eight different land use scenarios which would have permitted a mix of retail, residential, office and/or hotel uses. In direct response to many of the

July 22, 2008

Page 7

public comments, the options to develop hotel or office towers were eliminated from the proposal, although the office and hotel land use scenarios are still included in the EIR for informational disclosure purposes. In addition, as a result of one of the Planning Commission's suggestions, the maximum height of the buildings was reduced from 390 feet to 293 feet, consistent with the recently approved Monte Verde project across the street. This reduction in height eliminated the significant unmitigated impact to visual quality/aesthetics because UTC is now consistent with other approved projects in the community. For that reason, The New UTC has no significant unmitigated impact to visual quality/aesthetics.

Significant unmitigable impacts to solid waste, air quality, and traffic are identified in the FEIR. With respect to solid waste, this cumulative impact is due to the City's limited, long term landfill capacity. As such, it is out of the control of any one project. The air quality impacts are due to the temporary construction of UTC and as a result of increasing density and traffic, under the worst-case scenario analysis required by CEQA.

The Traffic Study prepared for UTC, consistent with the City's Guidelines, suggests that 17,800 cumulative Average Daily Trips ("ADT"), 256 in-bound AM peak hour/778 out-bound PM peak hour trips, will be generated by UTC. This is extremely conservative for many reasons. First, the City required a baseline traffic analysis which assumes the entire UCP is completely built-out, which is not the case. In fact, according to the current Facilities Financing Plan, there are approximately 72,000 additional ADT remaining to be developed in University City. These trips were all assumed to be on the roadway network from day one in the traffic analysis. Second, the Traffic Study for UTC does not identify any significant unmitigable impacts to any of the 59 intersections analyzed.

The impacts are limited to certain road segments and freeway facilities. The only way to completely mitigate the road segment impacts is to further widen La Jolla Village Drive and Genesee. As part of the City's thorough review, it was determined that it would be more desirable to maintain the road classifications in the UCP, because widening the roads would be inconsistent with the pedestrian and linkage goals in the UCP. The ADT analysis also does not account for the fact that shopping center traffic peaks at different times than the dominant office use in the University City area. The most congested traffic times are entering the community in the morning, when the mall stores are still closed, and leaving the community in the evening. The mall traffic peaks are around lunchtime and on the weekends, when the office buildings are empty. That said, UTC is improving 13 intersections and roadway segments, widening four freeway ramps and contributing \$3.4 million toward additional freeway improvements.

Finally, although UTC is located in the urban node, adjacent to employment, includes a transit center and other walkability improvements, UTC did not take any credit for these sustainability features or the transit center in its traffic study. For that reason, the Traffic Study

July 22, 2008

Page 8

for UTC conservatively assumes that every employee and visitor to UTC will arrive by automobile. A list of documents which are part of the administrative record for UTC is attached behind **Tab 6** and available for review by contacting the Development Services Project Manager, Tim Daly.

OVERRIDING CONSIDERATIONS SUPPORT APPROVAL OF THE NEW UTC

Pursuant to CEQA and CEQA Guidelines, UTC may be approved if the City Council determines that the significant, unavoidable environmental effects are acceptable due to overriding concerns. Adverse environmental effects may be considered acceptable if the City Council determines, on balance, that there are economic, legal, social, technological, or other benefits of UTC outweigh the unavoidable environmental effects. Westfield prepared candidate Findings of Fact and Statements of Overriding Consideration for the City Council's consideration which includes the following benefits to support approval of UTC:

- \$301 million total TransNet revenue generated by the completed UTC through 2048 which is \$128 million over and above what the existing site generates;
- Additional \$7.3 million tax revenue annually to City's General Fund, for a total of \$11 million the first year after completion;
- \$30 million worth of public infrastructure improvements;
- \$35 million in Facilities Financing Fees for additional public improvements;
- Total economic output: \$1.7 billion for construction and \$514 million annually;
- 2,000 new permanent jobs, 8,000 new construction jobs;
- Fulfills City and regional goals and policies for Smart Growth;
- Gold-level LEED-ND pilot project;
- Net-zero water demand;
- Comprehensive recycling program to reduce waste;
- Upgraded Transit Center accommodating additional buses, the Superloop and future Trolley/Bus Rapid Transit system;

July 22, 2008

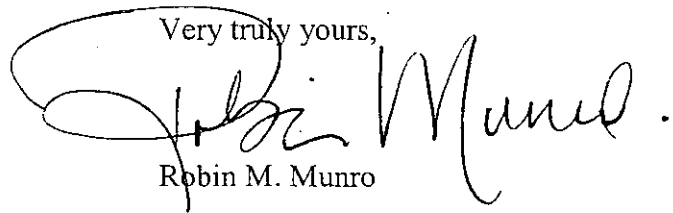
Page 9

- Enhanced pedestrian and bicycle access;
- New housing to balance job growth;
- Ten-percent on-site affordable housing;
- Doubling the size of public meeting facilities on site;
- Expanded retail shopping opportunities for community and region.

CONCLUSION

The New UTC is exactly the kind of development proposal the City should encourage. It embodies the goals and policies of the UCP for urban node pedestrian linkages and walkability. UTC also fulfills the regional goals and policies for high-density, mixed use and transit oriented development. To that end, attached behind **Tab 7** is an article from the Urban Land Green Magazine, Spring 2008, entitled *The Case for Density*. This article explains precisely the molecular change necessary for developed cities in order to meet the housing, employment and transportation needs of the next generation in an economically and environmentally sustainable way. Approval of The New UTC is certain to be the model for future growth and development in the City. We urge you to approve The New UTC.

