

APPENDIX A

NOTICE OF PREPARATION (NOP) WRITTEN COMMENT LETTERS SCOPING MEETING COMMENTS

APPENDIX A

APPENDIX A-1 NOTICE OF PREPARATION (NOP)

CITY OF LOS ANGELES

CALIFORNIA



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CITY PLANNING
200 N. SPRING STREET, ROOM 525
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AND
6262 VAN NUYS BLVD., SUITE 351
VAN NUYS, CA 91401
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CINDY MONTAÑEZ
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GABRIELE WILLIAMS
COMMISSION EXECUTIVE ASSISTANT
(213) 978-1300

July 19, 2007

CITY OF LOS ANGELES NOTICE OF PREPARATION AND NOTICE OF PUBLIC SCOPING MEETING

EAF NO.:	ENV-2007-9914-MND
PROJECT NAME:	Westfield Fashion Square Expansion
PROJECT ADDRESS:	14006 RIVERSIDE DRIVE, SHERMAN OAKS, CA
COMMUNITY PLAN AREA:	Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass
COUNCIL DISTRICT:	Two (2) - Wendy Greuel
COMMENT DUE DATE:	August 20, 2007

The City of Los Angeles, Department of City Planning, as the Lead Agency, is requiring the applicant to prepare an Environmental Impact Report (EIR) for the project identified herein. The Department of City Planning requests your comments as to the scope and content of the EIR. A comprehensive project description and potential environmental effects are included below. Also included are the date, time and location of the Public Scoping Meeting (open house format), which will be held to solicit input regarding the content of the EIR.

PROPOSED PROJECT

Under previous entitlements, approximately 975,000 gross leasable square footage (GLSF) is permitted at the existing Fashion Square shopping center. A total of approximately 867,000 GLSF has been constructed to date. The proposed project entails construction of the remaining 108,000 GLSF of development previously permitted and the development of an additional 172,000 GLSF, for a total of approximately 280,000 GLSF of retail and restaurant uses. The EIR will examine the potential impacts associated with the addition of 280,000 square feet to the existing mall.

The proposed project will be located on the southerly portion of the site, primarily between the existing shopping center and the Ventura (101) Freeway. Access location on Hazeltine Avenue will not be changed. The existing access driveways along Riverside Drive would be closed in favor of a new signalized driveway. This new main driveway will be across from Matilija Drive. Access on Woodman would be restricted to right turn entry only driveway. Parking for the proposed project will be provided in both a new structure constructed as part of the development as well as rooftop parking constructed above the new mall, and surface



parking that will be reconfigured as a result of the development. The approximately 3.0 acre parcel located southwesterly of the Riverside Drive/Woodman Avenue intersection is not a part of this project

The project is proposed to be completed in one phase with two stages. The first stage would include the construction of a new 6 level parking structure, (grade level and 5 above grade levels) replacing the existing 2-level parking structure serving the existing Macy's department store. The second stage would include demolition of the southern, 3-level parking structure serving the existing shopping center and the construction of two levels of shopping mall with rooftop parking.

No substantial change or alteration will be made to the existing Bloomingdale's department store located on the northwestern corner of the site.

PROPOSED ENTITLEMENT REQUESTS

The proposed project includes discretionary requests to the City as follows:

1) Zone Change, pursuant Los Angeles Municipal Code (LAMC) Section 12.32.

A zone change is from the existing mix of (T)(Q)C2-1L, (Q)C2-1L, C2-1L, (T)(Q)PB-1L, (Q)PB-1L, and P-1L to (T)(Q)C2-1L. This request will consolidate and make consistent the zoning across the entire shopping center property and eliminate the patchwork zoning currently governing the site. The requested zone change is consistent with the existing Commercial designation of the site in the Community Plan.

2) Site Plan Review for any development project which creates, or results in, an increase of 50,000 square feet or more of non-residential floor area, pursuant to LAMC Section 16.05.

The proposed project is subject to Site Plan Review to ensure that the development is properly sited in relation to surrounding properties, traffic, circulation, sewers, other infrastructure and environmental setting, and to control or mitigate any and all impact identified in the project's environmental review process.

3) Conditional Use Permit to allow a "Major Development Project" (MDP) that exceeds the threshold of 100,000 square feet of non-residential development, pursuant to LAMC Section 12.24.U14.

The proposed project includes the addition of 280,000 square feet of commercial square footage thus subjecting it to a Conditional Use Permit for a "Major Development Project" to ensure that the development is compatible with the surrounding neighborhoods.

4) Zone Variance, pursuant to LAMC Section 12.27, for Commercial Corner developments not in conformance with the requirements established in LAMC Section 12.22.A23(a)(1).

The project request includes a zone variance from the height provisions of LAMC Section 12.22.A23(a)(1) to allow a deviation above the height limit of 45 feet to a maximum height of 75 feet.

5) Conditional Use Permit, pursuant to LAMC Section 12.24.W27, for Commercial Corner developments not in conformance with the requirements established in LAMC Section 12.22.A23(a)(2); LAMC Section 12.22.A23(a)(4)(i); LAMC Section 12.22.A23(a)(10)(i); and LAMC Section 12.22.A23(b)(3).

The project request includes a Conditional Use Permit for deviations from the requirements of LAMC Section 12.22.A23 (Commercial Corner) including: (1) Exceeding the allowable hours of operation (7:00am to 11:00pm) to permit uses from 5:30am to 12 midnight; (2) Relief from the requirement to provide a five foot landscaped area immediately adjacent to all street frontages; (3) Relief from the requirement to provide a minimum of fifty percent transparent windows along the first floor retail by providing approximately no glass along the Riverside Drive frontage; and (4) Relief from the restriction on tandem parking by providing tandem parking spaces.

6) Conditional Use Permit for the on-site sale and consumption of a full line of alcoholic beverages (CUB), pursuant to LAMC Section 12.24.W1.

The requested CUB for on-site sale and consumption of alcohol is in conjunction with new sit-down restaurants at the existing shopping center and will be incidental to the main use of the site. The proposed retail and restaurant uses as a whole will enhance the local economy by providing jobs and compliment existing uses on the site.

7) Shared Parking, pursuant to LAMC Section 12.24.X20.

Prior development approvals at the shopping center (under ZA-95-0899-CUZ and CPC-94-0287-ZC) established a parking requirement for the entire site at 4.5 parking spaces per 1,000 square feet of gross leasable square footage (GLSF) which is applicable, but not limited to, retail, restaurant, and office uses. However, the project includes a request for Shared Parking to provide parking at a ratio of 4.25 parking spaces per 1,000 gross leasable square feet, providing approximately 4,875 parking spaces across the entire site.

8) Lot line Adjustment, pursuant to LAMC Section 17.50.B3.

The applicant may also requests the adjustment of property line within the site to conform to the ultimate configuration of the building at the shopping center.

9) Haul Rout, pursuant to LAMC Section 91.7006.7.

The applicant also requests a haul route for the necessary removal of soil and waste from demolition and construction.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: Aesthetics, Air Quality, Geology and Soils, Hydrology/Water Quality, Land Use/ Planning/ Urban Decay, Noise, Public Services, and Transportation/Traffic.

PUBLIC SCOPING MEETING DATE AND LOCATION: The Public Scoping Meeting will be held as follows:

Date: **Monday, August 6, 2007**
Time: **5:30 PM**
Location: **Marvin Braude Constituent Center**
6262 Van Nuys Boulevard, First Floor Conference Room
Van Nuys, CA 91401 (see map)

Parking is available under the building via the Sylvan Street Driveway

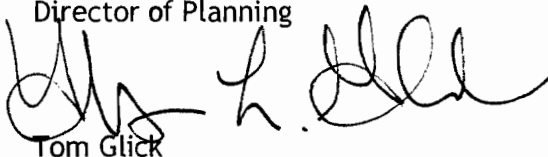
The purpose of the Scoping Meeting is to solicit public comments regarding issues to be addressed in the EIR. The Scoping Meeting will provide information regarding the project and the anticipated scope of analyses to be contained in the EIR. The Los Angeles Department of City Planning encourages all interested individuals and organizations to attend this meeting.

The enclosed materials reflect the scope of the proposed project, which is located in an area of interest to you and/or the organization you represent. The Environmental Review Section of the Department of City Planning welcomes all comments regarding potential environmental impacts of the proposed project. All comments will be considered in the preparation of the EIR. **Written comments** must be submitted to this office by **August 20, 2007**. Written and verbal comments will also be accepted at the Public Scoping Meeting described above.

Please direct your responses to:

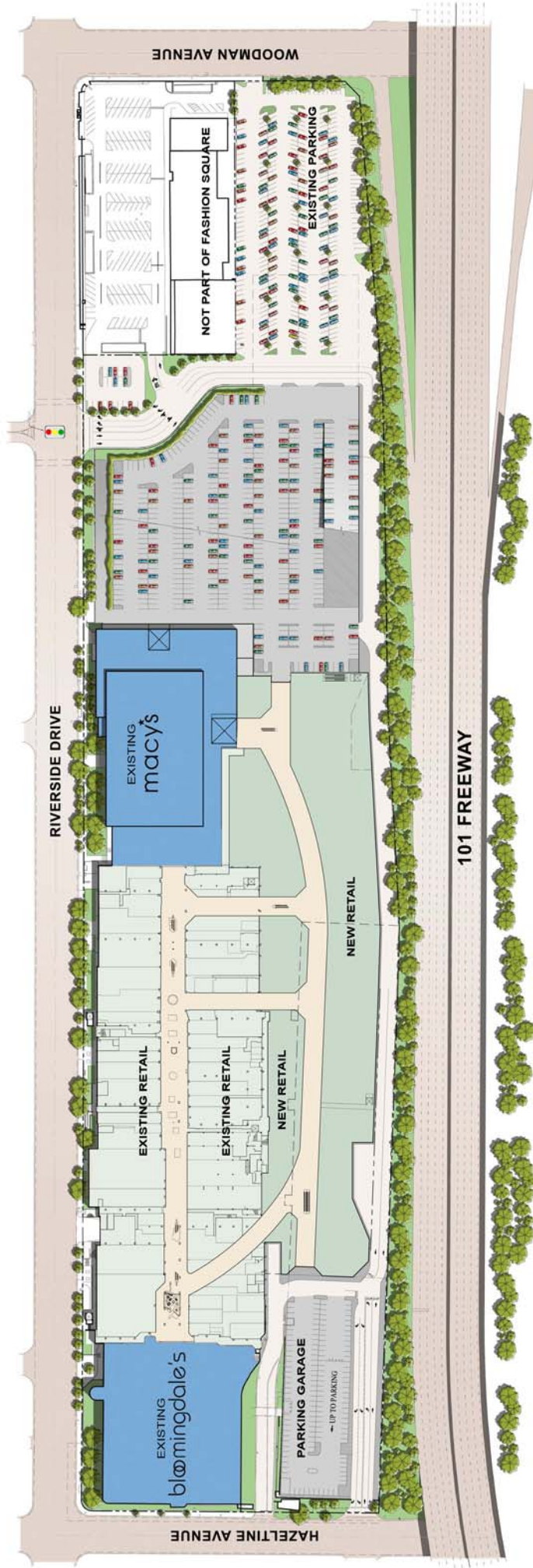
Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
(818) 374-5062 (direct line)
(818) 375-5070 (fax)
Tom.Glick@lacity.org (email)

S. Gail Goldberg, AICP
Director of Planning



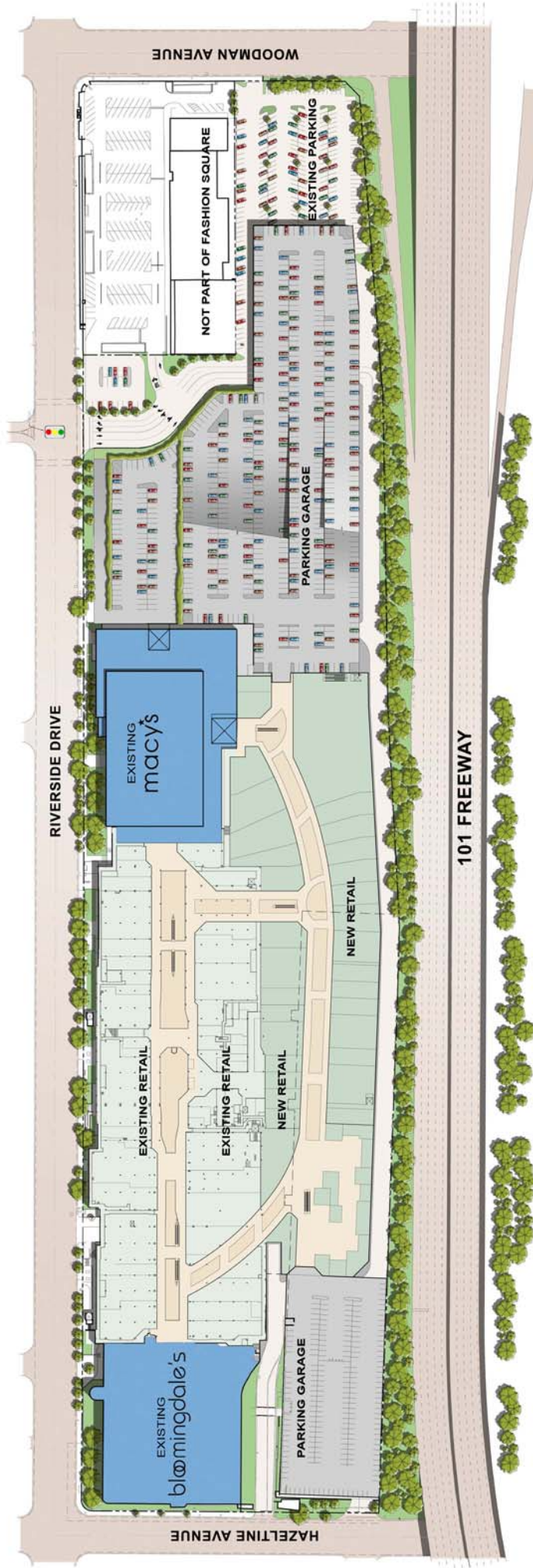
Tom Glick
City Planner, Valley Section
Community Planning Bureau
Department of City Planning

Enclosures



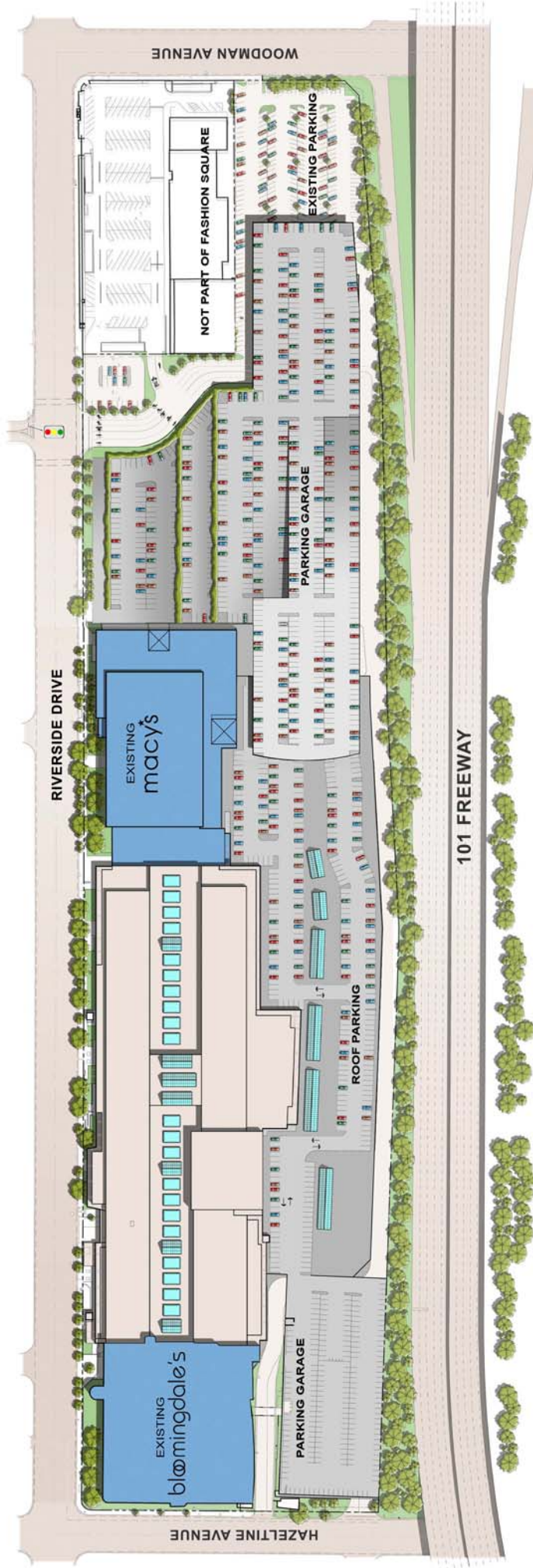
FASHION SQUARE LEVEL 1





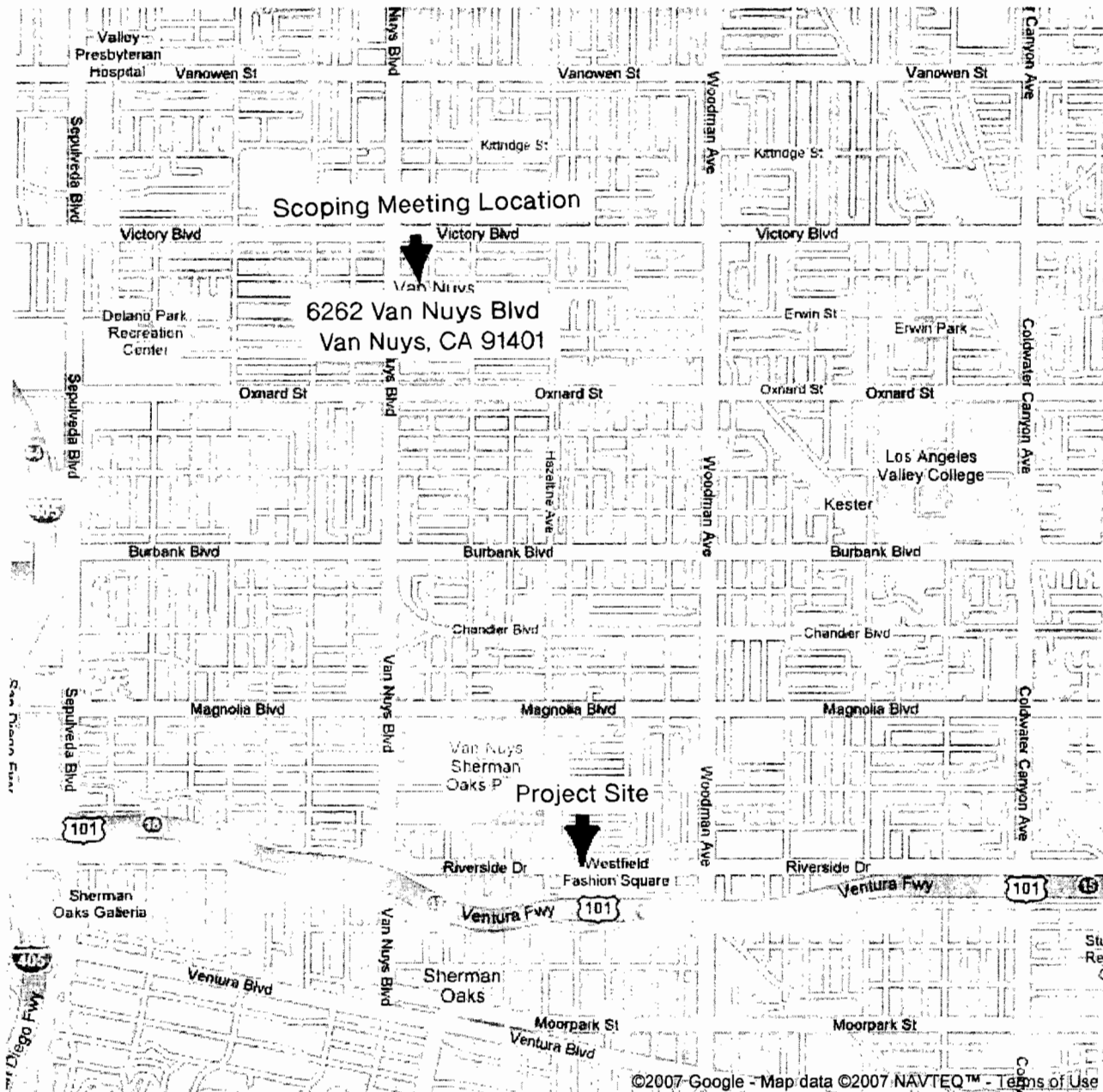
FASHION SQUARE LEVEL 2





FASHION SQUARE ROOF LEVEL





Scoping Meeting Location:
Marvin Braude Constituent Services Center
1st Floor Hearing/Conference Room
6262 Van Nuys Boulevard
Van Nuys, CA 91401

