

SHIRLEY B. BLESSING
5901 KELVIN AVENUE
WOODLAND HILLS, CA 91367

TO: THE PLANNING AND LAND USE MANAGEMENT COMMITTEE
Council Member Ed P. Reyes, Chair
Council Member Jose Huizar
Council Member Paul Krekorian

RE: 11-1980 CPC-2011-1051-DA CD3
11-1980-S1 VTT-69943-1A-(A)2 CD3
11-1980-S2 CPC-2011-382-SPP-CUB-CU-GB CD3

Date: 1/31/12
Submitted in PLUM Committee
Council File No: 11-1980-S1, S2
Item No.: 8, 9, 10
Deputy: Commissioner Public

Honorable Council Members,

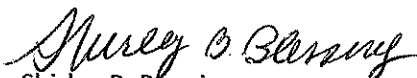
On Tuesday, January 24, 2012, I appeared before you and spoke in support of the Appellant, Gordon Murley, it is my opinion that we were not given adequate time to fully explain why this project should not go through as it was presented to you by the Applicant.

These are some issues of concern:

1. The intersection of Victory and Owensmouth has F conditions and will only be acerbated by a Costco Fueling Station at that intersection.
2. If you looked at the slides the Applicant presented – it always stopped short of showing you the Fueling Station. In my opinion it is because there is no way that the traffic flow can be mitigated (3 Gas Tankers delivering 40,000 gallons each day. This represents at least 2000 cars driving in for fuel.) Costco's in the Greater Los Angeles Area are built in Industrial Parks and as in the case of the Thousand Oaks Costco there is NO FUELING STATION. The Fueling Station benefits Costco's bottom line and has no benefit to the public, especially since it is only for Costco Members.
3. How can you justify the proposed project when The City is strongly advocating pedestrian friendly and transit oriented developments. This proposed project does not meet that criteria, Cars are essential for Costco's customers.
4. The DEIR had over 6000 pages and not a 1000 as indicated on one of the Applicants charts.
5. All of the Applicants Charts are conceptual and the three of you with all of your experience recognize it will not look like that.
6. Land is too precious to sacrifice a parking lot equal to three football fields at this site.

Rather than continue with my list of concerns on this proposed project, I am attaching previous documents that I have submitted. I respectfully request that you at least scan through these issues of concern and that your conclusion will be not to approve the Applicant's Project as presented.

Sincerely,


Shirley B. Blessing
January 27, 2012

Shirley B. Blessing
5901 Kelvin Avenue
Woodland Hills, CA 91367

August 8, 2011

Ms. Elva Nuno-O'Donnel
City of Los Angeles
6362 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401

Re:
CASE NO. CPC-2011-382-SPP-CUB-CU-GB
CPC-2011-1051-DA
VTTM-69943 (JOINT HEARING)
and ENV-2007-3393-EIR

The following comments are in addition to my written statement submitted at the hearing at the Marriot Hotel on August 3, 2011.

A number of my comments are in response to the presentation by the applicant, Westfield, LLC, Costco, the Unions and those supporting the proposed project.

1. I agree we do need jobs both in construction and new business. A better designed project will also generate jobs. The proposed anchor store and a fueling station on the corner of Victory and Owensmouth do not adhere to the 1993 Warner Center Specific Plan. It is a backward step in the growth of the West Valley and Warner Center.
2. The visual presentation presented by the applicant carefully avoided displaying the fueling station and its entrance on the Owensmouth Parkway. Why? My answer would be that this is not the place for a fueling station. The public has 35 gas stations in adjacent areas.
3. The City of Los Angeles repeatedly stresses the need for a transportation oriented city. How do a Costco and a Fueling Station fulfill the goal of less dependency on cars?
4. The member only patrons of Costco and those using the fueling station defeat the goal of making us a transportation oriented city.
5. There is a Transit Hub a few feet north of the driveway on the Owensmouth Parkway. This driveway will be heavily over utilized. A potential hazard exists at this driveway. Please refer to Page 194 -- Figure III-1, fueling station access and queuing. The Owensmouth Parkway entrance will have ingress and egress of vehicular traffic to Costco, its fueling station*, its loading docks, its trash and garbage disposal, its parking area. It will, also access other planned facilities at this proposed project. This driveway will also accommodate pedestrians and bicylists. This potential hazard needs additional mitigation.