Very truly yours,

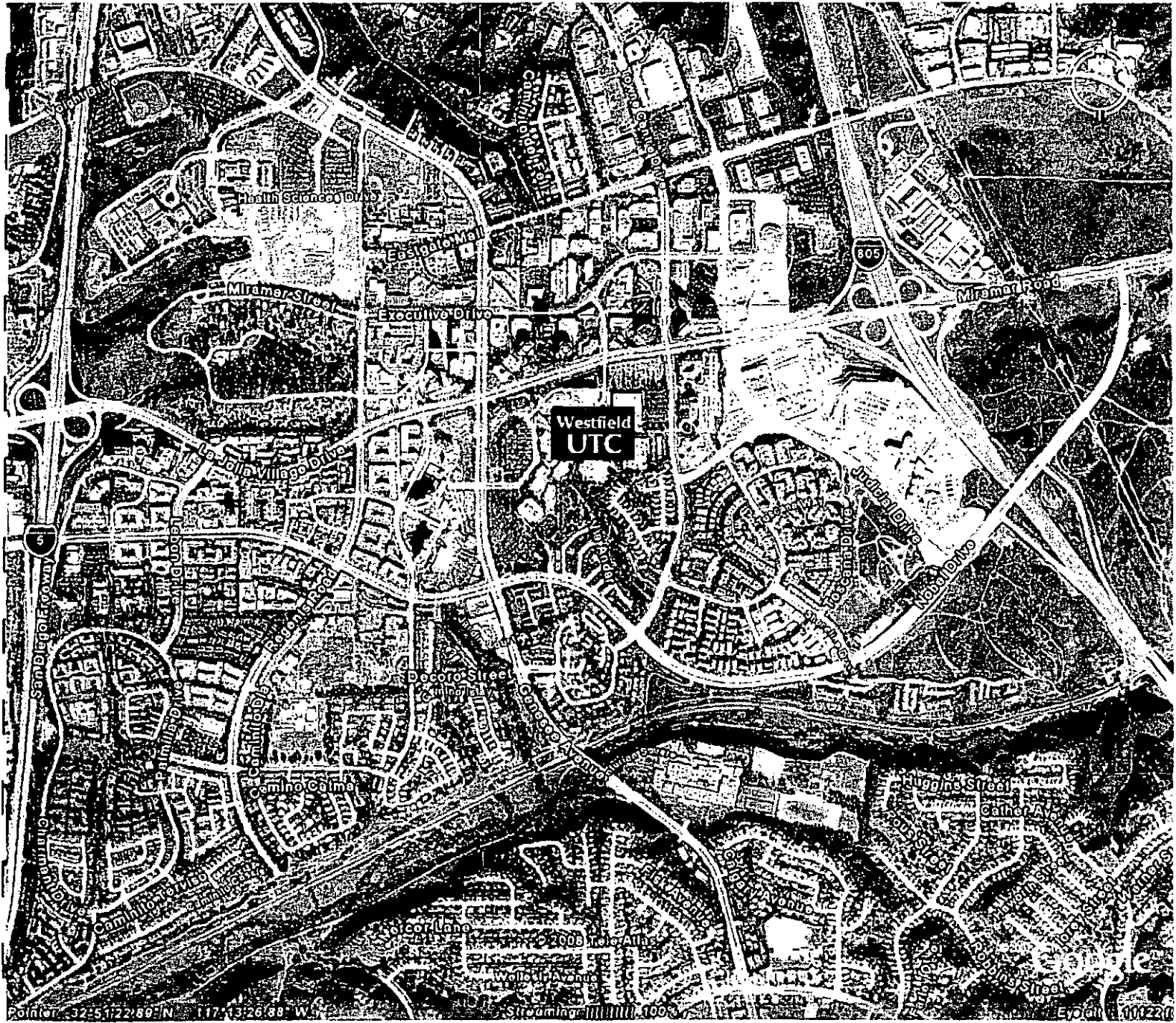


Robin M. Munro

RMM

Attachments

cc: Mayor Jerry Sanders
Ms. Elizabeth Maland, City Clerk
Mr. William Anderson, Deputy Chief Operating Officer for City Planning and
Community Investment
Mr. Michael Aguirre, City Attorney
Mr. Kelly Broughton, Development Services Director
Mr. Tim Daly, Development Services Project Manager



Summary of Responses

Issue	Response
1 Community precedent	UTC is a unique project with unique characteristics
2 Building heights	Maximum tower height lowered by 100 feet
3 MPDP range	Residential capped at 300 units
4 Residential dispersal	Residential planned for two sites
5 Subsequent reviews	All future reviews to include public notice, presentation to UCPG, and appealable to Planning Commission
6 Transit center connections to center	Enhanced pedestrian connections and experience
7 Overriding considerations	\$1.7 billion econ. impact, 10,000 jobs, affordable housing, sustainability
8 Pedestrian experience	Wider sidewalks, more landscaping, and street activity
9 Sustainability	LEED-ND Gold approved
10 Infrastructure improvements	\$64.4-\$66.4 million worth of public infrastructure improvements
11 Treatment of southwest corner	Terraced garden plaza
12 Streetscape	Added more streetside retail, active frontages and new entry points
13 Design guidelines	Added new guidelines in Master Plan
14 Traffic analysis	Detailed examination of project traffic



elements and the inclusion of optional elements to best meet the needs of a particular city. The City of San Diego's General Plan addresses state requirements through the following ten elements: Land Use and Community Planning; Mobility; Economic Prosperity; Public Facilities, Services and Safety; Urban Design; Recreation; Historic Preservation; Conservation; Noise; and Housing. More information on mandatory and optional elements is found in Appendix A, SF-1. State law requires internal consistency, meaning that policies within the components of the General Plan cannot conflict with one another, and that no one element may take precedence over another.

City of Villages Strategy

The City of Villages strategy focuses growth into mixed-use activity centers that are pedestrian-friendly districts linked to an improved regional transit system. It was first adopted as a part of the Strategic Framework Element of the General Plan in 2002. It was developed through an intensive process of public collaboration over a three-year period. The strategy draws upon the character and strengths of San Diego's natural environment, neighborhoods, commercial centers, institutions, and employment centers. The strategy is designed to sustain the long-term economic, environmental, and social health of the City and its many communities. It recognizes the value of San Diego's distinctive neighborhoods and open spaces that together form the City as a whole.