SEE APPLICATION

GC Mapping Service

711 MISSION STREET, SUITE D
SOUTH PASADENA, CA 91030
(818) 441-1090

Legend

-  TRUNK ROADWAY - 2 LANE ROADWAY WITH CENTER LINE
-  TRUNK ROADWAY - 2 LANE ROADWAY WITHOUT CENTER LINE
-  SPECIAL CLASSIFICATION OF ROADWAY OR ALLIANCE
-  OPEN AND UNIMPROVED ROADWAY

EIR

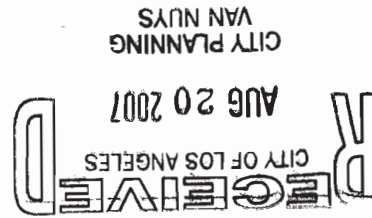
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APPENDIX A

APPENDIX A-2 & A-3 NOP WRITTEN COMMENT LETTERS PUBLIC SCOPING MEETING COMMENTS

August 17, 2007

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Blvd, Suite 351
Van Nuys, CA 91401



Dear Mr. Glick,

I am writing to you as a response to the Westfield Sherman Oaks Fashion Square expansion. I have read all the materials that were set to me and have attended the meeting on August 6, 2007 For Public Scoping. I am very concerned about the plans for expansion, as were many others at the meeting. We voiced many concerns to the Westfield people and their responses seemed like we, the community, was being ram rodded into something we were unable to change. I am happy for the ability to respond to these issues.

Proposed entitlement requests---

1. I'm not real clear on the zoning change.
3. Conditional use permit—Major Development Project
This project exceeds the threshold of 100,000 sq.ft
They are requesting 280,000 sqft. If 100,000 sq ft. is allowed, then why are we not seeing a project for just that amount? Why should we not have a choice in the matter?
The larger amount is not compatible with the surrounding neighborhoods. It would be forcing our community and surrounding neighborhoods to make life concessions for retail dollars. I will explain more further on.
4. Zone variance
A deviation from 45 feet to an undesirable 75 feet is ridiculous.

It will be an isore and dangerous in the event of a collapse.

6

5. CUP for deviations for multiple changes away from the LAMC Section 12.22.A23.
 1. Exceeding the allowable hours of operation. Construction, Gardening, etc. is not allowable because of the noise factor. Why then should they be allowed to begin @5:30 am? Then extend the hours till midnight!! My feeling on this is that they wish to put in gourmet restaurants and get a liquor license. The traffic situation is bad at present, especially through our neighborhoods as well as on Riverside Dr. Now they would like us to try and protect our children and our property from drunk drivers leaving the mall at late hours or any hour. This should never be permitted. It should be remembered that directly across the street is a large family neighborhood!!!!!!
 2. Initially they tried to make the plan a little more palatable by showing all this gorgeous landscaping in front, now they would rather not!!
 3. No transparent windows on Riverside? Forgot it. I do not wish to live across the street from a faceless Bastille.
6. CUB for onsite sale and consumption of a full line of alcoholic Beverages. NO Again I take full issue with the sale and consumption of alcoholic beverages at the Mall for the forestated reasons. This shows no consideration for the residents and they families.
7. Westfield wants to add only 1,000 extra parking places for all The additional sq ft. Our neighborhood has been plagued with Mall parking on all holidays, sales events and most weekends. This would increase the problem.
9. Haul Route. Oh my God! This would increase the traffic with heavy equipment, but getting through this mess would make getting home or off to work a real tragedy. The noise level would be unbearable.

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Please Mr. Glick take another look at this development and hear our concerns. Please require Westfield to draft a Project Site that could be at the original amount allowed of 100,000 square feet. The proposed plan of 280,000 sqft is just too over sized and incompatible with a neighborhood so close, like mine.

Please also reread the CUPs and challenge them, especially the liquor permit. Are they (Westfield) planning on hiring a complete Police Force to keep drunks away from our children and us at the Mall and our homes? Totally unacceptable. I feel we are being asked to take on all of their concessions so they can increase their revenues. I realize everyone wants to make a buck, but let's not compromise a complete community to do it.

Thank you so much from reading this letter and re thinking their plans. If you have any questions, please don't hesitate to call me. Cell 818-404-5459 or home 818-789-6747.

Sincerely,

A handwritten signature in cursive script, appearing to read "Elizabeth A. Andersen".

Elizabeth A. Andersen

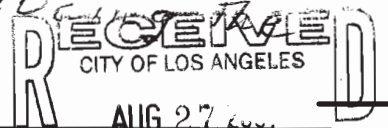
Westfield Fashion Square EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

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It appears That this proposal will increase traffic & reduce parking!! Both of these are a concern. Traffic in this area is already heavy. A significant increase in Traffic would be intolerable!

Parking now is adequate but the increase in Traffic will bring a need for more not less parking. The proposal to reduce parking demonstrates a pronounced disregard for those of us who live in this area. I am highly indignant that anyone would even consider reducing the available parking!!!



(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

CITY PLANNING
VAN NUYS

Name: DONALD ANDREE
Organization (if you are representing one) SELF
Address: 3909 DEERVALE DR.
City: SHERMAN OAKS State: CA Zip: 91403
Email Address: _____ Phone: 818-783-0878

You may drop your comments in the comment box or send them by August 20, 2007 to:

Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191.

Dwight Steinert

From: <JArkin1@aol.com>
To: <Tom.Glick@lacity.org>
Sent: Tuesday, August 14, 2007 1:24 PM
Subject: Westfield Mall expansion in Sherman Oaks

Dear Mr. Glick:

I live at 5042 Matilija Avenue. My husband and I bought this house 7 years ago because we were having a baby and we wanted a nice, quiet, safe, suburban street to live on. We found that and more on Matilija. And, we also loved the fact that we were close to the Fashion Square mall, but not so close that it negatively affected us. However, with the Westfield expansion project, that will all change. My son is just learning how to ride a bike, and since there are no sidewalks, he has to ride in the street. If the mall becomes enormous and there's a street light at the end of our block, even more cars will race down our street than they do already. The neighborhood children around us range from 3-11 and they're always playing together out in front. Bringing in that kind of congestion and traffic will surely put that to an end.

By allowing this expansion, please know that you will potentially be driving us out of our own neighborhood which we love. I hope you will consider what you are doing to the people and the children rather than just helping a business become a bigger business. Look at your own family and how much you care about them and their safety and you will understand how we feel.

Sincerely,
Jordana Arkin-Zutavern
Louis Zutavern
Logan Zutavern
(818) 986-9386

Get a sneak peek of the all-new AOL.com.

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8/17/2007

Westfield Fashion Square EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

We feel Westfield is a good organization and their proposed development makes sense with a minimal impact on the community. As a 37 year resident of S.O. we think the development will add to our communities needs.

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: HRAIR ATIKIAN
Organization (if you are representing one) _____
Address: 13207 ADDISON ST
City: SHERMAN OAKS State: CA Zip: 91423
Email Address: m.atikian@sbagopal.net Phone: 818-788-3255

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191.

**ELISE JULIE AUBÉ
4526 LENNOX AVENUE
SHERMAN OAKS, CA 91423
(818) 995-6353**

August 15, 2007

Mr. Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401

RECEIVED
CITY OF LOS ANGELES
AUG 16 2007

CITY PLANNING
VAN NUYS

Re: Fashion Square Proposed Remodeling and Expansion

Dear Mr. Glick:

I am writing to you regarding Fashion Square Mall in Sherman Oaks. I live very close to the mall and frequent it at least once a week. I have the following suggestions of what I would like to see in the remodeled mall, as well as concerns regarding the expansion:

Suggestions:

- "Open Air" dining. Bring up the ambience with an open air area with restaurants, trees, and fountains. □ (12)
- Movie Theaters. Add an upscale movie theater. The closest movie theater on Milbank (at Van Nuys) is old and scheduled to be torn down in a year.
- Anchor Store. Add another upscale anchor store such as Nordstrom.
- Covered Parking. Currently there is not enough covered parking at the mall. With many warm days throughout the year, covered parking spaces are highly sought after. □ (16)
- Landscaping. The exterior mall and parking structures have a cold, outdated concrete feel. Additional landscaping including flowering trees would help to soften the look and anchor the property. □ (1)

ELISE JULIE AUBÉ
4526 LENNOX AVENUE
SHERMAN OAKS, CA 91423
(818) 995-6353

Page 2

Concerns:

- Wall of concrete. The mall currently looks like a concrete barge floating down Riverside Drive. How will the expansion further affect the exterior look?
- Parking Structures. How will additional parking structures be integrated? Will it just be more concrete blocks?
- Traffic. I drive daily on Hazeltine, and the corner of Hazeltine & Riverside is frequently backed up. Traffic is already an issue at this intersection. There was an accident at this corner on Saturday, and it shut down southbound Hazeltine and Eastbound Riverside for an hour. During the holiday season, it can easily take 10-15 minutes to drive on Hazeltine through Riverside Drive intersection because cars waiting to enter Fashion Square (near Bloomingdale's) block lanes on Hazeltine.
- Mall Access. Where will cars enter and exit the remodeled and bigger mall? How will additional flow be managed? The freeway backs up to the mall. This leaves only 3 available streets for mall access: Hazeltine, Riverside and Woodman. These streets are not large boulevards and are already congested during peak commuting hours, especially the intersection of Riverside and Woodman due to the 101 Freeway ramps.

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Sincerely yours,

Elise Aubé

Elise Julie Aubé

Westfield Fashion Square EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

I have lived on Pearl Grove St. since 1971

I love my neighborhood, and I am devastated to think of the changes the enlargement of the mall will bring. It is a perfect place and the added traffic will be terrible - not to mention the noise factor that more people coming in and out will bring.

Please tag as "Sweet as you are" - a lovely neighborhood shopping center forever

Shirley S. Pastatter

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name:

Shirley Pastatter

Organization (if you are representing one)

Address:

14018 Pearl Grove St.

City:

SERRAN CANYON

State:

CA

Zip:

91473

Email Address:

Phone:

818 785-8589

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191.

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Dwight Steinert

From: "Tom Glick" <Tom.Glick@lacity.org>
To: "Dwight Steinert" <drs@pai-la.com>
Sent: Wednesday, August 08, 2007 2:53 PM
Subject: Fwd: Fashion Square Neighborhood Concerns

Tom Glick
City Planning Department-Valley Office
6262 Van Nuys Boulevard, Room 351
Van Nuys, CA 91401
Phone: 818-374-5062
FAX: 818-374-5070
Work Hours: Monday-Thursday, 8:30am to 6pm; Friday: 10am to 2pm

This e-mail message and any attachments are confidential. If you are not the intended recipient, please e-mail me at tglick@planning.lacity.org and destroy all copies of this message and any attachments.

>>> <Debra_Battaglia@AJG.com> 8/8/2007 11:04 AM >>>
Dear Mr. Glick:

My home is located on Stern Ave. north of Riverside Drive in the "Fashion Square" neighborhood.

The last thing we need in our lovely area is additional square footage with full liquor licensing and traffic. One of the reasons i moved to this area over 10 years ago was to get away from the tacky Northridge mall with it's boxes and lack of style.

The fashion square is the last mall with some sense of style and an appropriate size. I have real concerns about the liquor licensing and the "boxy" look.

If there is any way the size could be reduced and some nice aesthetics could be implemented, I could live with this change.

Thanks for your time.

Debra Battaglia
Area Vice President
Arthur J. Gallagher Risk Management Services
Arthur J. Gallagher&Co. Insurance Brokers of California, Inc.
License No.:0726293
505 No. Brand Blvd., Suite 600
Glendale, CA. 91203
Direct Phone: 818-539-1330
Direct Fax: 818-539-1630

8/8/2007

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11

[a_Battaglia@AJG](mailto:Debra_Battaglia@AJG.com)

Debra_Battaglia@AJG.com

The representations contained in the foregoing document constitute the opinion of the sender of this electronic communication and any attachments thereto and should not be considered legal advice.

Consult your legal advisor for a legal opinion on the issue(s) addressed in the foregoing document.

Westfield Fashion Square EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

Access to the mall is difficult as it is even outside of the Holidays season. Expansion will only compound the congestion on Riverside Drive, Woodman & Hazeltine. The size of the current mall is sufficient "as is" for a residential neighborhood. There is no room for more stores/parking spaces.

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(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: S. BEAUREGARD
Organization (if you are representing one): _____
Address: _____
City: _____ State: _____ Zip: _____
Email Address: sylviebear@msn.com Phone: _____



You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191.

Westfield Fashion Square EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

① WHY WAS THERE NO PRESENTATION AND PUBLIC DISCUSSION TONIGHT (8/6/07)! IT'S BECOMING INCREASING CLEAR THAT WESTFIELD WANTS NO PUBLIC INPUT!

② THERE NEEDS TO BE A COMPLETE & HONEST TRAFFIC MITIGATION STUDY AND EFFORT. NOT A SNOW JOB LIKE THE BEST BUY PROJECT.

⑪

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: DICK & JANET BERGMANN
Organization (if you are representing one): HOMEOWNER
Address: 4931 NATALIA AVE
City: SHERMAN OAKS State: CA Zip: 91423
Email Address: _____ Phone: (88) 981-2860

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191.

Tori Blair

From: Tori Blair [tori.blair@anderson.ucla.edu]
Sent: Saturday, August 18, 2007 4:39 PM
To: tom.glick@lacity.org
Cc: tblair@anderson.ucla.edu
Subject: Westfield Fashion Square Expansion

Mr. Tom Glick
City Planner
Los Angeles Dept. of City Planning
Valley Planning Office
6242 Van Nuys Blvd., Suite 351
Van Nuys, CA 91401

August 18, 2006

TO: Mr. Tom Glick
L.A. Dept of City Planning - Valley Planning Office

FR: Victoria Blair
Homeowner
13718 La Maida St.
Sherman Oaks, CA 91423
818-995-3622

RE: Negative Declaration for Westfield Fashion Square Expansion

This letter is being written to OBJECT TO THE PROPOSED WESTFIELD FASHION SQUARE expansion.

I am totally opposed to the massive expansion of the Westfield Fashion Square Mall. It will destroy the Fashion Square neighborhood, which is immediately north of Riverside Drive, between Hazeltine and Woodman. This is one of the last middle class neighborhoods left in the Valley (north of Ventura Blvd.) and it needs to be preserved. The expansion will cause unmanagable traffic congestion, home values will decline - especially if any deviations from city ordinances are granted to Westfield. It is completely wrong to approve a massive MALL to be placed in a quiet, suburban community.

Additionally, I am AGAINST the proposed new entry and exit area with stoplight, being planned for the benefit of the Westfield Fashion Square Mall and NOT FOR THE BENEFIT OF THE FASHION SQUARE NEIGHBORHOOD, which has existed before the shopping mall.. The new entry will destroy the quiet Fashion Square neighborhood and reduce my property value - as well as the property value of my neighbors.

The Westfield Fashion Square website (westfieldfashionsquare.com) indicates in writing their plans to 'add' a new stoplight along Riverside Dr. to make ingress and egress to their new mammoth parking structure easy for its customers. Westfield does not visually show the proposed stoplight on their drawings, but it is to be placed at Riverside and Matilija/La Maida. (The current main walkway to Fashion Square from the Fashion Square neighborhood is at Riverside and Ranchito - which permits a through way to the existing stoplight at Ranchito and Magnolia.) The new proposed new stoplight will encourage convenient entry into the Fashion Square neighborhood by 'mall' shoppers and destroy my street, La Maida. This will significantly reduce my property value. With the stoplight at Riverside and Matilija, La Maida will be used a convenient cut-thru street by customers traveling north or south on Woodman. Frankly, HUNDREDS AND HUNDREDS of Fashion Square customers will 'cut-thru' to Riverside on LaMaida if a stoplight is installed at Riverside/Matilija. This will destroy the neighborhood, reduce my property value (and those of my neighbors) and reduce use of residential property (kids playing outside, etc.)