*The fueling tanker trucks will enter on the Owensmouth Parkway, suppling the station with 14,400,000 gallons of fuel. The fueling station will be open from 6am to 10pm. Approximately 2000 vechicles will be pumping gas each and every day. The mitigation planned for the fueling station on the number of vechicles queuing up at the pumps does not work. If the vechicles fueling up are evenly spaced over the 14 hours of operation, approximately 143 cars would queue up each hour. It does not work that way, at peak fill up time vechicles will potential block the driveway entrance to the fueling station. How will this be mitigated? In my opinion it can not.

6. A two story Costco without a fueling station would be the best way to mitigate a big box store and its fueling station. This would mitigate the and achieve a better project,

In conclusion, yes we desparetly need jobs. No one will dispute that. A revised project can fulfill the need for jobs.

The developers and others need to look forward, not backwards. The proposed anchor store and fueling station is a step backward. A project well designed will benefit the developers, the city and the businesses who will want to locate at this site and elsewhere in Warner Center. The West Valley can become a great destination.

MAYOR BRADLEY'S VISION -- THE JEWEL OF THE WEST VALLEY.

Respectfully submitted,



Shirley B. Blessing

Shirley B. Blessing
5901 Kelvin Avenue
Woodland Hills, CA 91367

CASE NO. CPC-2011-382-SPP-CUB-CU-GB
CPC-2011-1051-DA
VTM-69943 (JOINT HEARING)
and ENV-2007-3393-EIR

My name is Shirley Blessing, a 40 year homeowner in Woodland Hills, Board of Directors Woodland Hills, 26 years. A member of the Woodland Hills Chamber of Commerce, 20 years. On the committee that Drafted the approved Warner Center Plan of 1993 and presently a voting member of the CAC revising the Warner Center Specific Plan and an active stakeholder in the Warner Center Woodland Hills Neighborhood Plan. Also a Director of the Greater Western Alliance.

Having been given only 10 days to read and respond to 4 volumes equal to volume 1 that I have in my hand, I respectfully request that those that wish to submit written responses be granted an additional 10 days to state their comments and concerns to the Hearing Examiner, Frank Quon and to the Deputy Advisor Agency represented by Theodore Irving.

In the limited time I have these issues are of extreme concern to me and other stakeholders: The Costco Fueling Station must be eliminated, it only serves Costco Members who need to have an American Express to pay for their gas. It has no benefit to the community instead it becomes a detrimental and hazardous to the community at large.

1. It is on a prime corner that is the Owensmouth Parkway which is designated as a pedestrian oriented street.

The fueling station does not meet the definition of pedestrian serving uses that appears in Section 4 of the WCSP and in the Appendix E.2 entitled "Owensmouth Parkway."

2. Costco expects to sell at least 14,400,000 gallons of fuel each year. Every day three fueling trucks will head north on Owensmouth and be required to make a wide turn into driveway of the fueling station resulting in blocking traffic north and south on the Owensmouth Parkway This driveway of the Costco Members only Fueling Station is a few feet south of a transit hub, in conveniencing pedestrians, bicyclists and those getting off or on the bus.
3. Based on the quantity of fuel deliver their each day over 2000 vehicles will be entering and exiting this station from the entrances on Owensmouth, Victory or the Costco Parking lot. I envision utter choas.
4. The fueling trucks will exit on right on Victory according to the EIR will need two or three lanes to execute the turn. Again blocking vehicles, pedestrians and others.
5. The fueling trucks will then turn south on the Owensmouth again a hazard to the public.
6. At a PLUM meeting of the neighborhood council, Jackie Frank representing Costco stated that the opening hours of Costco would not impede AM peak traffic because Costco opens after 9 AM, However the EIR states that Costco will be opened from 6AM until 10PM. At that same meeting Costco's representative stated that Costco is a destination you come to shop and go home. Westfield has an entirely different view (refer to the EIR)
7. Costco does not have fueling stations at all their sites. Costco should be denied the right to have a fueling station at this site.

The following issues are of concern to me and many other stakeholders: The Costco Fueling Station must be eliminated, it only serves Costco Members and need to have an American Express to pay for their gas. It has no benefit to the community instead it will be detrimental and hazardous to the community.