A "village" is defined as the mixed-use heart of a community where residential, commercial, employment, and civic uses are all present and integrated. Each village will be unique to the community in which it is located. All villages will be pedestrian-friendly and characterized by inviting, accessible and attractive streets and public spaces. Public spaces will vary from village to village, consisting of well-designed public parks or plazas that bring people together. Individual villages will offer a variety of housing types affordable for people with different incomes and needs. Over time, villages will connect to each other via an expanded regional transit system.

Implementation of the City of Villages strategy relies upon the designation and development of village sites. There are many factors to consider when designating village sites including the capacity for growth, existing and future public facilities, transportation options, community character, and environmental constraints. Precise village boundaries, the specific mix of uses, architectural form, needed public facilities, and the type of public space within proposed village areas will be determined through community plan updates or amendments. The hierarchy of village types and development areas is shown and described below.



Transportation and Land Use Planning

Implementation of the City of Villages growth strategy is dependent upon close coordination of land use and transportation planning. The strategy calls for redevelopment, infill, and new growth to be targeted into compact, mixed-use, and walkable villages that are connected to a regional transit system. Villages should increase personal transportation choices and minimize transportation impacts through design that pays attention to the needs of people traveling by transit, foot, and bicycle, as well as the automobile. Focused development and density adjacent to transit stops that link where people live to where people work, shop, and recreate, helps make transit convenient for more people. It allows for a more cost-effective expansion of transit services.

Housing in mixed-use commercial areas provides opportunities for people to live near their place of work, and helps support the use of neighborhood shops and services. As such, the City of Villages land use pattern is both a transportation and land use strategy. The integration of transit and land use planning is illustrated by the Transit/Land Use Connections Map (see fold-out map, Mobility Element, Figure ME-1, Transit Land Use Connections). This map identifies existing and community plan designated activity centers, commercial centers and corridors, and multifamily residential areas that are along the region's higher frequency existing and planned transit services.

Regional Planning/Inter-Jurisdictional Coordination

Regional coordination is needed to effectively guide land use and transportation planning, investment in regional-serving facilities, and preservation of open spaces that span multiple jurisdictions. The City of San Diego works closely with the County of San Diego, the San Diego Unified Port District, the San Diego Association of Governments (SANDAG), the San Diego County Regional Airport Authority, Tribal Governments, and other local governments and agencies throughout the region to further common goals. The City also works with state and federal representatives on legislative, regulatory, and budgetary matters that impact the City of San Diego, and with its counterparts in Mexico on border/binational issues.

SANDAG plays a key role in regional coordination efforts. SANDAG is the region's transportation and planning agency (see also the Mobility Element discussion) comprised of member agencies from the region's 19 local governments. City of San Diego interests are represented at SANDAG through the votes of the City's elected officials serving on the SANDAG Board of Directors, staff participation on SANDAG advisory committees, and direct public participation in the process.

The SANDAG Board of Directors adopted a Regional Comprehensive Plan (RCP) in 2004 that provides a strategic planning framework for the San Diego region. The RCP encourages cities and the county to increase residential and employment concentrations in areas with the best existing and future transit connections, and to preserve important open spaces. The RCP



includes an Integrated Regional Infrastructure Strategy and serves as a unifying document for a number of other regional initiatives covering topics such as housing, economic prosperity, habitat preservation, and environmental resource protection. The RCP addresses San Diego's relationships with neighboring counties, Tribal Governments, and northern Baja California. The City of San Diego General Plan is designed to complement and support the RCP.

Guiding Principles

The City of San Diego General Plan integrates the following basic principles which describe the essential structure of San Diego's plan and reflect the core values that guide its development:

1. An open space network formed by parks, canyons, river valleys, habitats, beaches, and ocean;
2. Diverse residential communities formed by the open space network;
3. Compact and walkable mixed-use villages of different scales within communities;
4. Employment centers for a strong economy;
5. An integrated regional transportation network of transit, roadways, and freeways that efficiently link communities and villages to each other and to employment centers;
6. High quality, affordable, and well-maintained public facilities to serve the City's population, workers, and visitors;
7. Historic districts and sites that respect our heritage;
8. Balanced communities that offer opportunities for all San Diegans and share citywide responsibilities;
9. A clean and sustainable environment; and
10. A high aesthetic standard.

The updated General Plan translated these organizing principles into new policy direction in the ten elements of the General Plan. Because less than four percent of the City's land remains vacant and available for new development, the plan's policies represent a shift in focus from how to develop vacant land to how to reinvest in existing communities. Therefore, new policies have been created to support changes in development patterns to emphasize combining housing, shopping, employment uses, schools, and civic uses, at different scales, in village centers. By directing growth primarily toward village centers, the strategy works to preserve established residential neighborhoods and manage the City's continued growth over the long term

The guiding principles of the General Plan are based on the Strategic Framework Element vision statement and "Core Values" that address San Diego's physical environment, economy, and culture and society. These values were developed by the Strategic Framework Citizens' Committee which included more than 40 individuals of diverse and accomplished backgrounds. In addition, thousands of others provided valuable input to the Strategic Framework Element in public hearings, public workshops, community planning group meetings, public forums, and email communications. Community planning groups provided input through their own meetings and as members of the Community Planners Committee. The complete Core Values can be found in the General Plan Appendix A, SF-2. In addition, those that contributed to the development of the SFE are acknowledged in Appendix A, SF-3.



Community Planning

The City of San Diego has more than fifty planning areas (see Land Use Element, Figure LU-3, Planning Areas). The community planning program has a long and diverse history with the earliest community plans being adopted in the 1960s. Each document is a unique reflection of the issues and trends facing the community and includes corresponding strategies to implement community goals.