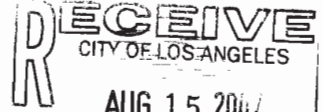
Westfield has other options (and financing to support these options) to manage ingress and egress to the Fashion Square (a commercial zone) that will not negatively impact the Fashion Square residential neighborhood. The expansion of the Fashion Square Mall should not be allowed as it now is

because it devalues the neighboring residential property. If the city gives in and approves this stoplight, it needs to also protect adverse impact on the residential neighborhood. A complete blockage of Matilija/LaMaida at Riverside needs to be part of the plan to prevent automobile access to the neighborhood from Riverside. This will also prevent cut-thru traffic from or to Woodman. Speed bumps will not deter the horrible traffic that will be caused by this proposed stoplight.

The proposed Westfield Fashion Square expansion and new traffic light at Riverside and Matilija /LaMaida should not be approved. The L.A. City Planning needs to protect the Fashion Square neighborhood families and not approve this massive mall expansion.

Cc: Sherman Oaks Homeowners Association

Aug 12, 2007



CITY PLANNING
VAN NUYS

To Tom Slick

Dear Sir,

Regarding the proposed Westfield Mall on
Riverside Dr. we strongly oppose this
development. This mall was once a single story
open air shopping area for the community and
then became a drive to mall as it is now.
Since most mega malls are in commercial areas
this is crazy since this area is primarily
residential. We do not need a mega mall
and all it entails. We don't need 4875 parking
spaces, 80 restaurants and stores. This means
massive traffic on Riverside, Woodman & Hagelbine.
More traffic means more fumes and pollution.
More restaurants means drawing more rats
and other vermin into the community.

We have lived into Sherman Oaks for over
30 years, 16 of those on Riverside and have
seen the increase of traffic and pollution over
the years. We don't need to increase this
on a map scale. I can't even imagine the
noise level. Air quality will be greatly
affected as well as the other negative results.
We are also sure our property will devalue
since people will not want to live across from
a megamall. In spite of what Westfield says
they will succeed in ruining our community,
if not stopped. Sincerely, Mr & Mrs Paul Brink

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Brogin Companies, Inc.

Planning, Zoning, Environmental & Legal Review, & Governmental Affairs Consulting

Tel: 818-906-2135

5043 Matilija Avenue • Sherman Oaks, CA 91423

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August 15, 2007

Mr. Tom Glick, City Planner
City of Los Angeles
Planning Department
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401

By U.S First Class Mail and Email



RE: CPC 2007-9915; ENV. 2007-9914EAF, ET AL
PROPOSED SHERMAN OAKS FASHION SQUARE EXPANSION
14006 RIVERSIDE DRIVE, SHERMAN OAKS, CA 91423
REQUEST FOR INFORMATION TO BE INCLUDED IN PROJECT EIR

Dear Mr. Glick:

Thank you for assuring the forum for the general public to submit comments regarding information to be discussed in the above EIR, in accordance with the California Environmental Quality Act (CEQA). While Wendy Brogin, of our firm, did attend the August 6, 2007, Scoping Meeting, we did not submit written comments on the project at that time. Instead, we are submitting our comments by the submittal of this document. Additional comments may follow.

Again, and for the record, our comments are generated by the fact that we are residents who have been and will be affected by changes to the Westfield Fashion Square property. Let it be known that we are representing no interests other than our own as area residents for nearly 25 years. Our comments are also on the combined experience of our principals, which exceeds sixty years, in the areas of planning, zoning, environmental and legal review, and government affairs consulting, law, and transportation. *Our first set of comments relate to the proposed project. Pages 14 – 17, inclusive, provide Alternative Project Designs to the City and the applicant.*

Among our goals in submitting this detailed account of issues of concern for this project, is to assure that the project EIR provides sufficient information, consistent with Section 15121 of the CEQA Guidelines, "which will inform the public agency decision-makers and the public generally of the significant environmental effect of the project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project." We believe that the CEQA process is the best and most uniform manner to assure that if there is an expansion or change at Fashion Square, its

approval occurs with a conscious determination that the project can be developed without significant impacts to the environment both on and off the project site.

We have divided this letter into topics, to facilitate the response to the comments, and the discussion of specific factors and issues, in the EIR, by the City and/or Applicant. While we have requested detailed information in some discussion areas, it is for the purpose of identifying potential changes to the community that some or many stakeholders would consider as the most important in their determination of the adverse effects of the project on the environment.

By example, in some portions of this region, while it may not be important in some areas, the removal of a single Oak Tree or the dedication of a few feet of land for a roadway would be considered a significant impact on the environment. In fact, those two issues were major components in the defeat of the Ahmanson Ranch project that was seeking access through the northwesterly portion of LA City. Likewise, a change to the hours of parking permitted in front of one's home or business could have an adverse effect onto the environment in that they must now increase Vehicle Miles Traveled (VMT) in order to replace that parking space, if they can.

Overall EIR Approach

This EIR is the first ever prepared for the project site since the adoption of the California Environmental Quality Act (CEQA) in 1970, even though there have been extensive expansions and changes to the site since that time. Additionally, the existing and proposed projects are very large and urban in scale compared to the suburban and low density neighborhood and community in which it has been and is being proposed to be developed.

During prior projects at this site, some issues, including Neighborhood Protection Plans, have been relegated to the later part of the project development process, wherein community input was excluded and/or was too late to be implemented into the project design. This forced the neighborhood to modify the design of the neighborhood, with changes in traffic patterns, etc., to try and mitigate project problems within its area of influence, instead of the project site itself, where it should reasonably occur. In many cases, these changes to the neighborhoods created secondary adverse impacts on the area (e.g., daily inconveniences, impacts of vehicles starting and stopping and frequent stop signs – creating noise and air quality issues; cars “bottoming out” on humps) while the project site was unscathed (e.g., no or minor inconveniences to Mall property users, no changes to the project design to that could have avoided the “imposition” of off-site mitigation measures out side of the project site).

We urge that the project EIR incorporates information about components of the Neighborhood Protection Plan, including their potential secondary impacts. We believe that it is very reasonable for the applicant, and/or LA DOT and other City agencies to identify the off-site mitigation measures that LADOT is anticipating for the project.

While it is recognized that the Neighborhood Protection Plan components are put to a community vote, nevertheless, the EIR process is the best opportunity for the components of the Plan to be disclosed to the general public and other interested parties (e.g., Caltrans, South Coast Air Quality Management, etc.). This is also the best opportunity for all alternative designs for the Plan to be discussed, disclosed, and evaluated. We see the Neighborhood Protection Plan as a necessary component of the EIR because it is a "unique" Plan that is foreseeable, and therefore, something that must be discussed in the EIR document. As you are aware, CEQA addresses the need for EIRs to address forecasting in the following manner:

15144. Forecasting: Drafting an EIR or preparing a Negative Declaration necessarily involves some degree of forecasting. While foreseeing the unforeseeable is not possible, an agency must use its best efforts to find out and disclose all that it reasonably can.

Source: California Environmental Quality Act, *Title 14. California Code of Regulations*, Chapter 3. Guidelines for Implementation of the California Environmental Quality Act, Article 10. Considerations in Preparing EIRs and Negative Declarations.

There are a variety of other factors in this project EIR that must include a forecast of potential environmental impacts. Among them are Air Quality, Land Use Planning, Population and Housing, Public Services, and Transportation/Parking, wherein the development of the project may "trigger" secondary impacts or exacerbate existing impacts that today are reasonably foreseeable.

Additionally, there are a number of cumulative discussions that must also occur in this EIR for two basic reasons. One is that again, this project site has seen a number of extensive changes without the benefit of the documentation, circulation, review, and changes that are best afforded by the preparation of an EIR. More importantly, with the proposed rezoning of the entire to the (T)(Q)C2-1L, portions of the site with zoning designations that have limited the build out of the site [e.g., PB (Parking Building), and P (Parking)], will be eliminated. While the (Q) component would be the most likely source of confining the development to a particular design and location, the zoning would create more latitude of what could occur on the entire project site without a discretionary permit and/or a use by right, and/or one that must go through the public hearing process and a review that considers cumulative impacts of the incremental additions to the project.

It is a fair argument, under CEQA, to require a discussion of the cumulative impacts of the past, current and potentially future projects potentially allowable on the Fashion Square project site, as cited herein.

15355. Cumulative Impacts

"Cumulative impacts" refers to two or more individual effects which, when considered together, are considerable or which compound, or increase other environmental impacts.

11

14

(a) The individual effects may be changes resulting from a single project or a number of separate projects.

(b) The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

14

Source: California Environmental Quality Act, *Title 14. California Code of Regulations*, Chapter 3. Guidelines for Implementation of the California Environmental Quality Act, Article 20. Definitions.

Specific Information Suggested for Inclusion in the Project EIR

In summary, we are recommending, herein, the inclusion of specific information under the discussion of the following factors in the EIR, in accordance with the requirements of CEQA:

- I. General Project Setting
- II. Aesthetics/Light
- III. Air Quality
- IV. Land Use Planning
- V. Noise
- VI. Population and Housing
- VII. Public Services
- VIII. Transportation/Parking
- IX. Statement of Overriding Considerations
- X. Alternative Project Designs

I. General Project Setting

CEQA specifically defines the discussion of the Setting Section in the project EIR. Defining the place in time when the characteristics of the setting is described in the EIR is very important because it becomes the baseline of a majority of the factors in determining a level of significance. CEQA addresses this matter as follows:

Section 15125(a):

An EIR must include a description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published...from both a local and regional perspective. This environmental setting will normally constitute the baseline physical

17

conditions by which a lead agency determines whether an impact is significant...

Source: California Environmental Quality Act, *Title 14. California Code of Regulations*, Chapter 3. Guidelines for Implementation of the California Environmental Quality Act, Article 9. Contents of Environmental Impact Report.

We cite the importance of this matter because the Proposed MND for this project used the Area Plan designations for the areas around the project site, as the base line for determining project impacts, in an equal or greater weight, than what existed at the time of the publishing the notice of preparation. Therefore, based on the above citation and other sections of CEQA, we request inclusion of the following information in the EIR to demonstrate the baseline from which the potential impacts of the project must be measured:

- A. The description of the project setting should include the existing building heights surrounding the project site, to include, but not limited to, the multi-family/condominium and single family housing, and commercial uses, located northerly of the site.
- B. The description of potential building heights and any other components of the Area Plan, north of the site, should be described based on a combination of what would be permitted by the zoning and Area Plan in conjunction with the lot sizes.
- C. The description of the project setting should include the development characteristics of the areas surrounding the project (e.g., single family lots on lots ranging from about 6,000 to about 9,000 square feet in size, no street lights, and very limited sidewalks) --- that these are suburban styled, and oriented, neighborhoods.
- D. If the EIR does include information depicting the area surrounding the project site, as if it were built to the maximums allowed by the area plan, then the document should base its ambient setting on generation figures that would exist as if the area were to be "built out" in accordance with the area plan.

II. Aesthetics/Light

- A. The potential impacts of the loss of the views of the hills, located south of Ventura Boulevard, that would be eliminated by the proposed development of a parking structure (or any structure) to the east of the Macy's building, at the height of that building (more specifically, in excess of what exists today at that location).
- B. Mitigation measures that call for the inclusion of landscaped areas in all areas other than those consumed by "hardscape" should be revised to require a certain ratio of landscaped areas to "hardscaped" areas. The current mitigation measure would allow the project not to include additional landscaping should new areas of hardscape be developed as a part of the project.
- C. The components of the Commercial Corners Ordinance, from which the project application is seeking a variance, related to aesthetics, and other components.
- D. The potential significant impacts of lights, associated with parking structures, and vehicles leaving/entering the project site, during longer hours of darkness due to a change in operating hours of the Mall, as it affects neighboring residential areas (e.g.,

employees/customers/vendors driving on residential streets) that have very limited street lights (e.g., causing vehicles to use their "bright lights", potentially causing significant impacts on the currently dark sky of these areas).

E. The potential significant impacts of lights, associated with the construction of a new parking structure on Riverside Drive and the impact of the existing parking structure on the 101 Freeway.

F. The location of the City required public art.

G. Mitigation measures to improve the appearance of the Riverside Drive facade, which should be designed so that it seems to be an integral part of the Mall and the surrounding area rather than merely a "wall" between the two areas/land uses.

H. The potential impacts of the proposed eight foot tall wall that is proposed as a noise barrier.

I. A detailed site plan (including landscaping locations and goals – e.g. approximate heights of plants so that the reader can understand the purpose and effectiveness of the landscaping at that location and elevations depicting the improvements to the site; including lanes designs on-site and off-site the property), other than artists' renderings which are often difficult to decipher.

J. Location of pedestrian access points to the interior of the shopping portion of the Mall, from surrounding public streets, including those that are handicapped accessible.

III. Air Quality

A. The air quality impacts due to the LOS (Level of Service) at parking lot entrances, which we believe are at the lower (most impacting) levels due to design, location, and limited number of project site access points.

B. The unique air quality of Sherman Oaks, as demonstrated by the area Wind Rose, should be distinguished from the other areas of the San Fernando Valley, when determining the ambient air quality of the project setting, as well as project impacts.

C. The EIR Traffic Study, on which much of the Air Quality discussion will be based, should reflect the suburban ambient setting or other model of the project site and project, where the use of public transportation, walking, carpools, and/or bikes for use by employees and/or shoppers/visitors to the Mall is highly unlikely.

By using this model, the recent issues cited by both Councilmember Greuel and Planning Director Goldberg regarding the inaccuracy of national traffic generation rates can be addressed to suit the project area rather than spending funds to create a new model for all of the City of Los Angeles. We contend that even if a new model were to be generated for the City, discrepancies would remain when comparing the highly urbanized areas (e.g., Downtown Los Angeles) of the City to those that are rural (parts of Sylmar) and areas in-between (e.g., Sherman Oaks).

D. Incorporation of discussion issues suggested in this letter relative to Transportation/Parking and overall flow efficiency.

IV. Land Use Planning

A. The growth inducing impacts of the proposed project, since it is an urban sized and designed project, that is to be located in a suburban area; one that is not otherwise prepared for urbanization. There are no major means of public transportation in the

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project area that could serve to offset the impacts of the mandatory use of single occupancy vehicles (SOV). We believe that the project, as proposed, will cause the urbanization of Sherman Oaks. This is an issue for discussion in the EIR, since it will create significant impacts on the environment.

Currently, the subject property is suburban in nature and orientation because of the lack of useful public transit, and the low density of residential and commercial uses. The residential streets are characterized for the most part, as without street lights or sidewalks. Vehicular traffic reaches the site, via the 101 Freeway, from which traffic needs to make a number of turns to enter the subject property. The designated highways in the area do not adequately provide access to the site either. Traffic to and from the project site competes with the northbound and southbound traffic that funnels into the 101 from the extensive areas north of the 101 Freeway as far north as the 118 Freeway (a watershed of approximately 10 miles). Additionally, there are no major housing centers or job centers near the project site that would encourage a large number of visitors to site arriving by walking. While the Van Nuys-Sherman Oaks Community Plan depicts the subject property as "Community Commercial," the existing limitations on the extent of the development on the site is controlled by the amount of the site designated for actual retail structures and parking only. While the proposed zoning will extend the portions of the site that can be developed with retail and other uses under the commercial designation, the site is relatively small for the existing as well as proposed square footage of build out.

The International Council of Retail Centers Research describes shopping center types by a combination of the size of the square footage of retail uses on the site and the size of the sites (<http://www.icsc.org/srch/lib/shopcentdefs.html>).

Type	Concept	Sq Ft w/Anchors	Acreage
Neighborhood Center	Convenience	30,000-150,000	3 - 15
Community Center	General Merchandise; Convenience	100,000-350,000	10 - 40
Regional Center	General Merchandise; Fashion (Mall, typically enclosed)	400,000-800,000	40 - 100
Superregional Center	Similar to Regional Center but has more variety and assortment	800,000 plus	60 - 120
Power Center	Category-dominant anchors; few small tenants	250,000 – 600,000	25 - 80

This information is useful in assessing the potential impacts of the proposed project relative to the setting in which it is occurring. More than anything, if this project were to occur in an urbanized area, then it would be laudable to "shoe horn" in as much development as is possible into the site, relying on the residential and job density (the visitors who walk to the site) and high level of public transit to limit vehicle miles traveled, and air quality, transportation and parking issues associated with such a use and interactive density. It is likely that many trips to the property would be by foot. It

would also be anticipated that employees would take public transit to and from work, and that they would have the opportunity to carpool to the site with people who were employed on-site but elsewhere in the area. That, however, is not the case when an urban development is proposed for development in a suburban community.

B. The status of the Ventura Boulevard Specific Plan and other community plans currently under review or scheduled for review, and the associated environmental documentation which may be revised or under way, respectively, during the processing of the project's environmental documentation.

C. The potential impact on all environmental factors, discussed in the project EIR, based on the entire build-out of the subject property [e.g., 25% greater than the project described as 1,075,000 gross leaseable square feet or over what would be permitted by the proposed project (i.e., 1,343,750 glsf) because the applicant is seeking the removal of the "P" zone from the site (which limited the location/parameters of retail space)] as well as variance from the Commercial Corners Ordinances, thereby, making the project exempt from future discretionary actions and reviews or limiting them, wherein public disclosure could or would be unlikely (e.g., subject only to a Negative Declaration for a discretionary permit or even a use by right, in which no review will occur).

D. The specific language (in its context) from the Southern California Association of Governments' (SCAG) documents cited in the MND, if it is to be cited in the EIR. SCAG is the Metropolitan Planning Organization (MPO) for the region, responsible for a master EIR for compliance and conformity with the Regional Transportation Plan and Regional Transportation Improvement Plan under the Clean Air Act, and therefore all of their adopted documents and strategies are applicable and controlling.