- 1. The fueling station is on a prime corner that is designated as the Owensmouth Parkway, and is a pedestrian oriented street.**

The fueling station does not meet the definition of pedestrian serving uses that appears in Section 4 of the WCSP and in the AppendixE.2 entitled "Owensmouth Parkway".

- 2. Costco expects to sell at least 14,400,000 gallons of fuel each year. Every day three fueling trucks will head north on Owensmouth and be required to make a wide turn into driveway of the fueling station resulting in blocking traffic north and south on the Owensmouth Parkway This driveway of the Costco Members only Fueling Station is a few feet south of a transit hub, endangering pedestrians, bicyclists and those getting off or on the bus.**
- 3. Based on the quantity of fuel deliver their each day over 2000 vehicles will be entering and exiting this station from the entrances on Owensmouth, Victory or the Costco Parking lot. I envision utter choas. This driveway will also be used by Costco delivery trucks, vehicles entering for other venues.**
- 4. The fueling trucks will exit on right on Victory according to the EIR will need two or three lanes to execute the turn. Again blocking vehicles, pedestrians and others.**
- 5. The fueling trucks will then turn south on the Owensmouth again a hazard to the public.**
- 6. At a PLUM meeting of the neighborhood council, Jackie Frank representing Costco stated that the opening hours of Costco would not impede AM peak traffic because of opening after 9 AM, However the EIR states that Costco will be opened from 6AM until 10PM. At that same meeting Costco's representative stated that Costco is a destination you come to shop and go home. Westfield has a different view.**

The Fueling Station should be eliminated. The Community deserves better. It deserves the vision of Former Mayor Bradley who envisioned Warner Center as the jewel of the valley, the Century City of the West Valley

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**you come to shop and go home. Westfield has a different view
The PLUM Committee of the NC submitted a comprehensive report on many problems
the fueling station**

Shirley B. Blasing

*Shirley B. Blessing
5901 Kelvin Avenue
Woodland Hills, CA 91367*

April 18, 2011

TO:

Elva Nuno-O'Donnell, City Planner
City of Los Angeles
Department of City Planning
6282 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
ENV-2007-3393-EIR

Dear Ms. Nuno-O'Donnell,

In 1992, Mayor Bradley was the guest speaker at the opening of the twin towers that Voit had built on Oxnard Street. He called this area the "JEWEL of the VALLEY" and he envisioned Warner Center as the Century City of the West Valley. What Westfield is attempting to do is to downgrade Warner Center and the surrounding community of Woodland Hills with a Costco on probably the most desirable corner of Warner Center. It is a misnomer to call this project a Village. My opinion is that Westfield is taking advantage of the downturn in the economy, the Enterprise Zone and a host of other benefits to charge ahead with Costco at this particular location. A smart investor would be forward thinking, when the economy improves he would not be stuck in the past with a Big Box Store and Fueling Station on his property. A smart investor has the wisdom to build for the future.

The following are my opinions why this is a flawed DEIR

EXECUTIVE SUMMARY

Page 6 -- Overview of the Proposed Project. The applicant should not be allowed to continue with the entitlements for this project without a guaranteed anchor retailer. Referring to Figure II-5, Conceptual Site Plan. It is my opinion that Figure II-5 as well as the other 31 Conceptual Plans that are listed on Pages V through IX are bogus, because a conceptual plan is only an idea. The conceptual plans should be a condition of the project, otherwise the end results will never be achieved..

- A. Project Characteristics -- second sentence of this Paragraph state: The proposed improvements are intended to revitalize the project site, unify the shopping center *and enhance the Warner Center area*. When 37% of this proposed project, the anchor retailer, is Costco, a big box store with a fueling station on the corner of Owensmouth and Victory this is not an enhancement to Warner Center. It represents a downgrade for the community, a potential for urban blight.

Referring to VOLUME VIII - APPENDIX K - ANALYSIS OF POTENTIAL FOR "URBAN DECAY" In reading this analysis, the conclusion is the facts submitted in this particular analysis describe areas are inadequate. To significantly cover the proposed project the analysis must be restudied to determine the number of businesses that will close, especially fueling stations (gas stations), if Costco is the anchor retailer.