Community plans represent a vital component of the City's Land Use Element because they contain more detailed land use designations and describe the distribution of land uses better than is possible at the citywide document level. San Diego is one of the few jurisdictions in the state that has the size, diversity, and land use patterns that necessitate community-based land use plans. The community-specific detail found in community plans is also used in the review process for both public and private development projects. While the community plan addresses specific community needs, its policies and recommendations must remain in harmony with other community plans, the overall General Plan, and citywide policies. Overall, the General Plan and community plans are intended to be used as a means to maintain or improve quality of life, and to respect the essential character of San Diego's communities.

Community plans are also the vehicle for implementing state laws pertaining to provision of housing opportunities, and meeting the City's share of regional housing needs. As community plans designate land uses and assign densities, they must preserve or increase planned capacity density of residential land uses to ensure that the City is able to meet its share of the region's housing needs. Implementation of community-based goals may cause a shift in densities within or between community planning areas but together they must maintain or increase overall housing capacity. Community plans and other adopted land use plans are implemented through application of a broad range of zones, regulations and programs.

Balanced Communities and Equitable Development

"Balanced communities" have a diverse mix of housing types that are suitable for households of various income levels. Balanced communities can contribute toward achievement of a fair and equitable society, and have the additional advantage of providing more people with the opportunity to live near their work. City initiatives that work toward more balanced communities and to increase the supply and distribution of affordable housing include the Inclusionary Housing Ordinance (2003), and the City of Villages strategy (2002), ~~the Housing Element update (2006) and the remainder of the General Plan update (2007).~~ The City of Villages strategy strives to increase housing supply and diversity through the development of compact, mixed-use villages in specified areas. This strategy also helps to achieve some of the jobs/housing benefits of balanced communities at a broader scale by encouraging better links from homes to jobs and services throughout the region.

The City of Villages strategy also includes a commitment to equitable development and environmental justice. Equitable development is concerned with the creation and maintenance

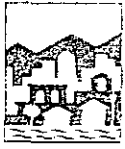


Table LU-3, Breakdown of Vacant Developable Land, includes data specific to developable vacant land in the City and how it is designated per the adopted land use plans in order to allow for future growth and development. It shows that 43 percent of the total vacant developable land in the City is designated for residential uses while another 31 percent is designated for industrial related uses.

Since As the majority of the City is developed, infill development and redevelopment will play an increasingly significant role in providing needed housing, jobs, and services in our communities. Guidance for how this development should occur is provided by the City of Villages strategy.

A. City of Villages Strategy

Goal

- ◆ Mixed-use villages located throughout the City and connected by high-quality transit.

Discussion

The City of Villages strategy is to focus growth into mixed-use activity centers that are pedestrian-friendly, centers of community, and linked to the regional transit system. The strategy draws upon the strengths of San Diego's natural environment, neighborhoods, commercial centers, institutions, and employment centers. The strategy focuses on the long-term economic, environmental, and social health of the City and its many communities. It recognizes the value of San Diego's distinctive neighborhoods and open spaces that together form the City as a whole. Implementation of the City of Villages strategy is an important component of the City's strategy to reduce local contributions to greenhouse gas emissions, because the strategy makes it possible for larger numbers of people to make fewer and shorter auto trips (see also Mobility Element, Introduction, and Conservation Element, Section A).

What is a Village?

A "village" is defined as the mixed-use heart of a community where residential, commercial, employment, and civic uses are all present and integrated. Each village will be unique to the community in which it is located. All villages will be pedestrian-friendly and characterized by inviting, accessible, and attractive streets and public spaces. These spaces will vary from village to village and may consist of: public parks or plazas, community meeting spaces, outdoor gathering spaces, passive or active open space areas that contain desirable landscape and streetscape design amenities, or outdoor dining and market activities. Individual villages will offer a variety of housing types and rents/prices. Over time, villages will be increasingly connected to each other by an expanded regional transit system. The village land use pattern and densities help make transit operate more efficiently, which in turn allows for improved and more cost effective transit services. The mix of land use should also include needed public facilities such as schools, libraries, or other community facilities as appropriate in each



The Mobility, and Land Use and Community Planning elements of the General Plan are closely linked. The Land Use and Community Planning Element identifies existing uses and planned land uses, and the Mobility Element identifies the proposed transportation network and strategies which have been designed to meet the future transportation needs generated by the planned land uses. The integration of transit and land use planning is illustrated by the Transit/Land Use Connections Map (see Figure ME-1). This map identifies existing and community plan designated activity centers, commercial centers and corridors, and multifamily residential areas that are along the region's higher frequency existing and planned transit services.

Implementation of the City of Villages growth strategy is dependent upon the close coordination of land use and transportation planning. The strategy calls for redevelopment, infill, and new growth to be targeted into compact, mixed-use, and walkable villages that are connected to the regional transit system. Villages should increase personal transportation choices and minimize transportation impacts through design that pays attention to the needs of people traveling by transit, foot, and bicycle, as well as the automobile. Focused development and density adjacent to transit stops and stations helps make transit convenient for more people, and allows for a more cost-effective expansion of transit services. Housing in mixed-use commercial areas provides opportunities for people to live near their place of work, and helps support the use of neighborhood shops and services. As such, the City of Villages land use pattern is a transportation, as well as a land use strategy.

Communities also benefit from the village transportation/land use strategy as a result of: the overall increase of transit service; street and freeway improvements; increased accessibility to regional employment areas; citywide improvements to foster walking and bicycling; and, citywide multi-modal transportation improvements in conjunction with development. In recognition of the diversity of San Diego's communities and the range of transportation issues that exist within them, the Mobility Element contains several "toolboxes" which illustrate the flexibility that exists and many of the options available to implement citywide policies. These toolboxes contain a variety of strategies and potential improvements that may be utilized where appropriate to develop area-specific solutions to community parking and traffic issues.