E. While it may not be quantifiable, it is probable that the nature of the surrounding community will change with the implementation of the project as proposed. With an increase of traffic along neighborhood streets, with a heightened potential for Mall oriented drivers parking on neighboring residential streets, with the longer hours of operation, and the inclusion of a full liquor permits, this stable suburban family-oriented neighborhood will convert into one that is urban, and characterized by a more transient population non-family oriented community, as we have witnessed around similar developments such as Beverly Center. Those urbanized and more adult oriented areas have a tendency to require different services than do a family oriented neighborhood. For example, while a family oriented community would need parks oriented toward all ages (with a balance from infancy to seniors), a more adult oriented park would need to include more activities oriented toward adults, including basketball and tennis courts, with few activities oriented toward toddlers. At Plummer Park, for instance, in the West Hollywood area, a number of tables painted with chess boards were installed shortly after the arrival of a large population of older Russian immigrants to the area. The community population shifted to one which was more interested in playing chess than youth baseball. Adult communities are also likely to consume more police services to deal with issues to do with activities associated with the use of alcohol and drugs.

In the SCAG guideline document, *Compass, Blueprint, Growth Vision Principles*, "Livability" and "Choice" are two key goals of those principles (<http://www.compassblueprintorg/vision/principles#anchor2>).

"Whether people choose to live in a relatively dense urban core or in one of the region's many suburbs, there are plenty of ways to increase our livability. Some areas will experience minimal change, while others will see more changes that are pronounced. Emphasis will be placed on focusing new growth in existing areas that are located along major transportation systems – resulting in better access to jobs, cultural opportunities and a variety of housing choices."

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This portion of Sherman Oaks should be one of those areas that experience "minimal change." In the case of the proposed expansion of Fashion Square, the only major transportation system within proximity of the Mall is the Ventura Freeway. Recent actions and development by the LA County MTA, SCAG, Caltrans, and Federal Highways Administration specifically rejected the additional utilization of the 101 Freeway for added transit systems, instead adopting an alignment along the Burbank-Chandler railroad right of way (2 miles north of the subject property – the Orange Line) for that specific purpose. The build out of that system will have a limited capacity at the risk of lost functionality, restricted east-west and not interface with the subject property

Public transportation to the subject property is very limited in terms of frequency and connectivity of buses and other systems. Automobiles will provide the primary access to the subject property for employees, visitors, and customers. Due to the dimensions of the subject property, and the number of streets that must be used from the Freeway to reach the Mall, traffic congestion will be a major outcome of the project if it is not designed (including its size, its on-site features, its relationship to off-site areas) to avoid such impacts. This portion of Sherman Oaks, given existing transportation (e.g., congestion, lack of mobility) issues, and its suburban character of its residential and commercial neighborhoods, is not an area that is suited for an urban designed and sized project. The expansion of Fashion Square should not be in a manner that it begins the urbanization of this area. As the *Principles* notes: "Livability may mean something different to everyone, but a common thread that runs through any livable region is a sense of community, innovation, character and progress woven together into something that simply feels right. It feels like home."

VI. Noise

A. The potential Noise impacts of the project if it is not possible to build the proposed eight foot tall noise barrier.

B. The potential impacts, on surrounding residential areas, due to the change in the nature and time of patrons, employees, and vendors using the site, and accessing the site, because of the proposed liquor permit and extension of hours of the Malls operations.

C. The CNEL anticipated in the proposed Food Court area (reasonably assuming that other area Food Courts operated by Westfield could serve as a model for analysis).

7

D. The potential noise impacts emanating from the proposed five to six story parking structure

VI. Population and Housing

A. The potential impacts on the residential property values of the properties immediately surrounding the project site (the most affected neighborhoods – north of the subject property and elsewhere), since, if the property values are reduced by the development of the proposed project, to the point where they are purchased for the construction of multi-family dwellings, or the value degrades to the area becoming blighted, there is the potential of a significant impact on the physical environment due to that change.

B. The income of employees of the proposed Mall, since the applicant and a local business organization cites that the project will provide good jobs to the area, and that this is a reason for the City of Los Angeles to approve the project. This information will give insight into the validation of traffic generation numbers (e.g., what is the relationship between the income of future project employees and where they are likely to be able to financially afford to live – this is considered a perfectly acceptable discussion in the typical Jobs/Housing balance analysis). It should be noted that frequently the “rubber-stamped” logic of “provision of good jobs” is used as a part of the Overriding Consideration when a project is approved.

C. The sales taxes generated by the proposed Mall, since the applicant and a local business organization cite that this is a reason that the project should be approved by the City of Los Angeles. It should be noted that frequently the “provision of substantial sales taxes generated by a project” is used as a part of the Overriding Consideration when a project is approved. How does increased sales taxes compare with lost property taxes by the reduced value and pricing of affected nearby properties?

D. The location of low income housing that will be provided for the anticipated employees of the proposed project, as it relates to new construction, air quality, transportation, etc. While retail jobs are an integral part of any community, and a job that is worthy of respect, unfortunately, traditionally, they are low paying jobs.

E. The potential impact on existing housing stock and area infrastructure (e.g., traffic, schools, parking, sewers, services, et al), if employees need to exceed the typical capacity of a residential unit (e.g., multiple families, families and non-families, families and non-family members, adult non-family members all residing in a unit designed for a nuclear family). The US Census Bureau currently assigns the following ratios of people per household based on who lives in the residence: Family Members Only Householders Size of 3.14 persons, and Family and Non-Family Member Householders Size of 4.27 person, www.census.gov/population/socdemo/hhfam/cps2003/tabAVG1.pdf in order to, by necessity or choice, to live close to their place of work at the Mall.

VII. Public Services

A. The location and description of all on-site Fire Lanes to provide through access for first responders as required on other commercial and residential projects and in residential neighborhoods.

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- B. The potential impacts of the project not providing clear Fire Lanes across the subject property, west to east.
- C. The potential impacts of first responders, coming from north of the project site, required to drive against head on traffic in order to reach the Fire Lane, although apparently inadequate to meet Fire Department standards, located south and adjacent to the Bloomingdale's store.
- D. The potential impacts of first responders not having direct access from westbound Riverside to the Bank of America/Ross site, unless they drive against traffic on the south side of Riverside.
- E. The potential impacts of first responders not having direct access from eastbound Riverside to the Downey Savings site, unless they drive against traffic on the north side of Riverside.
- F. The potential impacts of a full and partial diverter at Matilija/Riverside, and at La Maida/Woodman (a suggested Alternative design) proposed as a mitigation measure for traffic issues for first responders arriving to locations north and west of the traffic diverters.
- G. Description of number of dedicated employees, hours of availability, location of availability, and other methods of security to be used by Mall operators.

8

VIII. Transportation/Parking

A. The specific mitigation measures proposed to reduce potential traffic impacts to a level of insignificance, both as a part of the primary mitigation program, and as a part of the Neighborhood Protection Plan, in the neighborhoods near to and adjoining the subject property, since in past projects, their implementation have affected the area neighborhoods, to include:

1. Identification of any new or removed stripping/designated travel lanes;
 2. Removal/addition of on-street parking spaces;
 3. Changes and/or additions to on-street parking, including installation of parking meters, designation of parking permit areas, hours of permitted parking, areas of no parking, areas of loading and unloading of passenger vehicles only;
 4. Identification of commercial loading and unloading areas on-site and on public streets (e.g., today, loading activities occur in public median and on the sidewalks on Riverside Drive, blocking pedestrians from cross the street);
 5. Identification of changes in the broken lines in area bicycle lanes and locations of new bicycle lanes for vehicles changing lanes since they can affect congestion;
 6. The location of new and removed crosswalks;
 7. Location of any new and removed traffic signals and their anticipated intervals/cycles;
 8. Location of new and removed stop signs and other similar controls; and
 9. Location of any new medians on any area streets and the design of those medians.
- B. The Level of Service for each entrance to the project site, and/or similar quantifiers of the potential congestion of streets serving those access points and likely traffic conflicts that affect routes and parking decisions.

11

C. An explanation of why the proposed project is funding road/traffic/light improvements unrelated or less related to the potential impact of the project (e.g., Beverly Glen/Tyrone).

D. The potential project impacts on Valley Heart/Woodman and Valley Heart/Hazeltine; Matilija and Ranchito at Magnolia; Matilija and Ranchito at Riverside; LaMaida/Woodman; Ventura/Woodman; Woodman/Magnolia; Fulton/Riverside; Addison at Woodman, Matilija, Ranchito, Murrieta, etc. (i.e., streets and intersections that will potentially be impacted by traffic generated by the Mall and traffic attempting to avoid Mall generated traffic).

E. Impact on area streets near off-site seasonal employee parking (e.g., employees parking at Notre Dame High during Christmas season).

F. The potential impacts of traffic light synchronization programs on perpendicular/intersecting streets and interface with the 101 Freeway.

G. The potential impacts of synchronization programs when the signal facilitates a turn onto private property (e.g., traffic light into the Mall which may not have a fluid traffic flow) and onto the terminus of a street (e.g., Hazeltine/Ventura, Woodman/Ventura).

H. The potential impacts of left turn arrows, and other priority controls, onto traffic on perpendicular/intersecting streets.

I. The use of the most recent ITE standards (for traffic generation figures) to evaluate potential traffic impacts.

J. The use of traffic standards and evaluation based on the suburban setting of the project site (e.g., an acceptable LOS in a urban area may not be acceptable in a suburban setting -- e.g., LA County's North Area Plan has a lower threshold for significance -- the acceptable LOS -- in its suburban/rural setting than do other specific plans in that jurisdiction).

K. Identification of existing unacceptable LOS as well as the percentage by which the project brings the project closer to the next LOS, and in the case of LOS F, the percentage added to that LOS.

L. Identification as a "significant impact" if the project contributes traffic and cannot mitigate that traffic to an LOS from A to F.

M. Traffic counts that are based on the peak use and peak hours of the Mall in addition to the traditional peak hours of rush hours.

N. The number of employees, customers, and visitors (which are encouraged by the Mall by their programs) currently using public transportation, bikes, walking, and carpools to reach the project site.

O. The number of employees, customers, and visitors anticipated to use public transportation, bikes, walking, and carpools to reach the project site under the proposed expansion.

P. The potential impacts on traffic and parking, if the employees, patrons, and visitors anticipated using public transportation, bikes, walking, and carpools to reach the project site do not use those modes of transportation.

Q. The potential impacts of the project on the 101 Freeway (including its on and off-ramps, and its interchange with the I-405 and 134 Freeways).

R. The specifics of the Neighborhood Protection Plan, to disclose the potential secondary impacts of the proposed measures at a time when the site plan can still be modified.

S. The potential impacts on area streets (including Matilija north of Riverside), if a complete traffic diverter is not installed at Riverside/Matilija, looking at the potential impacts both with and without a traffic light there.

T. Traffic generation rates at Woodman/Riverside, should the newly installed "right turn only" (forced bypass of that intersection to reach Westbound Riverside) be eliminated (e.g., no longer forcing connecting and pass through traffic from a Major Highway to reach another Major Highway via a Local Street).

U. Number, ratio, and location of compact sized spaces (and any variances from that).

V. Relocation of non-Mall generated parking (e.g., the Buckley School, Notre Dame High), if that is to occur as a result of the proposed project and impact on traffic/parking in the areas to where the parking is relocated.

W. The potential impact on parking if the Sunkist parking lot is not longer available to the public as it is currently, and regularly, utilized.

X. Identification in the parking study of specifically where there were available parking spaces, on-site, in support of the reduced parking space ratio, by designation of tandem, full size spaces, handicapped, pregnancy/new mother, electric vehicle plug in stations, and compact spaces.

Y. The size of parking spaces because in its literature, the applicant states that the parking spaces under the new project will be larger in size than what is there today.

Z. A study of parking generated by the Mall onto area streets and the nearby Sunkist parking lot, by a parking count on a Sunday on Riverside Drive and in the Sunkist lot before the Mall is open, mid-day when the Mall is open, and after the Mall is closed.

AA. Location of Valet Parking area(s) at the Mall, and charges, if any.

BB. Charges for parking, if any, at the Mall.

CC. A site plan, with dimensions showing the distance from Mall buildings to the edge of parking areas and to area streets so that the decision makers and the public can evaluate the likely use of on and off-site parking.

DD. A parking study to include the parking required to accommodate the special programs that are encouraged by the mall (e.g., walking programs, children's play area, special events) that attract visitors to the site other than those who would be covered in the gross, rentable or net leaseable space (those who would be at the Mall anyway).

Our neighbors and we have gone to the Mall strictly for the purpose of attending special events (e.g., walking program, Halloween events, community meetings).

EE. The maximum occupancy number over the entire site, as established by the City of Los Angeles, and a parking space plan/count based on that number, and a parking space plan/count based on the rentable space (all interior areas of the Mall, including mezzanines, except for elevator shafts, stairwells, and bathrooms) of the mall and its appurtenant facilities.

FF. List of all activities in parking areas for activities other than parking (e.g., car detailing, as is occurring today in the parking area south of the Macy's building).

GG. A clear picture of how traffic, under the proposed design, would enter and leave the Bank of America/Ross center site, and its relationship to traffic entering and leaving

through that common access point at Riverside. For instance, will there be traffic controls to stop northbound Mall traffic, south of the Center access point on the Mall property, so that vehicles will be able to make left turns in and out of that site. If traffic controls are used, does that slow the traffic using those access lanes, literally shortening or segmenting the stacking lanes that emanate from Riverside? Will sufficient stacking capability be on-site so that public streets do not supplement this requirement and that proposed intersections could be kept clear?
HH.

X. Alternative Project Designs **(Proposal to LA City and the Applicant)**

A. Use and improve the existing access point to the immediately/adjacent east of the Macy's building, by removing the uphill access from Riverside, and re-open the access point located between the Macy's and the Bloomingdale's on Riverside. We believe that the problems that currently exist at the entrance immediately to the east of Macy's are there for a number of reasons, each creating stacking problems that flow into Riverside which include:

1. The access is uphill from Riverside – many people are hesitant to maintain their speed when they cannot see what is front of them, whether it be due to a curve or an uphill drive;
2. The turns accessing the site from westbound Riverside (left turners) and from eastbound Riverside (right turners) are competing for a single land into the site – this could be remedied today by converting the middle right turn only exit lane into a inbound lane;
3. The most southerly aisle of the structure that is accessible from the ramp access is very close to Riverside, creating conflicts as cars attempt to turn left into that aisle soon after the driver arrives on the property – this could be remedied today by making the first aisle available for access more to the south of the structure;
4. Vehicles slow and stop for pedestrians walking between the parking area and the Macy's store, across the access aisle– this could be remedied today by using hardscape (even railing) to direct pedestrians to cross over to/from Macy's except from a location more southerly in the parking area.

Additionally, the only pedestrian access to the Mall available at this time at that location is using a narrow sidewalk adjoining the west side of the ramp, or a staircase adjoining the east side of the Macy's. Neither access is handicapped accessible.

- B. Place some or all of the new stores planned, along the Riverside frontage, where the existing and proposed 5-6 story parking lot is proposed, limiting the height to the that of the existing parking structure;
- C. Install a synchronized crosswalk at Ranchito/Riverside to work with a traffic signal, as proposed herein, at the revised access adjoining Macy's.
- D. Place all parking at the south side of the property. This will allow a longer stacking lane on site and be more pedestrian friendly.
- E. Development of condominiums or commercial use (e.g., freestanding store, restaurant), behind the Bank of America/Ross Center (to increase the use of that parking area which is rarely used by customers, visitors, or employees).

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F. Create a pedestrian entrance to the Mall, near the southeasterly point of the subject property that would enter new shops in the location of the existing parking structure, in lieu of where the applicant is proposing a new parking structure.

G. Use of the existing access point, parallel to and abutting the Bank of America/Ross center for exit only to compensate for the loss of the Woodman exit from the property. If a separate structure would be developed behind the Bank of America/Ross Center, then the Woodman Ave access point should be used for ingress and egress for that use (an alternative access point would be through the Mall's main access point more to the west).

H. Create pedestrian entrances along Riverside, and provide internal parking and access points that would allow the restaurants to operate easily after the Mall closing hours. Parking areas outside of the Mall could be protected by limiting pedestrian crossing areas to the Mall to Woodman and Riverside, and Ranchito and Riverside. Additionally, by providing a fluid access from public streets onto the Mall property, and then providing an internal circulation that makes finding and accessing a parking space very easy (with alternatives to valet), the restaurant customers would be encouraged to park on-site. People who live in the neighborhood could either walk to the site and/or drive to the site.

I. Complete closures, to all vehicular traffic (allowing for bicycles, emergency vehicles, and pedestrians) at LaMaida at Woodman, Matilija at Riverside and Matilija at Magnolia to stop through traffic to or around the Mall, as well as to deter off-site parking;

J. Install a "No Left Turn" at southbound Ranchito to eastbound Riverside, to stop drivers from using Ranchito as a through street to or around the Mall.

K. Remove proposed traffic signal and crosswalks at the intersection of Matilija and Riverside and locate a traffic signal (no crosswalk at that location; crosswalk at Ranchito) immediately east of the Macy's building – approximately 100 yards West of Matilija.

L. Remove the traffic signal and crosswalk proposed for Matilija/Riverside, which was an outgrowth of the applicant seeking a new parking structure entrance adjacent to at the terminus of Matilija and was required for that reason by LA DOT.

M. Create a building facade on Riverside that has a variety of elements to break-up the "wall" appearance that it has today. Elements could include a series of faux divisions along the facade, using various aesthetic elements, such as roof elevations, colors and textures, windows, and other architectural details.

N. Remove the "right turn only" lane at the northwest corner of LaMaida/Woodman, which was recently installed. That design, when drivers follow the instruction, takes traffic from Woodman (a Major Highway) and sends it on LaMaida (a Local Street in a residential area) to connect with Riverside (a Major Highway), which does not represent good public policy. By our observations, most drivers ignore that instruction, if for no other reason than they are confused. Some drivers continue on Woodman, south of LaMaida to make their right turn at Riverside or also ignore the "right turn only" lane to cross Riverside for ease of access to driveways there or to get onto the 101 Freeway Westbound on-ramp. Therefore, there is not any protection for vehicles turning left at the intersection (Woodman @ La Maida) – a false sense of security, which promotes

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conflicts. The limitation on that lane also creates additional stacking on southbound Woodman as it eliminates a general flow lane of traffic, even if that lane is a part of a parking lane.

If for some reason the LaMaida/Woodman intersection is not closed completely as a result of this project, then we would recommend that a "No Left" turn sign is posted both for eastbound and westbound traffic at that intersection. That would be the most effective manner to assure that vehicles turning left at that intersection are not hit by on-coming cars that are often of limited visibility at that intersection.