The surrounding community now has closed gas stations and commercial property that is vacant. We, the community, need to be ever vigilante to see things such as graffiti, illegal signs, weeds, shopping carts, etc are removed. For lack of funds the city does not do it. A Costco and a Fueling station as proposed in the DEIR will on exacerbate the closing of additional buildings.

My opinion is that HR&A ADVISORS is biased when it relies on the information furnished by the applicant. (see page 23 the last paragraph footnote 24). This DEIR must address this issue of potential Urban Decay and or blight in greater detail and not rely on the information provided by the applicant.

An example of misinformation is on page 32 of this report, Paragraph 3 the "99 Cents Store" is not closing down and will remain next to the GLA supermarket.

Returning to the Executive Summary, as I read through this summary, I also refer to various segments of the 9 volumes of this DEIR to ascertain my comments. I have come to the conclusion this is the most convoluted EIR for responses.

- a. Phase 1- Page 8 -- The anchor retailer (Costco has stated to the community that his operation begins at 9am after peak am traffic), the DEIR states that Costco will be open 6am to 10pm. Please clearly state the hours of operation for Costco and the rest of the project. Westfield and Costco are not on the same page when it comes to these two points. Costco claims its Box Store is a Destination, you come and purchase what you need at their facility and head home. Westfield claims the Village will be a days outing, you will probably park in Costco outdoor parking lot, then leisurely spend the day shopping the other retailers from Topanga Plaza to Westfield's Promenade, maybe dine or take in a movie, meet friends and then end the outing by shopping at Costco without having to move your car. If Westfield's scenario occurs where do the Costco shoppers park?
- b. On a pleasant day, in my opinion, not many people choose to park at either of the Westfield Malls and walk to the other one. This project describes folks parking their vehicles at this destination and not having to move their vehicle from Vanowen to Oxnard Street. It's not going to happen, no consideration has been given to carrying packages or navigating the area on extremely windy, rain or hot days. This project needs something similar to the trolley at The Grove.

The last paragraph on Page 8 must clearly explain the hours of operations for the entire project and clarify the hours of operation of the Big Box Store (Costco), with its fueling station, tire center, auto sales and food court. In this section you mention delivery trucks, please explain whether the approximate 7 to 12 delivery trucks are all for Costco? Where in this voluminous DEIR is the projection of the number of service vehicles anticipated when Phase 1 and Phase 2 is completed?

Where is mention made of the number of trash and waste trucks needed to cart away the massive amount of debris this anchor store would generate each day and what will the hours of operation be? This must be included in the DEIR

The last sentence of paragraph 8 refers to the number of employees Phase 1 would generate. This raises questions regarding the Freebie given to this project:

The Urban Enterprise Zones (UEZs), also known as Enterprise Zones, encourage development in blighted neighborhoods through tax and regulatory relief to entrepreneurs and investors who launch businesses in the area. UEZs are areas where companies can locate free of certain local, state, and federal taxes and restrictions

The questions that must be addresses in this DEIR are:

1. Will there be a \$37,400 credit for each of the construction workers?
2. In the construction phase will fees be waived for permits or any other fees related to the construction phase.
3. When Costco moves over their existing employees to the anchor store - will they get \$37,400 for each of these employees? The public needs to know how this giveaway will impact not only the community but the City of Los Angeles, for example Costco hiring 150 additional employees deprives the taxpayer of \$5,600,000 in needed revenue.
4. Additionally they will receive tax credits for buying equipment, etc., fee and permit waivers. This bonanza of a giveaway provides this project with a discount of 35% for utilities from DWP. As a condition for the 35% discount on utilities is given in the UEZ there will be no increases in DWP rates to the taxpayer.
5. ***The enterprise zone must be removed from this project.*** The UEZ it will cause urban blight because the City will receive less of the money needed to balance their budget and remedy the neglect that already is accumulating in this community and the city. This DEIR must explain the projected cost to the taxpayer if the enterprise zone is not removed.
6. Throughout the DEIR there is reference made to Urban or Suburban settings. This EIR should clarify whether Warner Center is an Urban or Suburban area.

D. Open Space Areas/Landscape Plan - Page 12

This section must be revised to show real plans that must be a condition of approval, not conceptual plans that are pretty but will not occur. The landscape plan must show how the food court is protected from the deterioration of the air quality resulting from the operation of the fueling station and the ingress and egress of vehicles for parking, deliveries and trash pickup.