The Mobility Element is a part of a larger body of plans and programs that guide the development and management of our transportation system.

- The Regional Transportation Plan (RTP), prepared and adopted by the San Diego Association of Governments (SANDAG) is the region's long-range mobility plan. The RTP plans for and identifies projects for multiple modes of transportation in order to achieve a balanced regional system. It establishes the basis for state funding of local and regional transportation projects, and is a prerequisite for federal funding. SANDAG prioritizes and allocates the expenditure of regional, state and federal transportation funds to implement RTP projects.
- The region's Congestion Management Program (CMP), also prepared by SANDAG, serves as a short-term element of the RTP. It focuses on actions that can be implemented in advance of the longer-range transportation solutions contained within the RTP. The CMP establishes programs for mitigating the traffic impacts of new development and monitoring the

OVERRIDING PLAN GOALS

A series of general goals for the development of land have been established by the General Plan. In the context of the General Plan, the goals are applied to the analysis of citywide alternative plan schemes.

I. GENERAL PLAN GOALS

Broadly speaking, the goals used for alternatives analysis in the General Plan are directed toward four basic areas of concern, including: (1) facilitating and providing capital improvements for appropriate new growth in an efficient manner, (2) encouraging economically, socially and racially balanced communities, (3) minimizing the environmental and design consequences of urban development, and (4) providing for a development framework which is compatible with regional plans and programs. The following is a summary of the General Plan Goals:

A. Residential Growth

1. Management of the growth of the region through appropriate population assimilation without artificial constraints or limitations on growth increases.
2. Recognition that a proper development management system operates as a positive intervention to appropriately distribute growth with suitable environmental and physical performance standards.

B. Fiscal-Economic

1. Reduction in costs of development—particularly public capital and operational costs and stabilizing the tax structure of the City by discouraging urban sprawl.
2. Making more efficient use of existing community facilities and improvements.

C. Balancing Social and Community Characteristics in All Areas

1. Balanced housing for all communities and income levels.
2. Proximity of place of employment and residence.
3. Recognition of community and individual economic, social and physical values.
4. The "quality of life" in new neighborhoods through provision of adequate public facilities at time of development.

2. Allocation of regional residential growth.
3. Provision for utility extensions (sewer and water).
4. Coordination of the major public improvement of special districts.
5. Location of regional, commercial and industrial centers.
6. Establishment of transportation systems.
7. Social, fiscal-economic and housing considerations.
8. Air and water quality decisions.

II. COMMUNITY GOALS

In the same fashion that the General Plan goals establish useful criteria for evaluating community plan alternatives in light of the external or regional context of the planning process, the following goals are particularly suited to the University community. These goals are also important guidelines in the selection of a community plan and the design of its unique features.

A. Overall Community Goals

1. Foster a sense of community identity by use of attractive entry monuments in private developments.
2. Create a physical, social and economic environment complementary to UCSD and its environs and the entire San Diego metropolitan area.
3. Develop the University area as a self-sufficient community offering a balance of housing, employment, business, cultural, educational and recreational opportunities.
4. Create an urban node with two relatively high-density, mixed-use core areas located in the University Towne Centre and La Jolla Village Square areas.
5. Develop an equitable allocation of development intensity among properties, based on the concept of the "urban node."
6. Provide a workable circulation system which accommodates anticipated traffic without reducing the Level of Service below "D."

B. Housing Goals

1. Provide a broad range of housing types and costs to accommodate various age groups, household sizes and compositions, tenure patterns (renter/owner-occupied) and income levels.
2. Encourage housing for students and employees of the University and life sciences-research facilities.
3. Locate higher density housing nearest the University, the Towne Centre core and La Jolla Village Square.
4. Provide affordable housing for low- and moderate-income households by encouraging the following efforts of the City of San Diego:
 - a. Utilization of selected City-owned properties for housing development;
 - b. Utilization of federal rental subsidy programs and state mortgage assistance programs; and
 - c. Stimulation of greater use of modular and other innovative cost-saving building techniques.
5. Encourage religious and other nonprofit organizations to develop and operate rental and cooperative housing for low- and moderate-income households.
6. Encourage a mixture of residential, commercial and professional office uses.
7. Encourage the provision of non-structured recreation areas such as open grassed playing fields.

C. Employment Goals

1. Promote job opportunities within the University community.
2. Encourage the development of life sciences-research facilities which maximize the resources of the University.

D. Commercial Goals

1. Provide a complete range of goods and services for the residents of the University community.
2. Concentrate community activities such as retail, professional, cultural, recreational and entertainment within the Towne Centre and La Jolla Village Square.

3. Accommodate professional offices and laboratory facilities and services to complement the University, the Towne Centre and the life sciences-research facilities.
4. Strategically locate neighborhood convenience centers throughout the residential areas.

E. Open Space Goals

1. Preserve the present amenities of San Clemente, Rose Canyon and other primary canyons within the community.
2. Preserve the natural environment including wildlife, vegetation and terrain.
3. Permit uses within canyons which are strictly compatible with the open space concept.
4. Ensure that all public improvements such as roads, drainage channels and utility services and all private lessee developments are compatible with the natural environment.

F. Public Facilities and Services Goal

Ensure that schools, parks, police and fire protection, sewer and water, library and other public facilities are available concurrently with the development which they are to serve.

G. Transportation Goals

1. Develop a transportation system designed to move people and goods safely and efficiently within the community, including linkages with other communities, and with due consideration for energy conservation.
2. Encourage the adequate provision of public transit between major activity areas such as the University, the Towne Centre and La Jolla Village Square.
3. Provide pedestrian paths and bikeways to accommodate the community and complement the citywide systems.
4. Encourage alternative modes of transportation by requiring developer participation in transit facility improvements, the Intra-Community Shuttle Loop and the Light Rail Transit (LRT) system.
5. Ensure implementation of City Council Policy 600-34, Transit Planning and Development.