O. Limit the Woodman access of the subject property to entrances only, posting the area with a "Do Not Enter" , "No Exit, Severe Tire Damage" signs and/or physical direction controls. Eliminating vehicles from, exiting the site at that location will go far to eliminate conflicts with vehicles attempting to enter the 101 Freeway Westbound on-ramp which is located to the south of that access point. Vehicles could continue to exit the site, and reach the on-ramp and Woodman via the driveway onto Riverside adjacent to the Bank of America/Ross center

P. Remove the "right turn only" lane at the northwest corner of Woodman/Riverside. That limitation was installed as a part of the most recent expansion of Fashion Square. It has caused confusion, and traffic conflicts and congestion since that time

On the north side of Woodman, a general flow lane has been removed. The number of vehicles using that right turn only lane does not equal the number that used it when it was a general flow lane. The circumstances today require a driver on southbound Woodman, north of Riverside, seeking to enter the Bank of America/Ross Center or the Westfield property, via their Woodman access point, or to enter the 101 Freeway Westbound on-ramp, to merge/compete with drivers making right turns from eastbound Riverside to southbound Woodman, and those exiting the Bank of America/Ross center to get into the far right lane in time to make their turns in a very short distance.

Q. Re-stripe the bicycle lane on the north side of Riverside, within a few feet of the northeast intersection of Woodman/Riverside, to allow vehicles earlier entry into the right turn only lane more to the east than it currently is. Although the right turn pocket begins at the point where the curb (on the north side of Riverside) is painted red, the stripping of the bicycle lane prohibits vehicles from entering the lane at a more easterly location.

By limiting the entrance to the right turn pocket to where the red curb begins, the lane is not as efficient as it can be. Given that there are rarely any cars parked to the east of the red curb during peak hours, opening the bicycle lane (using dashes as often seen), cars can leave the general flow lane at an earlier time. While the State Vehicle Code does allow for vehicles to enter a bicycle lane "to prepare for a turn within a distance of 200 feet from the intersection" (State of California Vehicle Code, Division 11, *Rules of the Road*, Chapter 1, Motorized Vehicles and Motorized Bicycles in Bicycle Lanes, Section 21209.(a)(3), most drivers (and probably police officers) rely on the street striping for determining where a turn can begin. Rather than elevating congestion, the current demarcation of the bicycle lane not only causes congestion (as cars wait in the

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general flow lane to enter the right turn pocket, but it does not take advantage of an opportunity, given the circumstances, to reduce it more than if it were to be at another location where a clear parking area did not usually exist.

The existing design of the lane is another example of a plan looking good on paper but creating havoc or being inefficient in the field; as realized most by the people who live in and work in the area, and who, once again, have the best perception of proposed changes.

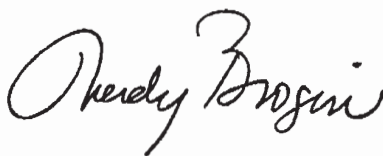
In closing, thank you again for the opportunity to participate in this process. We believe that there is the opportunity for the project proponent to create a project that will fulfill their needs while protecting the needs of the surrounding communities.

Do not hesitate to contact us if you have any questions with regard to the issues that we have addressed herein. It is in the best interest of the project and process that we have the chance to clarify and/or add to our comments and questions rather than them being dismissed in the EIR because they were not understood or initially rejected.

These documents, and other opinions, are posted for the public record on the website www.SOTalks.com.

Very truly yours,

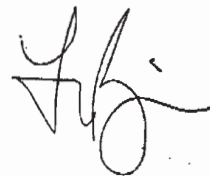
BROGIN COMPANIES, INC.



Wendy M. Brogin, AICP



Nathan Brogin



Lori W. Brogin, Esq.

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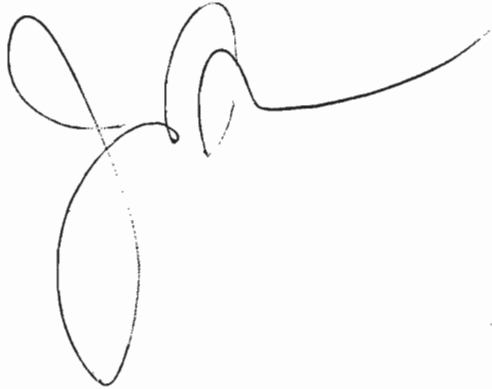
Westfield Fashion Square EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

I am concerned about ^{the} increased traffic.

I am concerned about overbuilding in the neighborhood and the decreased quality of life brought on by too many people.

15



(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: Jonathan Brown
Organization (if you are representing one): _____
Address: 4512 Greenbush Ave
City: ST State: CA Zip: 91423
Email Address: _____ Phone: 818 766 1747

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191.

Dwight Steinert

From: "Tom Glick" <Tom.Glick@lacity.org>
To: "Dwight Steinert" <drs@pai-la.com>
Sent: Monday, August 27, 2007 10:39 AM
Subject: Fwd: Fashion Square Expansion Project COMMENTS

Tom Glick
City Planning Department-Valley Office
6262 Van Nuys Boulevard, Room 351
Van Nuys, CA 91401
Phone: 818-374-5062
FAX: 818-374-5070
Work Hours: Monday-Thursday, 8:30am to 6pm; Friday: 10am to 2pm

This e-mail message and any attachments are confidential. If you are not the intended recipient, please e-mail me at tglick@planning.lacity.org and destroy all copies of this message and any attachments.

>>> Kimberley <jakbrown2002@earthlink.net> 8/17/2007 3:54 PM >>>
Dear Mr. Glick:

Unfortunately, my family and I were unable to attend the "Expansion Project" meeting on August 6th 2007. Therefore I am writing this to you with our personal comments. I would assume that most of my neighbors on our street would feel similar about this. If they disagree with my comments, I'm sure you will hear from them (or already have) under separate cover.

Our street, the 4800 block of Stansbury Avenue is located just behind Trader Joe's at the North West corner adjacent to the Bloomingdale's entrance on Riverside @ Hazeltine. As I'm sure you are well aware, we have a tremendous traffic problem already, with overflow from the park and the Trader Joe's parking lot with their mini mall in tow. We as a community street have tried in vain for many years to obtain permit parking, with currently no resolution in sight. With that said, it would be an understatement to say that the idea of the proposed unnecessary expansion of the Fashion Square would put all of us in an additional congested situation.

To close ANY entrances to this mall is just a disaster waiting to happen. It's hard enough to get into the tiny two entrance driveways via car already, let alone toy with the idea of any type of traffic diversion on either Riverside Drive or Hazeltine Ave. A few important questions; Where do the trucks haul debris? What magical open route do they take? Any traffic lights additionally installed with just cause a longer wait time to drive down Riverside towards Woodman Avenue (South) and cause more of a back-up. Evidently, they have asked for a permit extension to work from 5 am to 12 am? Is this possible? Are we not supposed to sleep? Over the last few years, the

Fashion Square Mall has gone from a quaint, outdoor shopping venue (back in the 1980's) to a big behemoth of a shopping "mall" looking to rival the Beverly Center and Topanga Plaza with 1/2 their actual space. It seems that the developers of this land are just basically greedy and do not care how or if the expansion would impact the surrounding residents from day one. Do we really need to attract more traffic in the area? Does the mall really need more shoppers or clientele? Are stores closing because of consumer spending? Wouldn't that be a quality of life + recession of the economy issue rather than "Hey, let's make this place bigger and bigger 'till we run out of space! This neighborhood needs more shopping!!!" Shop 'till you drop! One stop shop! Great! Just pack us all in like a bunch of sardines! Do you think we should just stand by and not address them on this? What's next? Maybe a development company coming in and leveling OUR street to make room for more condo's, mansions and a LARGER parking structure for the mall? Maybe some housing projects for the mall employees? Where does it end? Tell me, what stops big business from running the little man out of town.....

In closing, this overall expansion puts current residents in an overall declining situation of our (somewhat) still peaceful surroundings. It adds additional cars, fuel, gases and not to mention the long term environmental impact on humans and plants living so close to such a large scale construction project. We already have Coyotes, Raccoons and Rats living in the wash/river down by the mall; where do they flee to when they are driven out of there? Hopefully not to our backyards? I would politely request that we be allowed to have an additional forum to fight this project, in the same way the residents of Sunland-Tujunga were able to fight Home Depot with the help of our Councilwoman Gruel.

Again, I speak for myself and my family but I wanted to make sure my neighbors were copied on this letter as well to pass around. For all that we have worked for as a community, we can't just sit idly by and let the Fashion Square developers 'call the shots'.

I look forward to hearing your thoughts, Mr. Glick.

Respectively,

Kimberley Brown
(and Family)

8/27/2007

Westfield Fashion Square EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

I am concerned about
Congestion, overbuilding, traffic,
pollution, crime in surrounding neighborhood
The speeding cars on Valley West Drive - North
between Fulton & Woodman

I am very concerned about
the quality of life in my neighborhood
and community changing for myself and
my children — and my neighbors.

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: Mary Elt Brown
Organization (if you are representing one) _____
Address: 4512 Greenbush Avenue
City: Sherman Oaks State: Ca Zip: 91423
Email Address: _____ Phone: 818 906 9931

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org



For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191.

Dwight Steinert

From: <Ideas76@aol.com>
To: <tom.glick@lacity.org>
Sent: Sunday, August 19, 2007 10:01 AM
Subject: Westfield Sherman Oaks Fashion Square

Dear Tom Glick:

I'm a concerned neighbor to the planned Sherman Oaks Fashion Square Expansion and would hope to enlist your aid in downsizing the grandiose plans for this new negative addition to my neighborhood.

At its present size the Fashion Square already makes it impossible to transverse Woodman between Magnolia and Moorpark during holiday shopping time.

Although the Sherman Oaks Homeowners Association tried valiantly to police the new Best Buy that opens in our neighborhood next week, BB was able to skirt all the height restrictions and environmental impact restrictions on them and we'll find out next week what the effect of that will be on our quality of life.

The advantages of the close sprint to BB is far outweighed by what the added parking problems at Gelsons and traffic snafus in the neighborhood will be.

All my neighbors feel the same way that I do, this proposed expansion (which we surely will not be able to stop) will adversely affect not only our day to day lives but our property values.

We are hoping that the plan to close off Matilija at Riverside will become a reality. That, at least would be a first step.

Please hear our pleas. What are ordinary people to do in the face of all the money developers can throw at all the bumps in their way. It seems they mostly prevail.

Perhaps with your help, our neighborhood can survive.

Thank you for much for any help you can give us.

K Callan
4957 Matilija Ave.
Sherman Oaks, CA 91423
818-995-4250

Get a sneak peek of the all-new AOL.com.

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8/27/2007

Westfield Fashion Square EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

I live on Hazeltrine near
moor park. Take into consideration
the Development on Moorpark &
Ventura Blvd. (mix use). the Best
Buy Project & the proposed mall
expansion. Traffic, Noise & Air
Pollution will force us out of our
Homes & Apartments. Most of us use
street parking. How will this be possible?
update the mall only.

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: Ellen Carey
Organization (if you are representing one):
Address:
City: State: Zip:
Email Address: E.CAREY@SBC Global

RECEIVED
CITY OF LOS ANGELES
AUG 20 2007

CITY PLANNING
VAN NUYS

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191.

Dwight Steinert

From: "Diana Ching" <diana.ching@sbcglobal.net>
To: <Tom.Glick@lacity.org>
Sent: Monday, August 20, 2007 2:48 PM
Subject: Westfield Fashion Square Expansion: ENV-2007-9914-MND

Dear Sir:

I wish to express my concerns regarding the expansion of Westfield Fashion Square. I reside at 4843 Murietta Ave., Sherman Oaks, CA 91423 just north of Riverside Dr.

First, I am concerned about the increased traffic around Fashion Square. The expansion will generate so much traffic and the potential of increased traffic on our residential streets. This is a quiet neighborhood, which is one of the reasons I recently moved here.

I am also extremely distressed with the proposal of four restaruants serving liquor,especially if they are located on Riverside Drive. One for the potential again, of patrons parking on our residential streets and for noise generated - late at night. As mentioned above, I recently moved to this neighborhood. My previous address was located next to a very busy restaruant. Patrons left that facility late, were very loud when they left the restaurant and left trash and other unmentionable items on our lawns and streets. A very unsavory element was attached to the area....I do not want to have that problem again.

Also, the employees parked on our streets and when we had guests over they could not find a parking spot. What will prevent this from happening on our streets? Westfield must provide adequate parking not only for patrons, but for all the employees as well, if they propose to expand.

Please keep me informed of any further meetings and decisions. Thank you.

Sincerely,

Diana Ching

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8/27/2007

Westfield Fashion Square EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

YOUR 'AS DESIGNED' PARKING STRUCTURE WILL
DOMINATE THE ~~THE~~ VIEW FOR 26 HOMES ON
VALLEYHEART DR., ...

TAKE L.A. RIVER PLAN
INTO CONSIDERATION

PLEASE CONSIDER SERIOUS MITIGATION FOR
HEIGHT - SEVERITY OF DESIGN -

ITS THREE TIMES HIGHER THAN THE PRESENT
STRUCTURE... WHICH IS AN EYESORE (INC. GLARING LIGHTS)
WILL NEED LANDSCAPING ON ALL LEVELS TO
DESTROY THE SEVERITY - VINES - TREES - BAMBOO
NATURAL MATERIALS - STONE FACING, TIER & LOWER,

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Thank you

Name: JOHN COGHLAN
Organization (if you are representing one): _____
Address: 13942 VALLEYHEART DR
City: SHERMAN OAKS State: CA Zip: 91423
Email Address: COGHLANJOHNJ@YAHOO.COM Phone: 818 905 6411

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191.

Westfield Fashion Square EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

DOCUMENTED SPEEDING ON VALLEYHEART DR - BETWEEN
WOODMONT & HAZELTINE CAUSED BY THE LAST EXPANSION -
- NEED TO TASTEFULLY MITIGATE SPEEDING -
(NO SPEED BUMPS) LOOK AT THE L. A. RIVER PLAN
FOR 'RIVER COMPATIBLE' MEASURES -
CALCANS, LIMIT THROUGH TRAFFIC - NOT SPEED BUMPS,
J. L.

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(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: JOHN COGHLIN
Organization (if you are representing one) _____
Address: 13042 VALLEYHEART DR.
City: SHERMAN OAKS State: CA Zip: 91423
Email Address: coghljohns@ghm.com Phone: 905 6411 (818)

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191.

Dwight Steinert

From: <jrc723@aol.com>
To: <TOM.GLICK@lacity.org>
Sent: Monday, August 20, 2007 6:37 PM
Subject: Westfield Expansion

Our family has lived on Matilija Ave for eleven years. While we don't object to some expansion of Westfield Fashion Square, we think the expansion is too big. We don't have sidewalks in our neighborhood and the speeding cars on our streets, looking for an alternate route to the mall, are a danger to my and others' children. We don't want traffic diverted through our streets.

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Sincerely,

Julie and Bob Craft
5114 Matilija Ave
Sherman Oaks, CA 91423

AOL now offers free email to everyone. Find out more about what's free from AOL at AOL.com.

8/27/2007

Westfield Fashion Square EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

New Restaurant?

Sammy's Wood fire Pizza
and grill

(many are in
Orange County / San
Diego)

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: Lisa David
Organization (if you are representing one): SOHA
Address: 4862 nat. ave
City: Sherman Oaks State: CA Zip:
Email Address: lovesicecream@adelphia.net Phone: (818) 905-5023

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191.

Westfield Fashion Square EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

The current noise level in Fashion Square — particularly in the food court — is unbearable.

I want an "industrial audiologist" to evaluate acceptable noise levels — 1) both at the current mall and 2) to be involved in the proposed larger mall.

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: Lisa David
Organization (if you are representing one): SDHA
Address: 4862 Matilija Ave
City: Sherman Oaks State: CA Zip: 91423
Email Address: lovesicecream@adelphia.net Phone: (818) 905-5023

You may drop your comments in the comment box or send them by August 20, 2007 to:

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Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
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Westfield Fashion Square EIR Scoping Meeting Comments

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Many of us in the neighborhood
do NOT want any expansion
to Fashion Square.

In the event that our
community and city council
Veto the 80-store expansion,

What are your Contingency
plans for adding only 40
stores? Where are those
drawings? Do not assume the 80-store

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: Lisa David
Organization (if you are representing one): SOHA
Address: 4862 MATILISA AVE
City: Sherman Oaks State: CA Zip: 91423
Email Address: lovesicecream@adelphia.net Phone: (818) 905-5023

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expansion is a "done" deal.

Aug 4, 2007

Tom Glick
LA Dept of City Planning
6262 Van Nuys #351
Van Nuys, Calif 91401

Dear Sir,

I wish to say,
"No, No, No" to the plans
to expand ^{the} Westfield, Sher.
Oaks Mall.

Thank you
Rosemond Demetrapoulos
14025 Peach Grove St.
Sher. Oaks, Cal. 91423
818 784-9380

owner of property since Oct. 1948

NEIL and Lynda DICKSON
14152 Hortense St.
Sherman Oaks, CA 91423
(818) 981-7693

8/7/07

Re : Fashion Square Expansion

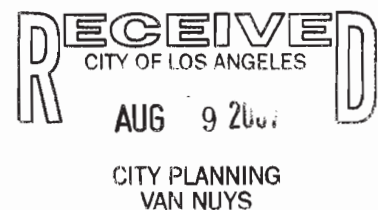
Dear Mr Glick,

As a resident of Library Square I have obvious concerns about the impact that the Mall expansion, coupled with the Best Buy/Water Gardens/ Retail development on Moorpark, will have on our neighbourhood. At the moment traffic is tearing down Hortense both ways .Their seems to be total disregard for 'Stop' signs. Last week a child skateboarding at the corner of Hortense and Stansbury was knocked down by a car which was going too fast and failed to observe the signs. Fortunately the child was only badly bruised but it won't be long before something far more serious happens as the volume of traffic increases.

How do you propose to protect us ? What are your traffic mitigation plans? Where ,at the least, are those speed bumps that we signed for and were promised? Our neighbourhood will become a cut through and the quality of our children's lives compromised. At the very least we need to slow down the obvious traffic increase. How do you propose to do that?

Yours sincerely,

Neil Dickson.