Last paragraph on Page 12 please describe what is meant by upgraded outdoor furniture.

G. Sustainability and Other Project Design Features -- Page 16

The anchor retailer represents 37% of the project and it should not be a big box store. A fueling station should be eliminated from the corner of Victory and Owensmouth

H. Construction and Phasing

The haul route must be mitigated to alleviate the significant impact on traffic that will occur at peak AM and PM hours.

Page 24 - # 8. Summary of Alternatives

Alternative A: Is the far superior choice. Once the Revised Warner Center Specific Plan is approved, development would be able to proceed under conditions far superior to the present proposed project. Alternatives' B, C, D and E are not viable.

Alternative F: **Modified Site Plan Alternative** - Has elements that make it far superior to the proposed plan and should be seriously considered. This plan does not have its **backside** facing Victory Blvd. It eliminates a fueling station that is unnecessary and incorporates features that are far superior to the projected project.

PAGE 195 - III. ENVIROMENTAL SETTING

A. OVERVIEW OF ENVIROMENTAL SETTING

My comments in this section summarizes some of issues that are detailed on pages 195 through 879.

1. There is nothing aesthetically pleasing with Costco as the Anchor Retail. How can the EIR justify the backside of Costco (a wall approximately 450 feet long) facing Victory Boulevard. If the Boulevard ever needs widening, the Costco wall would eliminate the projected landscaping, bike paths and pedestrian walkways. In the words of Pres. Reagan "tear down the wall" This can be achieved by not having Costco on this prime corner of Topanga and the Owensmouth Scenic Parkway. As the anchor retail is presented in the DEIR, it has many unanswered questions.
 - a. Where is the access to the food court?
 - b. Will the food court be both indoors and outdoors?

- c. Where is the tire store located in relation to the entrance to Costco and to the fueling station?
- d. Where is parking for the tire store?
- e. Where will the Kiosk be for the on line sale of autos and the display of autos?
- f. Costco's other Big Box Stores, have all deliveries in the back of there complex, as well as pickup of the huge amount of trash and garbage they generate each day. How will Costco be able to shield this from their customers as well as the other businesses that will look at this mess of garbage?
- g. How will Costco shopping carts and dollies be retrieved, so not to impede pedestrians, customers and vehicles?
- h. Costco's outdoor parking lot is taking up valuable land that could be put to be use. If an outdoor parking lot is permitted, it should be required to have a permeable surface to alleviate contaminated water from flowing into the city drains.
- i. At times during the summer, many days have temperatures ranging from 100 degrees to as high as 110. All outdoor parking lots should be covered with solar panels.

Not only is the fueling station not aesthetically pleasing but will significantly impact the entire project.

- a. The ingress of this entire project is deplorable, even more so for the fueling station. 3 tankers will deliver fuel each and every day, projected to deliver 40,000 gallons of fuel each day. In order for the tankers to enter on Owensmouth, they need 2 turning lanes for ingress, who is going to blink first, the southbound vehicles, those vehicles, delivery trucks and others trying to enter the project for whatever reason, pedestrians getting off or on the buses at the transit hub which is directly north of the ingress.
- b. The egress is equally deplorable, the tanker trucks, those only filling up for fuel and possibly other vehicles will be required to make a right turn on heavily trafficked Victory Boulevard. The Tanker trucks will need a minimum of two lanes to make their turn thereby causing havoc, delays and accidents with pedestrians and traffic going eastbound on Victory Boulevard.
- c. This is why the project is better suited without a fueling station, not all Costco's have a fueling station. This one definitely should not have one. Another reason for not having a fueling station at this location, the 3 tanker truckers will be delivering 40,000 gallons of gas each day, approximately 14,600,000 gallons each year. My calculations estimate that approximately 2600 cars, using approximately 15 gallons of gas are needed each day to consume 40,000 gallons of fuel. Those fueling up will not be evenly spaced throughout the day and at times queuing up will spill out into the streets, especially then the Tankers come to fill the tanks or if space is taken up by campers, buses, trucks and other large vehicles.