USGBC,
1800 MASSACHUSETTS AVE, NW
SUITE 300
WASHINGTON DC 20036
202 828-7422
WWW.USGBC.ORG

PRESIDENT, CEO &
FOUNDING CHAIRMAN
S. Richard Fedrizzi

OFFICERS

CHAIR
Rebecca L. Flora
Green Building Alliance

CHAIR ELECT
Gail Vittori
Center for Maximum Potential
Building Systems

TREASURER
Tim Cole
Forbo Linoleum, Inc

SECRETARY
Frank Sherman
Global Thinking / Mackenzie
Keck Construction

IMMEDIATE PAST CHAIR
Sandy Wiggins
Consilience, LLC

FOUNDERS

David Gottfried
WorldBuild Technologies, Inc.
Michael Italiano
Sustainable Products Corporation
S. Richard Fedrizzi
U.S. Green Building Council

June 17, 2008

To Whom It May Concern,

The LEED® certification program encourages and accelerates adoption of sustainable green building and development practices through the use of universally understood and accepted performance criteria. Although primarily focused on buildings, we have recently developed a rating system for neighborhood development in collaboration with the Natural Resources Defense Council and the Congress for the New Urbanism that is being pilot tested with nearly 240 development projects. The LEED for Neighborhood Development Rating System integrates the principles of smart growth, urbanism, and green building into the first national certification tool for neighborhood design. LEED certification provides independent, third-party verification that a development's location and design meet high standards of environmentally responsible, sustainable development.

It is my pleasure to recognize Westfield UTC Revitalization as having completed Pre-review Approval at the Gold level. Westfield UTC Revitalization has submitted substantial documentation to show compliance with the rating system's prerequisites and 60 points during the first (of three) stage of certification. The first stage involves the review of site plans and written commitments regarding the location of the project and the types of buildings and infrastructure to be constructed, prior to the project receiving its entitlements or necessary approvals.

LEED for Neighborhood Development Pre-Review Approval means that if the project is built according to the plan and commitments submitted, the project should be able to achieve LEED for Neighborhood Development certification. The next step for Westfield UTC Revitalization is to gain any necessary approvals and entitlements from the relevant local authorities. Assuming the project is approved in its current state or with modifications that do not affect compliance with the rating system's criteria, the project can then go on to earn Certification of an Approved Plan, which is the second stage of certification. After the project is substantially constructed, and it submits documentation confirming that it was built according to the plans previously reviewed, it will have completed the third and final stage of LEED for Neighborhood Development certification: Certification of a Completed Neighborhood Development.

Please contact Dara Zycherman, Asst. Manager, LEED for Neighborhood Development, via email dzycherman@usgbc.org or phone 202.828.1156 with any questions about the LEED for Neighborhood Development program.

Sincerely,

S. Richard Fedrizzi
President, CEO & Founding Chairman
U.S. Green Building Council

LEED for Neighborhood Development Pilot Program Certification Process

LEED for Neighborhood Development will certify projects that may have significantly longer construction periods than single buildings, and as a result the standard LEED certification process needed to be modified. The core committee wanted to be able to provide developers of certifiable projects with some form of approval even at the early, pre-entitlement stage. They also wanted to ensure that great plans became great real-life projects. With these goals in mind, the core committee created the following three-stage certification process:

Optional Pre-review (Stage 1)

This stage is available but not required for projects at any point before the entitlement process begins. If pre-review approval of the plan is achieved, USGBC will issue a letter stating that if the project is built as proposed, it will be able to achieve LEED for Neighborhood Development certification. The purpose of this letter is to assist the developer in building a case for entitlement among land use planning authorities, as well as a case for financing and occupant commitments.

Certification of an Approved Plan (Stage 2)

This stage is available after the project has been granted any necessary approvals and entitlements to be built to plan. Any changes to the pre-reviewed plan that could potentially affect prerequisite or credit achievement would be communicated to USGBC as part of this submission. If certification of the approved plan is achieved, USGBC will issue a certificate stating that the approved plan is a LEED for Neighborhood Development Certified Plan and will list it as such on the USGBC website.

Certification of a Completed Neighborhood Development (Stage 3)

This step takes place when construction is complete or nearly complete. Any changes to the certified approved plan that could potentially affect prerequisite or credit achievement would be communicated to USGBC as part of this submission. If certification of the completed neighborhood development is achieved, USGBC will issue plaques or similar awards for public display at the project site and will list it as such on the USGBC website.

ADMINISTRATIVE RECORD DOCUMENTS

**University Town Center Revitalization Project
Available for review by contacting Development Services**

Document
Integrated Energy Policy Report 2007, California Energy Commission
Updated Urban Water Management Plan 2005, San Diego County Water Authority
North University City Public Facilities Financing Plan and Facilities Benefit Assessment, Fiscal Year 2007
City of San Diego General Plan, Housing Element FY 2005-2010
Resolution Number R-296982
Economic and Fiscal Impacts of the Westfield University Towne Center Revitalization Project, HR&A Advisors, Inc.
Analysis of Market Support for the Westfield University Towne Center Revitalization Project, HR&A Advisors, Inc.
IBA Report: City of San Diego Structural Budget Deficit
The San Diego Housing Commission's Inclusionary Housing Information on Median Household Income
Page 5.2-45 of Monte Verde FEIR / RE: Construction traffic control plan
Letter - University Towne Center Revitalization Project Deemed complete on December 19, 2001
City of San Diego UWMP 2005
SANDAG's 2030 Regional Growth Forecast
The SANDAG Regional Comprehensive Plan
SANDAG's Regional Transit Vision document
Frequently Asked Questions section of the SANDAG web site on the Superloop (http://www/sandag.org/programs/transportation/public_transit/superloop/faqs.asp#32)
Letter HR&A Advisors, Inc. re: TransNet Funding from Westfield University Towne Center
University Community Plan

The Case for Density

By strategically increasing the number of dwelling units per acre, cities not only will go a long way toward meeting their sustainability objectives, but also will be competitive, resilient, and great places to live.