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Westfield Fashion Square EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

How does the estimated (by Westfield) 1,250,000 cars per year impact our local neighborhood as well as the busiest intersection in the world (405-101). There's more at stake than just neighborhood concerns. How much pollution can we take—we don't want a bigger mall. This expansion helps nobody but Westfield. The EIR study needs to consider massive traffic trips as well as dust and car pollution, ~~as well as~~ this expansion impacts more than just the local area. Please consider liquor licenses and the impact of 4 proposed bars in our area.
Please don't let them sell us out to the Walmart of malls.

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: Peter Docter
Organization (if you are representing one): SOHA
Address: 13738 Lamanda St
City: Sherman Oaks State: CA Zip: 91423
Email Address: _____ Phone: 818-599-3930

You may drop your comments in the comment box or send them by August 20, 2007 to:

pete@usaudioandlighting.com Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

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2

Westfield Fashion Square EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

greater
With the ~~large~~ volume of cars. (some say up to 1,250,000 per year)
the amount of pollution created will make the already
busiest freeway intersection in world even busier.

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: Peter Dolter
Organization (if you are representing one): SOHA
Address: 13738 La Maida St
City: Sherman Oaks State: CA Zip: 91423
Email Address: pete@usaudioandlighting.com Phone: 818-990-4464

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191.

Dwight Steinert

From: "Tom Glick" <Tom.Glick@lacity.org>
To: "Dwight Steinert" <drs@pai-la.com>
Sent: Monday, August 27, 2007 10:39 AM
Subject: Fwd: Re: Fashion Square Expansion Project COMMENTS

Tom Glick
City Planning Department-Valley Office
6262 Van Nuys Boulevard, Room 351
Van Nuys, CA 91401
Phone: 818-374-5062
FAX: 818-374-5070
Work Hours: Monday-Thursday, 8:30am to 6pm; Friday: 10am to 2pm

This e-mail message and any attachments are confidential. If you are not the intended recipient, please e-mail me at tglick@planning.lacity.org and destroy all copies of this message and any attachments.

>>> "Susan Dukow" <dukows@earthlink.net> 8/17/2007 4:58 PM >>>
Kimberley,

I am sickened by hearing this.

Being squeezed now between Fashion Square and the Best Buy on Van Nuys Boulevard - and the Coyotes on their killing spree with NO HELP FROM ANYONE...

What a messed up world we live in... and all with the help of our representatives who align themselves with the greedmongers who create these situations.

God help our children... I'm just happy I don't have to worry about the ones I didn't have. Our world is self destructing in front of us.

Thanks for your letter and sharing it with me... I think...

Susan Dukow
4800 block of Tilden Avenue

----- Original Message -----

From: Kimberley
To: Tom.Glick@lacity.org
Cc: Bill Westland ; Lisa Kelley ; gettinlocalinsocal ; Lynne Tabler ; Silvina van kleinwee ; Patricia Davenport ; christopher.hickey@warnerbros.com ; Susan Dukow ; dogworks@dogworkstraining.com ; Jeremy Brown
Sent: Friday, August 17, 2007 3:54 PM
Subject: Fashion Square Expansion Project COMMENTS

8/27/2007

Dear Mr. Glick:

Unfortunately, my family and I were unable to attend the "Expansion Project" meeting on August 6th 2007. Therefore I am writing this to you with our personal comments. I would assume that most of my neighbors on our street would feel similar about this. If they disagree with my comments, I'm sure you will hear from them (or already have) under separate cover.

Our street, the 4800 block of Stansbury Avenue is located just behind Trader Joe's at the North West corner adjacent to the Bloomingdale's entrance on Riverside @ Hazeltine. As I'm sure you are well aware, we have a tremendous traffic problem already, with overflow from the park and the Trader Joe's parking lot with their mini mall in tow. We as a community street have tried in vain for many years to obtain permit parking, with currently no resolution in sight. With that said, it would be an understatement to say that the idea of the proposed unnecessary expansion of the Fashion Square would put all of us in an additional congested situation.

To close ANY entrances to this mall is just a disaster waiting to happen. It's hard enough to get into the tiny two entrance driveways via car already, let alone toy with the idea of any type of traffic diversion on either Riverside Drive or Hazeltine Ave. A few important questions; Where do the trucks haul debris? What magical open route do they take? Any traffic lights additionally installed with just cause a longer wait time to drive down Riverside towards Woodman Avenue (South) and cause more of a back-up. Evidently, they have asked for a permit extension to work from 5 am to 12 am? Is this possible? Are we not supposed to sleep? Over the last few years, the Fashion Square Mall has gone from a quaint, outdoor shopping venue (back in the 1980's) to a big behemoth of a shopping "mall" looking to rival the Beverly Center and Topanga Plaza with 1/2 their actual space. It seems that the developers of this land are just basically greedy and do not care how or if the expansion would impact the surrounding residents from day one. Do we really need to attract more traffic in the area? Does the mall really need more shoppers or clientele? Are stores closing because of consumer spending? Wouldn't that be a quality of life + recession of the economy issue rather than "Hey, let's make this place bigger and bigger 'till we run out of space! This neighborhood needs more shopping!!!" Shop 'till you drop! One stop shop! Great! Just pack us all in like a bunch of sardines! Do you think we should just stand by and not address them on this? What's next? Maybe a development company coming in and leveling OUR street to make room for more condo's, mansions and a LARGER parking structure for the mall? Maybe some housing projects for the mall employees? Where does it end? Tell me, what stops big business from running the little man out of town.....

In closing, this overall expansion puts current residents in an overall declining situation of our (somewhat) still peaceful surroundings. It adds additional cars, fuel, gases and not to mention the long term environmental impact on humans and plants living so close to such a large scale construction project. We already have Coyotes, Raccoons and Rats living in the wash/river down by the mall; where do they flee to when they are driven out of there? Hopefully not to our backyards? I would politely request that we be allowed to have an additional forum to fight this project, in the same way the residents of Sunland-Tujunga were able to fight Home Depot with the help of our Councilwoman Gruel.

Again, I speak for myself and my family but I wanted to make sure my neighbors were copied on this letter as well to pass around. For all that we have worked for as a community, we can't just sit idly by and let the Fashion Square developers 'call the shots'.

8/27/2007

I look forward to hearing your thoughts, Mr. Glick.

Respectively,

Kimberley Brown
(and Family)

_____ NOD32 2468 (20070817) Information _____

This message was checked by NOD32 antivirus system.
<http://www.eset.com>

8/27/2007

Dwight Steinert

From: "Tom Glick" <Tom.Glick@lacity.org>
To: "Dwight Steinert" <drs@pai-la.com>
Sent: Monday, August 27, 2007 10:40 AM
Subject: Fwd: Re: Re: Fashion Square Expansion Project COMMENTS (I willbe on vacation)

Tom Glick
City Planning Department-Valley Office
6262 Van Nuys Boulevard, Room 351
Van Nuys, CA 91401
Phone: 818-374-5062
FAX: 818-374-5070
Work Hours: Monday-Thursday, 8:30am to 6pm; Friday: 10am to 2pm

This e-mail message and any attachments are confidential. If you are not the intended recipient, please e-mail me at tglick@planning.lacity.org and destroy all copies of this message and any attachments.

>>> <dukows@earthlink.net> 8/17/2007 5:08 PM >>>
I apologize for this automatic reply to your email.

To control spam, I now allow incoming messages only from senders I have approved beforehand.

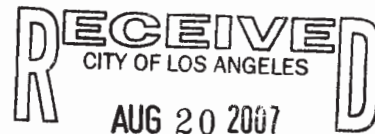
If you would like to be added to my list of approved senders, please fill out the short request form (see link below). Once I approve you, I will receive your original message in my inbox. You do not need to resend your message. I apologize for this one-time inconvenience.

Click the link below to fill out the request:

<https://webmail.pas.earthlink.net/wam/addme?a=dukows@earthlink.net&id=1imbRY3kB3NI3491>

August 20, 2007

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Blvd., Suite 351
Van Nuys, CA 91401



CITY PLANNING
VAN NUYS

Dear Mr.Glick,

As a concerned resident of the Sherman Oaks area directly being affected by the expansion of the Westfield Sherman Oaks Fashion Square Shopping Town, I feel it is imperative that certain changes be made.

First of all, as a stay at home mother of two girls aged 8 and 10, I do not feel that having establishments in the mall that serve alcohol will be in the best interest of the mall or surrounding area. The last thing we need in addition to speeding vehicles is, senseless drinking and driving in our neighborhood. We already have problems with the over-spill from the mall parking, now add possible intoxicated drivers. It is not suitable for our area. There are plenty of well established bars and resturants on Ventura Blvd.

Secondly, I am concerned about the proposed 'median' on Riverside Drive. This will allow us very limited access to and from our homes. I leave my house on Stern Ave., making a left turn onto Riverside Drive in order to take my girls to school. Why should we, as law abiding tax payers be forced to go out of our way because an over zealous corporation wants to expand a mall that is not in need of such a large expansion. It is not fair.

Over the past few years, the traffic from the mall has trickled into out quaint neighborhood, exposing us to several problems.

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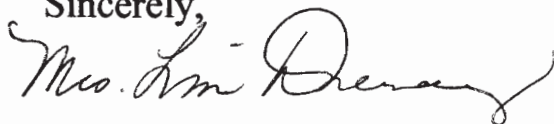
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Speeding cars that don't consider our children outside playing; cars parked in front of our driveways; our homes and cars being broken into several times.

They (Westfield Representatives) came into our neighborhood and went door to door to speak with all the people that own homes (albeit they came at a time that most people were not at home) to personally discuss our concerns. After expressing several of my concerns, I was simply told that this would 'raise my property value'!!! How?! Who in their right mind wants to live in a neighborhood that is home to yet another monstrosity like the Topanga Canyon Mall?!!

Please Mr. Glick, help us to not only maintain our neighborhood for the safety of our children, but to help us continue to enjoy having our little piece of the 'American Dream'. Growth is wonderful, but not at the risk we are being asked to take.

Sincerely,



Lisa Duvernay
4828 Stern Ave.
Sherman Oaks, CA 91423

Westfield Fashion Square EIR Scoping Meeting Comments

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water features

Crate & Barrel

Free Standing "Mac" Cosmetics

"Sherman Oaks" name put back into the
name of shopping center
Designer stores
Shoe stores

Restaurants

★ Hebrew National Hotdogs / or Nathans Hot Dogs

★ Carvel Ice Cream (one on S.M. Blvd)

Soda Fountain type (old fashion) 50's style
Mel's

Brents in Northridge

Morte in Targona

Langers downtown

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: Francine Feir

Organization (if you are representing one) SOHA member for the center

Address: _____

City: _____ State: _____ Zip: _____

Email Address: _____ Phone: (818) 986-1611

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

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Westfield Fashion Square EIR Scoping Meeting Comments

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THE WOODSMAN WESTBOUND ON RAMA NEEDS TO
BE WIDENED AT THE BASE TO ALLOW TWO
LANES OF TRAFFIC TO ENTER.

THE RAMA NEEDS TO BE WIDENED AT
THE TOP TO ALLOW TWO VEHICLES TO
ENTER THE FWY.

11

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: JULES FEIR
Organization (if you are representing one) SOHA
Address: 13123 CHELTENHAM DR
City: S.O. State: CA Zip: 91423
Email Address: DFEIR10270@OLCOM Phone: 818 986 1615

You may drop your comments in the comment box or send them by August 20, 2007 to:

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Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
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Westfield Fashion Square EIR Scoping Meeting Comments

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Need to limit cut through traffic on Addison
near Matilda...

11

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: Lani Feldbaum
Organization (if you are representing one): SELF
Address: 4943 MATILDA AVE
City: SHERMAN OAKS State: CA Zip: _____
Email Address: LANIFELDE@yahoo.com Phone: 515 902 6057

You may drop your comments in the comment box or send them by August 20, 2007 to:

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Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
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Westfield Fashion Square EIR Scoping Meeting Comments

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NO Expansion
of Fashion Square -
Too much Traffic

RECEIVED
CITY OF LOS ANGELES
AUG 20 2007

(If necessary, please use the reverse side of the paper.)

CITY PLANNING
VAN NUYS

Please fill out your contact information below.

Name: Robert M Fox
Organization (if you are representing one): _____
Address: 3929 STANSBURY Ave
City: Sherman Oaks State: CA Zip: 91423
Email Address: FOX.BETHERE@AOL.COM Phone: 818 788 8796

You may drop your comments in the comment box or send them by August 20, 2007 to:

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Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
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Westfield Fashion Square EIR Scoping Meeting Comments

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Forget the environment - look at the
community!

Our development is a bad idea - too many new
people will increase traffic, pollution, excessive
energy & water usage. Power shortages & more
trash & noise. Not the Westfield experience.

RECEIVED
CITY OF LOS ANGELES
AUG 20 2007

CITY PLANNING
VAN NUYS

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: Dr. Wilma Frechinos

Organization (if you are representing one):

Address: 4484 Monrovia Ave

City: S.O. State: CA Zip: 91423

Email Address: No Computer Phone:

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

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Westfield Fashion Square EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

I OBJECT TO LOWERING THE RATIO OF PARKING TO 4.25/1000 ☒ FROM THE CURRENT 4.50 SPACES/1000 ☒ SQ. FT.

ALSO, I LIVE ON MAMMOTH / ADDISON AND WILL NOW BE FORCED TO GO TO WOODMAN AND MAKE A RIGHT TURN ON RIVERSIDE AND THEN HAVE TO MAKE A LEFT TURN AT MATILISTA.

I CURRENTLY AVOID HAZZLING & RIVERSIDE DURING HOLIDAY PERIODS AND FEEL THAT ~~THE~~ EXPANSION WILL MAKE TRAFFIC WORSE

THIS EXPANSION WILL TAKE A MIDDLE SIZE SHOPPING CENTER & MAKE IT A HORRIBLE EXPERIENCE

UNLIKE OTHER MALLS AND WESTFIELD MALLS. THIS MALL IS ON A MAIN STREET (RIVERSIDE) WHICH IS RESIDENTIAL & OVERMOLLS
(If necessary, please use the reverse side of the paper.) ARE ON NON-RESIDENTIAL

Please fill out your contact information below.

Name: ROB FRIEDMAN
Organization (if you are representing one): _____
Address: 5018 MAMMOTH AVE
City: SO State: _____ Zip: 94223
Email Address: MORROBO@GMAIL.COM Phone: _____

START & END 11
LAST 11/1/07

You may drop your comments in the comment box or send them by August 20, 2007 to:

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Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

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Richard and Eva Gaynes
4839 Matilija Avenue
Sherman Oaks, California 91423
818 990-6466

August 16, 2007

Tom Glick, City Planner
Department of City Planning
6262 Van Nuys Blvd. Suite 351
Van Nuys, CA 91401



Dear Mr. Glick,

It has come to our attention that you are reviewing neighborhood concerns regarding the proposed Westfield Mall expansion. My husband and I have lived in the Sherman Oaks area for over 30 years, and firmly believe that this project will negatively impact our community. The following is a list of our concerns:

1. **This is a neighborhood community, not a business district.** The scope of this project is unacceptable in a community of primarily single home dwellings.
2. **Environmental pollution** - Air quality and noise pollution. We have a freeway in close proximity and the idling cars of a mall that has seen 2 major upgrades already. How will this addition affect our health and the health of families.
3. **Traffic.** We do not believe that any traffic-light system can alleviate this already existing problem - if it can be done, why has it not been implemented on our streets already? Also, both the on-ramp and off-ramp of the 101 Freeway at Woodman is already at capacity.
4. **Safety.** We are curious how many accidents have occurred within a half-mile radius of the mall in the past 5 years as compared with five years previous to that time. Accidents are a frequent sight at the intersection of Woodman and Riverside and the intersection of Hazeltine and Riverside. There has even been a pedestrian fatality.
5. **Liquefaction.** As anyone who owns property in this area knows, all of the deeds inform buyers that this is a liquefaction area. - not surprising since we are in the vicinity of the LA River. I remember the 1994 earthquake. We were incredibly fortunate that Macy's collapsed during

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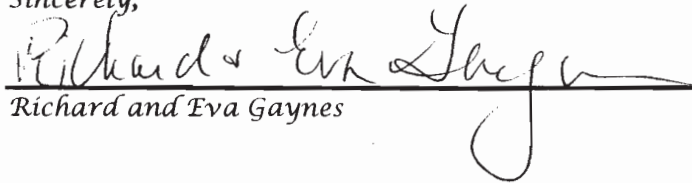
the night. Are these buildings any safer today and is building 'bigger' appropriate in such an area.

6. **Construction.** It has taken over a year to build the Best Buy (one store) on Van Nuys Blvd. I cannot even imagine how many years of construction noise and inconvenience we would have to endure - regardless of what Westfield promises.
7. **Wendy Greuel.** We are very unhappy with the comment that Councilwoman Wendy Greuel made in the Sherman Oaks Sun. It appears that she has accepted that the expansion will take place and she will try to mitigate traffic and congestion - as if that is the only concern!
8. **What does the Woodland Hills community think of Westfield as a neighbor.** Westfield is pointing to Topanga Plaza as a success- we feel it is a monstrosity both esthetically and in size.
9. **Radius of 500 ft too narrow.** We would like to know how far into the community a project of this magnitude would impact the community as far as traffic, pollution, house values etc. At the onset of this project, Westfield sent representatives into the community to get comments. They reassured us that they wanted our input and that we were a very important part of this process. We recently found out that the radius of this canvassing was 500 ft. from the existing mall- an incredibly narrow picture. If that is the case it shows that all of their 'concern' is for show only -they did not want the community aware of what was happening until it was too late because they already knew the heart of the home owners from the last expansion.
10. **Property values.** We would also like to know that historically, when such development has been made in residential neighborhoods, what has happened to the home prices within a one-half mile radius of the development.

If this project is approved, my husband and I can look forward to years of upheaval and in the end have a view of a six story parking structure at the end of our street instead of the Santa Monica Mountains.

Thank you for your time.

Sincerely,


Richard and Eva Gaynes

Westfield Fashion Square EIR Scoping Meeting Comments

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The idea of a gated
community to protect the
park from Hazeltine to
Woodman, Magnolia to
Riverside

11

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: Heath Goldman

Organization (if you are representing one) _____

Address: 5057 Magnolia Ave

City: Sherman Oaks State: CA Zip: 91423

Email Address: Heathg@RAWEST.com Phone: 818 981 7184

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191.