- d. The measurements of the water table were taken when we were undergoing a severe drought. Now that the water table is considerably high the measurements must be retaken to determine whether additional measures need to be taken to protect the buried gas tanks.
- e. The EIR needs to clearly state how the area will be protected from gas leaks, fires or explosions, it is my opinion that it is of utmost importance to clearly state how the public will not be put in jeopardy and protected. There are far too many negative aspects to having a fueling station at the anchor retail. It can not be mitigated and it will inflict a significant adverse effect on the community.

On Page 209 - Map No.18 -there is no Oso high School.

On Page 210 - last paragraph - It states that current WCSP is being updated and elements of the new plan have been incorporated in this DEIR where appropriate. Who determined what is appropriate? Smart planning should wait for the revised Warner Center Specific Plan.

Volume II - Section H - 2. ENVIRONMENTAL SETTING -

a. Existing Conditions.

Under (b) page 714 - your facts are incorrect. You are generalizing as to the availability of street parking on all the streets listed, however a number of these streets have no parking - anytime including , tow away restrictions. The DEIR must describe where each of the streets listed begin and end and clearly stating the availability of parking on each segment This must be corrected, as it is stated now it is flawed.

under (3) Transit - Page 715 - The community has no assurances that it will be well served by the present Transit system, presently Metro Bus Transit is reducing the number of buses and hours the general area will be served. The community needs assurances that public transit will increase not decrease.

Page 720 - **b. Analysis of Existing Traffic Conditions** -the Matrix on Page 724 - Oxnard street studies stop at De Soto - for the following reasons this is an error that must be corrected. AM and PM peak hours generates traffic on Oxnard Street between De Soto and Corbin Avenue that should be classified as C or D conditions. Numerous accidents happen at the intersection of Oxnard and DeSoto Streets. Accidents on the 101 Freeway at times causes gridlock on the intersections of De Soto and Winnetka Avenue. This DEIR must include how all the surrounding residential neighbors to Warner Center will be protected by the increase traffic of the proposed project.

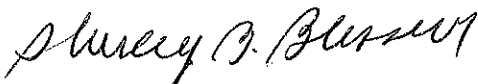
Additionally your Traffic Analysis is flawed because your studies reflects traffic conditions in a downturn in the economy with less people working and shopping in the area. There is also an increase in the number of vacancies in commercial and residential buildings in Warner Center and the surrounding areas. You must included an analysis of traffic conditions once the recession is over and the consumer can afford to avail themselves of services available in Warner Center.

The entire DEIR is based on the premise that Costco and its ancillary facilities are necessary for this project to go forth. This particular piece of property should be developed but not as presently proposed. I recognize that any construction brings inconvenience to a community. I understand that increased development increases traffic. If we are to have a Costco on this property it should not be on the corner of Victory and Owensmouth. To have Costco as the anchor retail presents many problems that can not significantly be mitigated.

It should be placed elsewhere on the property without a Fueling Station (the surrounding area is well served by the existing gas stations). It should be a two story Costco with an attached Parking Facility, that would have the capability of delivery trucks to unload and a area where refuse and garbage could be stored and collected. Two story Costco's are built, granted it costs more however in the long run everyone benefits by a superior project rather than the typical box store.

Westfield should revisit Alternative F - Modified Site Plan starting on page 1029 of the DEIR and consider incorporating this plan or parts of it. Westfield can then be proud of a superior project that benefits not only Westfield but the entire West Valley. It would fulfill Mayor Bradley's Vision.

Respectfully submitted,



Shirley B. Blessing

Shirley B. Blessing
5901 Kelvin Avenue
Woodland Hills, CA 91367

CASE NO. CPC-2011-382-SPP-CUB-CU-GB
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The Four Volume FEIR do not adequately responded to the questions raised by the following Organizations: responses #'s 13,15, 17 and 18 and the majority of the Individual letters for the following reason:

1. There is a over abundance of responses to the DEIR that state refer back to the 9 volume (6000 plus pages) of the DEIR or the FEIR states "so noted" or will be forwarded to the decision makers for review and consideration. In my opinion The FEIR has not accepted recommendations and suggestions that many of the respondents raised.