DENSITY HAS BECOME A HIGHLY charged topic in development today. In many communities, the news of a potential project that proposes to increase the number of dwelling units per acre can unleash an uproar by neighbors. This is unfortunate as density is a tool—arguably the most powerful one controlled by a municipality—to create a more sustainable city while at the same time helping to preserve agricultural land and the open space beyond its borders. Furthermore, strategic densification offers positive benefits far beyond an individual metropolitan area: after all, given the continued

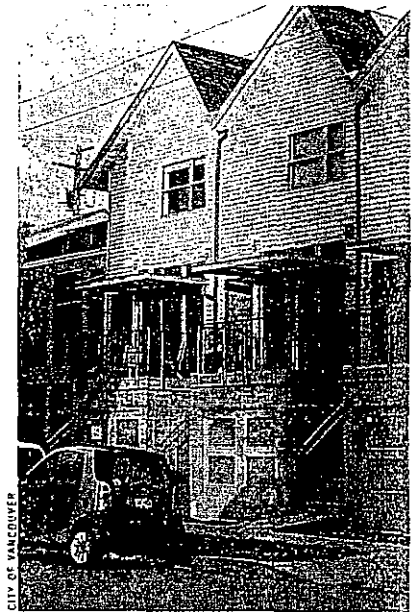
growth in world population and the continued migration of people to cities across the globe, the densification of all urban settlements—when done properly—can play a critical role in improving the health of the planet as a whole.

Over the past several decades, the city of Vancouver, British Columbia, has applied strategic densification and increased housing choice in an effort to build a livable city of neighborhoods. In doing so, it has strengthened what many urban analysts consider to be the eight pillars that support a sustainable city. These pillars, and the contribution that density makes to them, are described below.

Pillar 1: A Complete, Walkable Community

A sustainable community needs to be structured into complete, well-connected, mixed-use neighborhoods that allow residents to work, live, play, shop, and learn within a convenient walking or transit distance. While communities should be fashioned so that key natural features are protected, these should not be at the expense of many connections within neighborhoods to facilitate short trips between uses. A diverse mix of housing reflecting a range of incomes, family sizes, and ages should exist. Commercial areas should offer office, retail, and commercial space, in addition to residential and community amenities.

Density that is well designed and assembled makes transit and retail more viable, supports more schools and services close to homes, and supports the clustering of development so as to better preserve natural areas. Higher densities make walkability possible, and great design makes it enjoyable.



Developed by Chestermen Property Group in 2002, Koo's Corner comprises six condominium units in Vancouver's Strathcona neighborhood.

Pillar 2: A Low-Impact Transportation System

A sustainable community should provide as many alternatives to the automobile as possible, including planning for convenient transit service, and supporting shared-car opportunities to reduce the need for single-person auto use. Parking strategies should gradually reduce car use and ownership, and parking design should minimize landscape disruption. A sustainable community should also prioritize pedestrian and cyclist modes of mobility by linking all areas with a fine-grained network of paths, and by designing local streets to support all ways of getting around, rather than emphasizing vehicular needs. Streets should also address other environmental and social objectives



New condominiums in the False Creek North section of Vancouver include (from left to right): Aquarius 1, 2, 3, and the Villas (484 residential units; completed in 1999); Marinaside Resort (362 units; completed in 2000); and Quaywest Tower 1 and 2 (403 units; completed in 2001). All were designed by James Cheng Architects and developed by Concord Pacific.

such as stormwater management, trees and bird habitat, urban agriculture, and playground areas.

Research has shown density to be critical in shifting transportation away from the automobile to other modes of travel. With 30 to 60 percent of climate-changing emissions coming from transportation, this is critical. The emerging most influential neighborhood planning tool, the U.S. Green Building Council's (USGBC) LEED for Neighborhoods (ND), notes that a minimum of seven dwelling units per acre is required to support one bus every 30 minutes. Significantly increasing ridership requires transit frequency of around ten to 15 minutes, which in turn requires urban densities of 20 to 40 units per acre on average within a few blocks on either side of any key transit line. Highly convenient rapid transit requires even more units per acre to be viable.

Pillar 3: Green Buildings

Buildings stand for 50 to 100 years, often with relatively few modifications, and their design significantly influences the impact their occupants have on the planet as they go about their daily lives. A sustainable community should be filled with green structures, which are typically promoted through green design regulations or guidelines or through green building rating systems such as the USGBC's/CaGBC's LEED system.

Density necessarily requires a high percentage of multifamily homes in a neighborhood. Multifamily residences can be significantly more energy efficient than single-family homes as they share walls and often more efficient building-scale heating systems. Furthermore, multifamily densities are required to make the construction of district heating systems financially viable. In other words, some of the best green design and technological approaches are highly dependent on mid to higher densities.

VANCOUVER'S ECODENSITY INITIATIVE

BUILDING ON ITS PAST SUCCESSSES IN POLICY AND PROJECTS INVOLVING WELL-DESIGNED DENSITY, the city of Vancouver launched an initiative, dubbed "EcoDensity," in 2006. This initiative embraces additional population growth within the city limits, done in a way that lowers environmental impact, supports sufficient physical and social amenities, and fosters housing diversity and affordability.

Densification effects change, so discussions of density always raise debate. Even in Vancouver—a city in which density has been done well in the past—concerns have been expressed that this is "eco-cramming." Some say the price of change is too high—that it will reduce the quality of life, promote gentrification, decrease affordability, and change the character of the city's neighborhoods. Others, however, champion the notion of "density done well" and point to the price of inaction: a growing lack of affordable housing and housing diversity, given that about half of the city land area is still zoned for single-family homes, and the ongoing challenge presented by global climate change. Although the resulting public debates have been challenging, they are necessary and healthy for any city intending to take ecological sustainability seriously.