Westfield Fashion Square EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

In theory, I am not opposed to the mall expansion. In fact, I think the prospects of some restaurants within walking distance to my home is quite appealing. My SOLE issue is with respect to traffic. At this point, Westfield is proposing the main entrance to the mall directly opposite the south end of my ~~RESIDENTIAL~~ Street. This situation is exacerbated by the fact that this street is through to Magnolia - providing many potential shoppers a much more direct way to the mall. I did not buy my house 9 years ago with the ~~expectation~~ expectation that my street would become a thruway - else I would not have moved there. We have found a lovely neighborhood where the neighbors all know one another - a rarity in LA. This traffic issue threatens the safety and security of our little neighborhood. I am concerned for ~~the~~ my young children, my neighbors and their children and the integrity of our small community.

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: Wendy Goldman
Organization (if you are representing one) none - neighbor
Address: 5057 Matilya Ave.
City: Sherman Oaks State: CA Zip: 91423
Email Address: perngold@sbcglobal.net Phone: _____

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191.

The most adequate solution I can think of is to close Matliya Ave at its south end. This would disallow people to cut through Matliya, Mammoth or La Manda in an attempt to get to the Mall "just that much faster." Unfortunately, this doesn't solve the entirety of the traffic issues that will arrive with both the construction and/or completion.

Dwight Steinert

From: "Jason Greenspan" <jgreenspanmd@gmail.com>
To: <TOM.GLICK@lacity.org>
Cc: "'N & W BROGIN'" <brocos@sbcglobal.net>
Sent: Tuesday, August 07, 2007 6:17 PM
Subject: Westfield expansion

Mr. Glick,

I would like to briefly comment on my feelings regarding the Westfield expansion project. I am currently a homeowner in the "Fashion Square District" just north of the mall on Matilija Ave. I am a parent of 2 and both live and work in the community surrounding the mall.

Let me say that I am not opposed to the expansion, but I feel that it must be done with the best interest of the community in mind. Specifically, there must be specific measures taken to insure traffic flow so as to minimize congestion and to limit (if not entirely) entry and throughput through the residential community. This would at least include improvements and expansion to the freeway access at Matilija, improved traffic lights, and the closing of the throughput on Matilija and Ranchito into the residential area.

Mall traffic will not only be detrimental to the community's standard of living, but will be frankly dangerous to my young children who play daily in my yard. This would clearly not be acceptable to me.

Thank you for your time,

Jason Greenspan, M.D.

Associate Director of Emergency Services
Emergent Medical Associates
Office (310) 379-2134
Cell (818) 515-3014
jgreenspan@ema.us

11

8/8/2007

Tom Glick
Los Angeles Dept. of City Planning
6262 Van Nuys Blvd, Ste. 351
Van Nuys, CA 91401

Mr. Glick,

August 6, 2007

Regarding the Westfield Fashion Square Expansion project, we have reviewed the paperwork on the issue sent to us by the city as well as attending the first project meeting presented at the Fashion Square early this year.

We live in the neighborhood just north of the Fashion Square. We do not believe that the proposed solutions to the traffic issues as presented by the City Traffic Engineer at the first project meeting are valid. We will be directly affected by the increased traffic and changes to the mall that are proposed. We would like to be put on record as not in favor of the expansion.

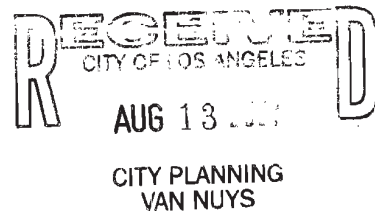
The quality of our lives will be negatively impacted when an oversized parking garage and larger mall is in place. How can we support this project when we will be the daily participants in already crowded traffic on our streets especially at the holiday-time? There is no necessity to expand this property. Let the Fashion Square be the jewel in the Valley that is not over-commercialized to strain both consumers' pocketbooks as well as their sanity as they try to negotiate ever increasing traffic and parking issues. We deserve an undisturbed neighborhood as well as a relaxed shopping experience.

Please consider our opinions as you decide how our Valley will look with such an extreme construction decision.

Thank you,


Bruce and Patricia Healey

5002 Ranchito Avenue
Sherman Oaks, CA 91423



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Westfield Fashion Square EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

Parking
Pollution
Traffic
Neighborhood Parking
I am against this expansion

11

RECEIVED
CITY OF LOS ANGELES
AUG 20 2007

CITY PLANNING
VAN NUYS

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: Carol Henderson

Organization (if you are representing one): _____

Address: 5651 Kester Ave

City: Van Nuys State: Ca Zip: 91411

Email Address: Childen@earthlink.net Phone: _____

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191.

Westfield Fashion Square EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

Parking - availability
Traffic
Pollution problems

No need for an expanded
mall - updated, not
expanded.

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: V. HOLB
Organization (if you are representing one) CITY PLANNING
Address: VAN NUYS
City: _____ State: _____ Zip: _____
Email Address: V.HOLB@CITYPLANNING.ORG Phone: (310) 277-1010

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191.

Westfield Fashion Square EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

YOU CAN ONLY CRAM SO MANY
PEOPLE INTO SO MUCH SPACE.
AT SOME POINT GROWTH BECOMES
OBESITY - A WELL DOCUMENTED
HEALTH HAZARD. ENOUGH IS
ENOUGH. THE CITY OF LOS ANGELES
AND WESTFIELD ARE ENDANGERING
MY LIFE BY CREATING DANGEROUS
POPULATION DENSITY.

15

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: JOHN IRELAND
Organization (if you are representing one): ME
Address: 14050 MAGNOLIA BL. #301
City: SHERMAN OAKS State: CA Zip: 91423
Email Address: jifigcar@shglobal.net Phone: 818 986-1493

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191.

Dwight Steinert

From: "Tom Glick" <Tom.Glick@lacity.org>
To: "Dwight Steinert" <drs@pai-la.com>
Sent: Monday, August 13, 2007 10:11 AM
Subject: Fwd: Westfield Fashion Square

Tom Glick
City Planning Department-Valley Office
6262 Van Nuys Boulevard, Room 351
Van Nuys, CA 91401
Phone: 818-374-5062
FAX: 818-374-5070
Work Hours: Monday-Thursday, 8:30am to 6pm; Friday: 10am to 2pm

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>>> Julie Ivanyi <tapntennis@sbcglobal.net> 8/11/2007 2:10 PM >>>
Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Blvd., Suite 351
Van Nuys, CA 91401
Fax:(818) 374-5070
Email Tom.Glick@lacity.org

Mr. Glick

I was unable to attend the meeting at V>N>City Hall Monday, Aug.6 re:
- Westfield Fashion Square proposed expansion plans. However, I must beg that controls be put forth on this project since it seems nothing can change the scope and or size of their proposed expansion. Originally this was a small shopping area including beautiful, upscale Bullock's, plus a few small specialty shops graced by many trees and lovely outdoor flowering grounds. This little square blended nicely into its quiet neighborhood of lovely residences and peaceful tree-lined streets.

Westfield wishes to expand by 300% the original intended space of Sherman Oaks Fashion Square. Consideration should be given to the impact on adjacent rural neighborhoods. The showy and impressive discription of more wonderous shopping, dining, offices and condominiums will further impact the major congestion which is already a serious issue for all the rural neighborhoods and small businesses surrounding the mall. Sherman Oaks homeowners are now in their third attempt to speak out against overdeveloping a mall that is adjacent on 4 sides to residential neighborhoods, as well as less than 2 miles from the busiest interchange in the U.S. Traffic flow, pedestrian safety issues, etc. have been pointed out to the city; we

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feel they "listen" to the community and then approve the project. The city then grants variances without any additional environmental impact reports! All previous promises made to the neighborhood have been broken. Homeowners living on the north side of Riverside Drive were given a slap in the face when the mall literally turned its back them by removing all pedestrian entrances, leaving them with a two story wall of concrete and a full-on view of trash bins and delivery trucks. When they heard years of complaints, they finally planted a few trees to appease their neighbors. More variances added more "specialty" shops, adding additional traffic. We now see complete and total traffic gridlock on three of the four sides of the mall (Woodman Ave., at the 101 exit, as well as Riverside Drive and Hazeltine Avenue). To add insult to injury, Westfield's dreamy plan includes a multi-lane entrance to a 5-story parking structure on Riverside Drive, directly across the street from a beautiful rural neighborhood. Those homes will be faced with car alarm whistles and blaring headlights every evening!

Apparently the city was concerned that southbound Woodman traffic attempting to get into the Riverside Drive entrance of the expanded Mall will back up to delay westbound turns from Woodman onto Riverside, so one day they surprised the neighborhood with a dedicated right turn onto LaMaida, a quiet little street just north of the mall. How very thoughtful and helpful to the potential new entrance to the development, and how inconsiderate to the homes on LaMaida St. Gobble gobble! If this Westfield project is not designed appropriately to the area, the entire San Fernando Valley will be living with its impact on all of our every day lives.

Julie Ivanyi
13759 Hartsook St.,
Sherman Oaks, CA 91423
(818) 501-4408

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Dwight Steinert

From: "Thomas Jones Jr" <r4grls@sbcglobal.net>
To: <Tom.Glick@lacity.org>
Cc: "Nate & Wendy Brogin" <brocos@sbcglobal.net>
Sent: Tuesday, August 07, 2007 8:53 PM
Subject: Questions for the Westfield EIR

Tom,

It was nice meeting you Monday. I Would like the EIR to address the the economic, social, and environmental benefits for the local community.

The proposed design "walls" out the neighbors. I would like to hear how such a large project has any concern for the locals.



The last expansion promised a neighbor friendly design too. We got more traffic, delivery ramps, dumpsters, compacting stations, walls and shrubs. They are not honorable people.

Thanks,

Tom Jones - 5050 Matilija

8/8/2007

Westfield Fashion Square EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

What is the Plan B and just
complete the B4 Right? 102 thousand sq ft
is one thing 250 is too much -
How do you plan to protect the
neighborhood?!

12

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: Tan Jones
Organization (if you are representing one) _____
Address: _____
City: _____ State: _____ Zip: _____
Email Address: tanjones@SBCGlobal.net Phone: _____

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191.

Westfield Fashion Square EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

It's too big! Riverside is not neighborhood friendly - we get delivery trucks, trash & maybe some artificial plants & trees.

Explain the rates for emergency vehicles

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(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: Jan Sares

Organization (if you are representing one) _____

Address: _____

City: _____ State: _____ Zip: _____

Email Address: R46RLS@SB@blodcl.net Phone: _____

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191.

Westfield Fashion Square EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

the entrance @ Moshlifa will not stop
cars from entering the "neighborhood"
who will respectfully support a full reserve
@ Moshlifa?

11

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: Tom Jones
Organization (if you are representing one) _____
Address: _____
City: _____ State: _____ Zip: _____
Email Address: 14815@SBGlobe1.net Phone: _____

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191.

Dwight Steinert

From: "Tom Glick" <Tom.Glick@lacity.org>
To: "Dwight Steinert" <drs@pai-la.com>
Sent: Monday, August 27, 2007 10:43 AM
Subject: Fwd: News Paper Article

Tom Glick
City Planning Department-Valley Office
6262 Van Nuys Boulevard, Room 351
Van Nuys, CA 91401
Phone: 818-374-5062
FAX: 818-374-5070
Work Hours: Monday-Thursday, 8:30am to 6pm; Friday: 10am to 2pm

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>>> no!fsecommittee <nofse-committee@yahoo.com> 8/18/2007 12:40 PM >>>
Mr. Ehrlich, Executive Director
Sherman Oaks Chamber of Commerce

Good Morning. My name is Tom Jones, Chairman of the Neighbor of the Fashion Square Committee - NO! FSE-Committee.

I was reading the Sherman Oaks Sun this morning and came across you statements, and I have some questions for you: 1) Where do you live - are you a "neighbor"? 2) Why haven't you every invited or spoken to our group? 3) Who have you spoken with to be able to make your statement.

As a resident on Matilija for 27 years - I was part of the opposition with the first expansion, and now a conduit for the opposition of the purposed expansion primarily because the neighborhood is not being heard and our view points are of no concern to them.

We continue to see the "butt" of the center, ie: trash collection, delivery, neighbor intrusion for parking and pass through. What Westfield is doing and has done before is a lot of lip service, pretty pictures and diagrams.

When asked Westfield is quick to say that we can have what ever mitigation we want, but their motivation is only how many cars they can get on and off their property and revenues from stores.

I look forward to hearing from you.

Tom Jones

8/27/2007

Nancy & Mosa Kaleel
(818) 981-6861
njk9@earthlink.net

August 17, 2007

Tom Glick,
City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401

RE: Westfield Fashion Square Mall – Sherman Oaks
14006 Riverside Drive, Sherman Oaks, CA 91423
ENV-2007-9914-MND

Dear Tom:

Thank you for taking the time to address the concerns of the community in regards to the proposed expansion of the Fashion Square Mall.

As residents of the Library Square neighborhood in Sherman Oaks, the following are concerns that we wish to be studied and addressed in the Environmental Impact Report (EIR):

TRAFFIC AND PARKING

- Please study the impact of additional traffic on the Hazeltine/Riverside intersection including the number of light cycles currently needed to make a left-hand turn, the light cycles anticipated to make a left-hand turn after the

Mall expansion, the speed of eastbound cars on Riverside crossing Hazeltine currently and after expansion, and the expected increase in car trips on Riverside by relocating the parking structure entrances and traffic patterns. Please study the possible improvement in flow and safety if left-hand turn signals were installed at Hazeltine /Riverside in all directions.

- Please study the possible improvement in westbound traffic along Riverside if the left-hand turn pocket were lengthened to accommodate many more additional vehicles.
- Please study the possible improvement in northbound traffic on Hazeltine if the left-hand turn pocket were lengthened to accommodate more vehicles.
- Please study the relocation of the City's car graveyard under the 101 freeway along Hazeltine to remove the danger of entering and exiting tow vehicles when traffic volumes increase due to the Mall expansion and also to increase pedestrian safety, visibility, and aesthetics (and therefore increase pedestrian foot traffic to the Mall from surrounding neighborhoods).
- Library Square cut-through traffic. Please study the impact of additional traffic flowing between Best Buy and the Mall. Please study the potential increase in pedestrian safety and the improvement on the residential quality of life if the City erected a permanent barrier on the west-side of the intersection of Sylmar Avenue and Milbank Street to re-

direct traffic from cut-through drivers and Best Buy back onto Van Nuys Boulevard and onto secondary highways like Moorpark and Riverside and prevent the cut-through on Milbank (similar to the Target store at Hatteras and Sepulveda).

- Please include a Neighborhood Protection Plan and traffic mitigation funds for the Library Square neighborhood to help preserve the predominantly single-family home residential neighborhood from becoming the cut-through between Best Buy, the failing Van Nuys Boulevard intersections, and the Mall, and the impact of the additional traffic that a regional big-box retailer and a hugely expanded Mall will bring to the area.
- Please study the cumulative effect of new developments proposed for the area and their cumulative impact on traffic cutting-through the Library Square neighborhood in concert with the mall expansion's traffic impact. Developments include, but not limited to, the Watergardens project, Best Buy, the Mosaic/Barone's project and several new condo conversions/expansions in Sherman Oaks, the mixed-use on Ventura Blvd. on the former Mitchell Litt store property and the M. David Paul project on Sepulveda.
- Please conduct traffic studies during peak usage at the mall and at Best Buy during November and December weekends, weeknights, and peak shopping hours.

- Please include in the study the traffic counts and speeds on weekday and weekends after Best Buy opens (during November and December) for the Library Square neighborhood north-south streets Sylmar, Lennox, Tyrone, Katherine, Calhoun, and Stansbury and the east-west streets intersecting them including Moorpark, Milbank, Hortense, and Valleyheart (that partially intersects).
- Please include in the study the number parking spaces available (and the ability to easily park, enter and exit vehicles without damaging the car next to you) using makes and models that are the majority represented in the area such as SUVs and mini-vans (and not “compact” as is currently labeled on many of the spaces at the mall).
- Please include comprehensive studies on standstill and grid-locked traffic determined by traffic counters. Please have traffic reports include grid-lock, LOS, volume, and the number of light cycles that it takes for a car to make a left-hand from northbound Woodman onto westbound Riverside, from westbound Riverside onto southbound Van Nuys Blvd., from southbound Van Nuys Blvd. onto eastbound Milbank, from southbound Van Nuys Blvd. onto eastbound Moorpark, from southbound Van Nuys Blvd. onto eastbound Ventura Blvd. and from westbound Moorpark onto Tyrone/Beverly Glen.
- Please have traffic counts taken and analyzed by experts hired by, and known only to, the City. In a departure from existing systems, please have the developer pay into a fund

controlled by the City rather than hiring the traffic experts directly, thereby ensuring that the developer has absolutely no commerce or influence over anyone associated with the traffic reports and the recommended mitigation.

- Several intersections in Sherman Oaks currently have failing marks from DOT including the Van Nuys Blvd./Ventura intersection, the Van Nuys/101 intersection, Ventura Blvd./Tyrone-Beverly Glen, etc. Please include in the study the traffic mitigation proposals from the City about the type of solutions to solve these problems and their costs for the above mentioned intersections. In other words, will the City fix the existing failing intersections and bring them up to acceptable Levels of Service before it approves a plan to make the traffic worse by expanding the Mall?
- Please include in the report a study about creating a separate and designated on and off ramp addition to the 101 freeway that feeds directly into the Mall parking lot to avoid adding traffic to the surrounding neighborhoods.
- Please include in the report the increase and the volume in traffic from the mall expansion using the assumption that no customers will travel to a high-end mall using mass transit versus the hope that customers will use mass-transit.
- Please also include in the EIR a detailed report on the build-out along Ventura Blvd. under the specific plan and the exceptions granted under the Specific Plan.

- Please include in the study a demographic breakdown of current employee traffic patterns as evidenced by their place of residence. This report should use actual data compiled from tax information (IDs and names remaining anonymous, of course) of part-time, full-time, seasonal, contractors, manufacturers reps, regional management, display, etc. of every business in the Mall based on the zip code on their tax records. Please also include in the study the current means of transportation of each of those employees based on an employee survey and actual observance of employees arriving by mass transit, bike and walking. The study will also anonymously report the salary levels of those employees to assess their ability to own homes or rent apartments in the immediate area.