EXECUTIVE SUMMARY

- A. Project Characteristics - P.5 beginning with *the anchor retailer...etc.* states hours of operation. Those attending a PLUM meeting of the WHWCNC were told by Costco's representative that their hours of operation begin at 9am and therefore would not pose a problem to AM PEAK TRAFFIC. Opening at 6am should not be allowed.
- B. Parking and Site Access - Phase 1 - will generate 1,052 employees and expects to have about 1,755 parking spaces. More parking is necessary to accommodate shoppers, visitors and those that might want to enjoy the so called ambiance of Phase 1. Phase 2. - at complete build out will generate up to 2,667 employees and approximately 3,362 parking spaces. More parking is necessary to accommodate shoppers, visitors and those that might want to enjoy the so called ambiance of the place. Westfield expects the shoppers park and spend time shopping, eating etc. If a movie theater is included far more parking will be needed. Will the proposed parking spaces include the operation of the hotel? No mention is made of the availability of Handicap Parking. It should be included. Parking is inadequate and needs to be mitigated.
- C. Height Zones - no comment at this time
- D. Open Space AREAS/Landscape Plan - The Food court is in the wrong place. It is adjacent to the mid block entry on Victory Blvd. Those eating at the Food Court will be subjected to the incoming and outgoing traffic, The pedestrians using the walkways either from Victory Blvd. or internally would need to dodge traffic. This would raise the probability for accidents or back up of traffic. The location of the Food Court needs to be relocated to a more desirable environmental area. Additionally no mention is made to where the food will be prepared. Please explain. Take away your tentative Landscape Plan which is conceptual, your left with a big box store and a fueling station. You need to reconsider Alternate F.

- E. Architectural Design and Materials - no comment at this time
- F. Signage and Lighting - no comment at this time
- G. Sustainability and Other Project Design Features - The entire project should be designed to achieve, at the very least, the standards of the Silver Rating under LEEDS which should include the anchor store.
- H. Construction and Phasing - The haul route should not use the Owensmouth Parkway. A haul route should be designed using Topanga Blvd. North and a right turn into the construction project. The trucks Must exit with a right turn on Erwin and a Left turn south on Topanga Blvd. This route should also be used by all construction workers. This is a far superior route and will reduce substantially the significant impacts with construction.
- I. Necessary Improvements - A copy of the agreement should have been included in the FEIR. Is the applicant WESTFIELD, LLC the owner of the property or is ownership shared with other entities? The Development Agreement should not exceed a maximum time of 10 years. Each establishment should apply for their own Alcohol Conditional Use Permit. CUP's for Alcohol Permits can not and should not be lumped together. What Public Benefit is the public receiving under the Development Agreement? My opinion is that the Development Agreement gives the store away and the public hasn't a clue as to how the property will eventually be developed.

EXECUTIVE SUMMARY - continued on Page 17

- 5. Background and Existing Conditions - the Vesting tentative Tract Map No. 51449 is due to expire in 2012. The applicant wants to adhere to the 1993 WCSP, he therefore should be denied the right to extend the Vesting Tentative Tract Map No.51449, the applicant can't have it both ways, he must follow the guidelines in the 1993 WCSP.
- 6. Areas of Controversy/Issues to be Resolved - No comment at this time.
- 7. Public Review Process - No comment at this time,
- 8. Summary of Alternatives - Alternative F - Modified Site Plans Alternative - Should not be summarily dismissed parts of the plan are workable. Two story Costco's can pencil out and we do not need a members only fueling (gas) station. Refer to letter # 20 in the FEIR - also refer to other respondents to the FEIR, the majority do not want a Gas Station. many would like a Costco however of better design than the proposed Costco.
- 9. Summary of Environmental Impacts and Mitigation Measures - Page 25, Table 1-1 - Summary of Environmental Impacts of the Project. The word significant (crucial, serious and critical) is coupled with either less than or unavoidable. These all need further mitigation measures, otherwise the community will be burdened with a project that will affect their lives each and every day.

EXECUTIVE SUMMARY - pages 27 to 64 - No comment at this time.

Page 65 - the Conditional Use Permit for the fueling station should be denied, there is absolutely no benefit to the community. One would have to purchase a Costco membership card that will then allow you to use the fueling station (an item of interest a recent article state that about 50% of their net profits are derived from membership fees). A fuel station does not belong on the corner of Ventura Blvd. And Owensmouth Parkway. This Parkway has certain rights that need to be adhered. In letter #20, I believe I was quite explicit with my opinion why it does not belong here. Traffic at many intersections on Victory Blvd., from Topanga Canyon Blvd. To Winnetka Ave. now have LOS of E or F. Traffic can not handle the impact of the ingress and egress at the entrance to the fueling station. It is a disaster waiting to happen.