Vancouver maintains high standards of urban design in denser areas to overcome the challenges posed by densification. The city also has a tradition of negotiating public benefits from developers in the form of community amenities. The combination of high-quality urban design, private provisions for public amenities, careful siting of new density types and scales relative to context, an emphasis on diversity, and engaged public discussions will continue to be the path that the city takes to move forward.—B.T. AND M.H.

Pillar 4: Flexible Open Space

The open space in a sustainable community should accommodate both community and ecological needs, including protecting key environmental areas or functions, enhancing habitat through urban landscape design, offering significant recreation opportunities for people of all ages, and providing places to grow food in the city.

Density offers both benefits and challenges in this regard. Parks, community gardens, and other open areas compete for space in a high-density neighborhood. The land these uses occupy requires significant civic investment unless a developer has provided them as a condition of development. However, through the use of green roofs, courtyards, and other exterior elements, well-designed density can provide strategic opportunities for outdoor space and locations to grow food. In addition, from a larger-scale view, focusing growth within higher-density areas permits the preservation of farmland, riparian areas, and other key uses on the edges of the community.

Pillar 5: Green Infrastructure

"Green" infrastructure strategies should be created for every sustainable community to address the supply and management of energy, potable water, and materials and the reuse or disposal of wastewater, stormwater, and solid waste. Ultimately, many benefits can be gained by integrating these systems. For example, heat harvested from a wastewater pumping station can be used to heat buildings. The 2010 Olympic athletes' village in Vancouver, for instance, will be heated entirely by the heat from one wastewater pumping station nearby.

Denser development provides the demand for heating and cooling that makes innovative infrastructure systems financially viable. For example, density around energy sources creates opportunities for cogeneration, from large facilities such as hospitals and arenas, or infrastructure such as transit tunnels. Waste energy from mixed uses can also provide opportunity for efficiency and utility investments, such as harvesting waste heat from a supermarket's freezers on a ground floor

to heat residences above. Since a significant amount of greenhouse gas emissions are attributable to heating systems, any opportunity to establish district heating systems should be pursued in cities, and density and mixed uses make these uses more viable and profitable.

Pillar 6: A Healthy Food System

A sustainable community includes food stores and restaurants, along with the provision of community garden space in neighborhoods. Some studies have suggested that as much fuel is used in a year to get a family's food to the table as is used by that family for all their other activities put together. Furthermore, the visibility and celebration of food in a neighborhood is an excellent source of social and cultural vitality—an important aspect of sustainability that should not be overlooked.

Dense developments support local food stores and restaurants, community gardens, and other creative food-producing ventures, thereby offering residents convenient access to basic provisions. As noted earlier, compact, sprawl-

designed to promote safety and encourage residents to meet each other and build relationships.

Denser development leads to a much stronger business case for both public (e.g., community centers, parks) and private (e.g., supermarkets, coffee shops) amenities and programs. It also fosters a public realm that is able to generate high-quality activities that encourage the interaction of neighborhood residents.

Pillar 8: Economic Development

A sustainable community should offer many ecologically responsible opportunities for investment, businesses, and employment that will, in turn, support an economically diverse and prosperous community. A range of commercial (office and retail) facilities should be offered to maximize working and shopping opportunities.

Well-designed density is vital to a strong economic foundation in any neighborhood as it brings a critical mass of local employees and customers to support a variety of community needs.

Sustainable cities are complex, and there are many factors to consider. Density is one of the most powerful tools any municipality has to achieve sustainability in all its dimensions. The 21st century will be the century of densification, and cities that get it right will not only perform well on sustainability objectives, but also be competitive, resilient, and great places to live. **ULG**

BRENT TODERIAN is the city of Vancouver's director of planning. He is responsible for current planning, including the planning of projects for the 2010 Winter Olympic Games, and policy and visioning, including the city's EcoDensity Initiative. **MARK HOLLAND** is a sustainable development consultant working with developers, cities, and companies. He has been a city planner in Vancouver and was the first manager of the city's Sustainability Office.

Who's helping drive your success in the industry?

Foley's Golf & Resort Industry Team attorneys are charting a winning course for world-class developments across the United States. Our experience allows us to scope the industry, read the market, and formulate an approach to help drive your project to success.

At Foley, we treat your success like ours, because we're in this together.

To learn more, contact Fred Ridley in our Tampa office at fridley@foley.com or Van A. Tengberg in our San Diego office at vtengberg@foley.com.

Foley.com



FOLEY
FOLEY & LARDNER LLP

©2008 Foley & Lardner LLP • Attorney Advertising • Prior results do not guarantee a similar outcome • Model clients but are representative of clients • 321 N. Clark Street, Suite 2800, Chicago, IL 60610 • 312.832.8100

reducing density can also support regional preservation of key, near agricultural areas.

Pillar 7: Community Facilities and Programs

A sustainable community should provide key community facilities to support a healthy lifestyle, and the creation of diverse and positive social experiences for people of all ages. This includes a high-quality public realm that is

The New Yorker (left), an 84-unit condo building built in 2001, was designed by Nigel Baldwin Architects and developed by Arbutus Developments Ltd. Concert Properties was responsible for the Savo (right), a condominium with 103 residents completed in 1999. Both are located in the Vancouver neighborhood of Kitsilano.



ANDY COUP LAND, CITY OF VANCOUVER

Find a Registered
Brownfield Professional
at www.brownfieldpros.org



INSTITUTE OF
BROWNFIELD
PROFESSIONALS

8811 Colesville Road • Suite G106

Silver Spring, MD 20910

Tel: 301/588-8668 • Fax: 301/589-2017

E-mail: info@brownfieldpros.org