Page 102 - Neighborhood intrusion - the existing WCSP of 1993 and the supplemental WCSP of 2001 both identify 9 NEIGHBORHOODS that require remedies from the build out of Warner Center. The Applicant has dismissed the needs of the 9 neighborhoods needing remedies from intrusion of development and finds only 4 neighbors are identified in Phase 1 and possibly one more neighborhood in Phase 2. Refer to Phase 1 on Page 102 and 103. One additional neighborhood is identified in Phase 2. Implementation of intrusions in all nine neighborhoods identified in the existing WCSP of 1993 have been neglected far to long. The time is now to begin the process of fixing this intrusion from development.

II. Corrections and Additions to the Draft EIR

4. Refined Site Plan - Page 131 - The decision maker should not adopt any of the Figures beginning with II-5 on Page 133 through Page 167, if they are described as Conceptual Design, for Illustrative Purposes (*according to Webster's Dictionary something Conceptual is an idea, a though in ones mind, it is imagination, a thought*) all of these definitions of Conceptual Design may not happen. The end result could be good or bad, therefore the decision maker should demand that any plans should be definite and not conceptual.

Page 168 - Revised Table III-1 - List of related Projects.

15 - Pierce College Master Plan was completed August 2010 and is available for you to study. Approximate enrollment is over 20,000 students each year.

The # of students should be a factor in Traffic Studies.

#18 - OSO Elementary School has been vacated for more than five years and LAUSD is now undergoing the best use for that facility.

31 - Please explain where the Chevron station has 12 fueling stations.

III. Responses to Comments

B. Topical Responses

Topical Response No.1: Traffic Study Analysis and Conclusions

Page 189 first paragraph. It is an inaccurate statement to compare trip generation to the Pacoima Costco that opened March 2010. It has no relation to Warner Center. The site for the Pacoima Costco had been for many years been a contaminated 25 acre plot surrounded by a chain link fence in an industrial area. The proposed project site and area does not in any way resemble the Pacoima site, therefor your trip generation figures are erroneous and should be restudied.

Topical Response No.2: Fueling Station Access and Queuing

Page 194 - Figure III-1 - Fueling Station Access and Queuing

Refer to Comment 20-19 On Page 428. The response to the issues raised in comment 20-19 have not been answered in a way that will mitigate the problems with a fueling station on a Prime Corner of this Project.

The Fueling Station should not be approved for the following reasons: the Costco on Tampa, the Costco on Sepulveda Blvd. And the Costco in Pacoima are all in located in industrial area and fueling stations work there. The Costco in Westlake is bordered on the north by a cemetery and easy access to the 101 Freeway and does not have a fueling station. The Applicant's Project must be built without a Fueling Station (there are 33 operating Fuel Stations in the vicinity of the proposed project.). The Applicant and Costco should reconsider Alternate Plan 7. In the Draft EIR.

Topical Response No.3: Pedestrian-Vehicular Intersection - Every Intersection poses problems with the interaction of pedestrians, bicyclists and vehicular traffic, these intersections must have additional mitigation.

Topical Response No.4: Fueling Station Safety Measures and Groundwater Levels
No comment at this time.

Topical Response No.5: Project Design - Figure's III-3, 4,5,10,11,12,13,14,15,16, are Conceptual, please refer to the last paragraph on page 2, item 9 of this report, the definition of Conceptual is the same. The drawings must not be conceptual.

There are a number of other issues that I have not addressed in this response and given extra time I will submit my opinion on a number of other items that need addition mitigation, changes or elimination from the proposed project.

Respectfully submitted - Shirley Blessing

For the Hearing Examiner and others, much of my opinions are based on with my involvement in the community as:

1. A resident of Woodland Hills for 40 years.
2. On the committee that drafted the WCSP of 1993.
3. Presently a voting member of the CAC revising the WCSP.
4. A member of the Woodland Hills Chamber of Commerce (20 years).
5. A active stakeholder in the WHWCNC - (also on the committee that drafted their by-laws.)
6. A director of the Greater Western Alliance.
7. A member of the Pierce College Bond Oversight Committee