- Please include in the study the specific number of jobs (full, part-time, and seasonal) that the Mall expansion will add and include the expected salary expectations of each of these jobs and the anticipated zip codes from which those employees will travel to get to work.

- Please include in the report the annual number of delivery trucks that arrive on the existing mall premises and the number of delivery trucks that will arrive annually with the Mall expansion that will increase traffic in the area (especially morning delivery trucks that affect rush-hour traffic).

- Please include in the study if delivery trucks will still park and unload in the suicide lane on Riverside drive. Currently, those trucks create hazardous situations for themselves and others.
- Please include in the study the current truck delivery driving patterns and delivery locations as well as those for the proposed expansion.
- Please include in the report the plan for production parking during TV, commercial, and film shoots, as the Mall currently hosts crews that use the Mall as their location typically parking along Riverside drive and in the parking lots.
- Please include the current prices of single-family houses, condos, and also the average rent for apartments in the vicinity from Van Nuys Boulevard to Coldwater Canyon and Magnolia Boulevard to Valley Vista (the surrounding community) and the average salary (or two-person salaries) to acquire the properties or for a single person or two roommates to afford an apartments in the same area and the number of those salaries being offered currently at the Mall and those offered by the expansion that would enable those employees to easily walk or bike to work.

- Please include in the report a real-time study conducted to determine the mass-transit options available versus driving to the mall in total transportation time door-to-door, cost, and ease-of-use. Using a typical shopper coming from several neighborhoods south of Ventura Blvd. at Laurel Canyon, a shopper from the hills above Sherman Oaks near Beverly Glen, a shopper from North Hollywood near Tujunga and Magnolia, a shopper from Kester and Ventura Blvd., a shopper from Encino near Libbit and Ventura Blvd., etc., the shopper will record the above information to adequately assess the likelihood of the typical shopper taking mass-transit and to afford the opportunity to improve mass transit options in the area that serve the Mall and surrounds. Additionally the shopper should also have a toddler, a pre-schooler, a stroller, and three bags of shopping in tow to identify the challenges faced in attempting to use mass-transit and suggest improvements.
- During the holidays Westfield posts signs around their lots saying "No Employee Parking" (see attached photo from December 2006). Please address where all employees park during the holidays and peak shopping periods such as major sales. Please address if all employees, contractors, seasonal employees, manufacturers reps, visiting regional and divisional managers, etc. will be directed by the mall to park on the premises and not in the surrounding neighborhoods.
- Parking during construction/demolition of existing parking structures. Please include in the report the plan for accommodating employee, customer, and construction worker parking while the parking structures are demolished and re-built.

- Please include in the report where all the construction workers will park and where construction vehicles will be located during the process.
- Hazeltine access. From the existing plans it appears that the entrance to the parking structure off of Hazeltine will be eliminated. If that is not the case or if that changes, please include an alternative to mitigate the traffic along Hazeltine between Riverside and Milbank, especially the temporary barriers that have been erected to prevent mid-street left-turns for frustrated drivers (that often lead frustrated drivers to plow over them anyway). If this entrance is to remain, please include in the report plans to mitigate this problem and the possible construction of permanent barriers.

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SUSTAINABLE, ZERO-WASTE, ECOLOGY

- Environmental concerns. With no foreseeable improvement to the costly City infrastructure and the extraordinary demands a potential mall expansion will have on the local power grid, please include in the report a study outlining the offsetting potential and ecological good of the Mall's rooftop if it were to contain working solar panels and the positive impact of the Mall ultimately producing its own electricity.
- Please include in the report how many dumpsters and pounds of waste per year are generated in the mall and then put into the landfill.

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- Please include in the report the additional quantity of dumpsters and pounds of additional waste that will be generated and sent to landfills with the proposed expansion.
- Please include a plan that adopts the zero-waste initiative on premises to divert the 70% goal of the City and how the Mall expansion will actively divert waste from landfills.
- Please include in the report the amount of waste generated by the food-court restaurants currently and the amount of waste generated by each of the proposed restaurants included in the Mall expansion plan. Please include in the report the impact if the restaurants collected their vegetable and fruit clippings to be used for composting to create a sustainable environment on the premises.
- Please include in the report the quantity and weight of plastic bags distributed annually at the Mall and the petroleum used to generate that many bags and the added increase by a Mall expansion. Please include in the report the environmental savings if the entire mall were to eliminate plastic bags and convert to a bag system similar to Ikea and the City of San Francisco.

- The City recently mandated that Los Angelenos reduce water usage by 10%. Please include in the report the Mall's past water usage from the last several years, their success in reducing water usage 10% this summer and how the Mall expansion will maintain that level of water usage with an expansion (and not deplete valuable resources of the infrastructure in the process).

13

- Please include in the study the current amount of infrastructure resources currently consumed annually by the Mall including gas, water, electricity and sewer. Please include the amount of additional infrastructure resources that will be consumed with the Mall expansion.

- With the Mayor's new "zero-waste" program initiative in the works, please examine and include in the EIR the number of dumpsters and the tonnage of waste that will be carted away from the demolition of the parking structures and the demolition that will be required to enable the expansion.

10

- Please include in the study the amount of demolition waste that can be diverted from the landfills if the developer were to convert the cement chunks to paving stones (or other uses), re-claim all of the metal (nuts, bolts, beams, stairwell supports, railings, light fixtures, etc.) for re-use.

- Please include in the study the amount of construction waste and debris (tonnage and quantity of dumpsters) that the project will generate in the process. Please include the amount of construction waste that could be diverted during the process including wood waste, extra roofing material, paint, drywall, etc. that could be collected and donated to charities such as Habitat for Humanity, etc. rather than tossed into a construction dumpster headed for the landfill.

10

- Please include in the study the number of fluorescent bulbs and tubes that will be removed from the parking structures during demolition and the plan for hazardous waste removal to ensure that no breakage of those lighting instruments occurs in Sherman Oaks where the cumulative effect would be to emit a large amount of toxic gas into the atmosphere.

- Please include in the report the location of secure bike racks (and the method of security to prevent theft) to promote more bike travel by employees (and possibly even adventuresome customers).

16

ALTERNATIVE DESIGNS

- Please include in the study the possibility of adding a movie theatre as part of the Mall expansion.
-
- Please study the possibility of adding Nordstrom's as an anchor.

12

- Study the possibility of an outdoor, pedestrian oriented, park-like green space contained in the Mall expansion and its reduction in electricity, its reduction in the heat generated to the environment, its contribution of greenery to offset carbons and its contribution to quality of life and open-space.

NOTIFICATION TO THE PUBLIC

During the recent process, the Library Square Neighborhood (between Moorpark and the 101 and Van Nuys and Hazeltine) and the neighborhood directly south of the Mall (between Hazeltine and Woodman and the 101 and Moorpark), did not receive written notification from the developer or the City. As these neighborhoods are directly adjacent to the Mall and are deeply impacted by the Mall currently and will be by the expansion, please include them in the public written notification for all further communication about the Mall expansion.

There may be additional comments forthcoming.

Thank you for your serious consideration,

Nancy and Mosa Kaleel

(via e-mail)



COMMERCIAL REALTY SERVICES

George Kalman
Senior Vice President

August 15, 2007

Mr. Tom Glick, City Planner
City of Los Angeles
Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401

via: Email: Tom.Glick@lacity.org

Re: Sherman Oaks Fashion Square Proposed Expansion

Dear Mr. Glick:

I am writing you regarding the proposed expansion of Sherman Oaks Fashion Square. On a professional and investment level, I am concerned about two significant issues regarding this proposed development and their respective impacts.

Fashion Square is in close proximity to the existing businesses - nearby commercial properties - as well as the midrange rental and investment properties along Ventura Boulevard. In my opinion, both commercial markets will be adversely affected by the proposed mall expansion.

Fashion Square will draw from the properties of existing businesses cited, and will add to regional congestion, already at a tenuous level. Both factors will negatively impact existing businesses and the financial stability of the region.

I believe that, as a result of this proposed expansion, vacancy rates along Ventura Boulevard will increase, and rental rates will decrease commensurately. To over-extend the market likely will cause the failure of one competitor if not both. At a minimum, capitalized property values will decrease, and therefore will promote greater vacancy, loss of income, and property failure. This is not a positive move to consider, especially at the proposed scale.

I, along with Beitler Commercial Realty Services, have been professionally active in the Sherman Oaks real estate and investment markets for more than thirty years. We would like this market to remain viable; however we have significant concerns about the proposed Fashion Square expansion proposal and its related impacts.

Sincerely,

George Kalman
Senior Vice President

GK\wf

15165 Ventura Boulevard, Suite 300, Sherman Oaks, California 91403 (818) 501.5001 Fax (818) 986.1500
Tenant Representation Leasing Investments Consulting Asset Management

CATHERINE A. KAY

August 20, 2007

Tom Glick
City Planner, Valley Section
Community Planning Bureau
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401

RE: Westfield Fashion Square Expansion; EAF NO.: ENV-2007-9914-MND

Dear Mr. Glick:

Thank you for the opportunity to comment on the Westfield Fashion Square Expansion Project. I am a neighborhood property owner at 4923 Matilija Avenue. I attended the Scoping Meeting on Monday, August 6, 2007 and I am more concerned about the project now than I was before the meeting. I live on Matilija between Riverside and Addison, the block that is most affected by the proposed project. I welcome expansion at Fashion Square, but not at the expense of the environment, my quality of life or the value of my property.

The Conditional Use Permits and Zone Variances should not be approved as requested. The scope and size of the project is not compatible with the site or the neighborhood and will have a significant negative impact on the environment. The buildings will dwarf anything in the surrounding area and will block views to the south. The new traffic that will be brought into this residential neighborhood will be devastating. The light pollution from the bigger buildings and expanded hours will change the rural nature of the area. The size of the mall and the proposed parking structure should be dramatically scaled back.

As proposed, the mall will be considerably bigger than The Grove, Century City and Westside Pavilion. All of these other malls front onto commercial areas, and their main entrance and exit driveways are on major business boulevards (Beverly and Fairfax, Olympic and Santa Monica, and Pico and Westwood, respectively). Riverside Drive, the proposed main entrance and exit for this project, is not in any way similar to these other major arteries. It is a local residential feeder street that can't even handle the traffic from the first expansion of Fashion Square. The Westfield Fashion Square expansion turns Riverside Drive into a dedicated mall feeder, and it was never meant to be that kind of business thoroughfare.

At the Scoping Meeting, I got the impression that Westfield's traffic mitigation specialists believe that all of the neighbors' concerns can be solved simply by traffic mitigation. This is not true. With a project that is too large for the site, the increase in traffic will overwhelm the mall and then the local neighborhood.

Tom Glick
August 20, 2007

- 2 -

With the project as proposed:

- a. Riverside Drive will become unnavigable. Placement of the main entrance to the mall at Riverside and Matilija will cause traffic to back up to Woodman and beyond. Matilija is too close to Woodman. This short stretch of Riverside Drive cannot sustain the increased Fashion Square traffic, particularly when combined with the traffic from the Ross/Linen & Things center.
- b. Matilija will become a cut-through street. Drivers coming from the north will go down Matilija, turn right on Riverside and enter the mall at the Hazeltine entrance. Drivers who turn left from Woodman onto Riverside and are stuck in mall traffic will turn right onto Matilija in frustration and circle around to enter the mall from a different direction.
- c. The mall drivers, who are not neighborhood residents, will not respect speed limits or the residential, family nature of Matilija. The street will become unsafe and congested. I already witness drivers going down Matilija at 40+ miles per hour. This will only get worse with more mall traffic ending up on Matilija.
- d. Nonresidents increasingly will park on Matilija to avoid having to park in the mall. This already occurs, especially during the holidays. Matilija is not Westwood Boulevard; we should not be subjected to Westwood Boulevard-style traffic. This is a particular concern given the proposed expansion of the mall's hours.

All of these concerns can best be alleviated by substantially reducing the size and scope of the proposed expansion. In particular, the parking garage should be much smaller and the square footage of the expansion should be reduced accordingly. The proposed operating hours (5:30am to midnight) also should be scaled back. In addition, the main entrance to the mall should not be placed at Matilija. If it has to be on Riverside Drive at all, it should be farther west on Riverside between Matilija and Ranchito, where the current main driveway is. The Hazeltine entrance to the mall should be expanded to permit additional traffic flow from that direction. Additional entrances and exits also should be considered.

Finally, Matilija should be totally closed off at Riverside Drive. Any access to Matilija from Riverside will exponentially increase the traffic on Matilija. I have lived on speed-bumped/parking controlled streets elsewhere in Los Angeles. From my experience, these mitigation factors are not sufficient. They will not adequately protect me or my neighbors from the inevitable automobile and foot traffic that will end up on Matilija, and that will be way beyond the originally intended single family, residential use of our street. More stringent limitations on the mall expansion and on access to Matilija must be imposed.

Thank you for taking my comments into consideration, and thank you in advance for protecting our neighborhood.

Sincerely,


Catherine Kay

cc: Wendy Greuel, Los Angeles City Councilmember, District 2

4923 MATILIJA AVENUE, SHERMAN OAKS, CA 91423

PHONE: (818)789-9669 • FAX: (310)734-1808

CAKAY@ATT.NET

11

12

Dwight Steinert

From: "Tom Glick" <Tom.Glick@lacity.org>
To: "Dwight Steinert" <drs@pai-la.com>
Sent: Monday, August 27, 2007 10:42 AM
Subject: Fwd: Apposing expansion of Fashion square

Tom Glick
City Planning Department-Valley Office
6262 Van Nuys Boulevard, Room 351
Van Nuys, CA 91401
Phone: 818-374-5062
FAX: 818-374-5070
Work Hours: Monday-Thursday, 8:30am to 6pm; Friday: 10am to 2pm

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>>> Sevak Khodaverdian <imarty7@yahoo.com> 8/18/2007 11:49 AM >>>
Mr. Tom Glick
City Planner
Los Angeles Department of City Planning

Dear Mr. Glick,

We are writing to voice our strong opposition towards the proposed expansion of the Fashion Square mall in Sherman oaks. We are worried about the impact on traffic, environment, noise pollution, neighborhood parking, and other small businesses in the area.

We don't think the area needs another massive mall, there are already Glendale & Canoga Park malls close by. We've lived in Sherman oaks since 1990 & we love having a small mall that we can get in & out quickly, why do all the malls have to be enormous?

Ida & Sevak Khodaverdian
13331 Moorpark Street
Apt 347
Sherman Oaks, CA 91423

Fussy? Opinionated? Impossible to please? Perfect. Join Yahoo!'s user panel and lay it on us.

8/27/2007

August 13, 2007

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Blvd. Suite 351
Van Nuys, CA 91401



CITY PLANNING
VAN NUYS

Dear Mr. Glick:

I am writing to express **my displeasure** with the proposed renovation/addition to the Fashion Square mall.

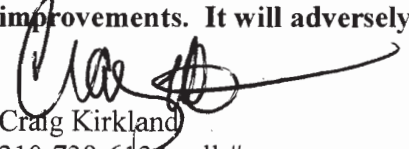
I live at 13902 La Maida St, Sherman Oaks, CA 91423, on the corner of Ranchito and La Maida. It's the first house directly across from the mall at Macy's. I have been living there for nearly 2.5 years. I am against this due to the anticipated congestion, safety concerns, parking problems, and other nuisances. Historically these concerns have been more evident between Thanksgiving on through New Years. It's difficult to park on my street. People walk through my corner lot all the time and throw litter quite often on both my lawn and on the curb. This new development will arguably cause more of this still not just during the holiday, where it would be heightened, but throughout the whole year.

While I understand there will be a new traffic light and increased parking, I don't think it will alleviate the issue as many people seek a quick get-away from the mall by parking on side streets. There is no light planned for Ranchito at Riverside which will make it much for difficult and dangerous to turn left heading east down Riverside in an attempt to get to woodman to enter the 101 freeway.

I guess I would be naïve to think my voice can really make a difference when it comes to fighting this new development that I expect will be a pariah for me as an immediate resident. At the very least I would want permit parking only on Ranchito and La Maida to discourage it's use. While that would not alleviate the anticipated congestion, it would provide great peace of mind. It would also be great to have a light at Ranchito.

As it is, people blow through the stop sign on my corner. Ranchito is used as an access point from Magnolia to head to the mall or to get closer to the freeway. I light there would provide more safety that the crosswalk. While the cross walk lights up, people still run through and don't pay attention or stop when they should and this will probably just get worse.

As a local resident I am whole heartedly opposed to the proposed development and improvements. It will adversely impact the quality of life on many local residents.


Craig Kirkland
310-738-6134 cell #
13902 La Maida St, Sherman Oaks



Ms. Esther Klein
13242 Cumpston St
Sherman Oaks, CA 91401-6008

13242 Cumpston
Sherman Oaks, CA
91401
ATTN: Tom Glick

Dear L.A. Planning,
So nice of Westfield
to be concerned about
our need for more
stores, but I don't
see it. I find no
shortage of stores
or restaurants and
far too much
traffic in
my neighbor hood.
Do not exp and
Westfield Riverside

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CITY OF LOS ANGELES
AUG 13 2007

CITY PLANNING
VAN NUYS

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VAN NUYS
12780

AUG 13 2007
CITY PLANNING
VAN NUYS

401+2780

Thanks,
Edna D. Allen

Dwight Steinert

From: "Tom Glick" <Tom.Glick@lacity.org>
To: "Dwight Steinert" <drs@pai-la.com>
Sent: Monday, August 13, 2007 10:12 AM
Attach: MVC-003S.JPG; MVC-004S.JPG; MVC-005S.JPG; MVC-006S.JPG; MVC-007S.JPG; MVC-008S.JPG; MVC-009S.JPG
Subject: Fwd: Emailing: MVC-003S, MVC-004S, MVC-005S, MVC-006S, MVC-007S, MVC-008S, MVC-009S

Tom Glick
 City Planning Department-Valley Office
 6262 Van Nuys Boulevard, Room 351
 Van Nuys, CA 91401
 Phone: 818-374-5062
 FAX: 818-374-5070
 Work Hours: Monday-Thursday, 8:30am to 6pm; Friday: 10am to 2pm

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>>> Candise Kovacevich 8/13/2007 8:28 AM >>>

The message is ready to be sent with the following file or link attachments:

Good morning Tom, just wanted you to see what happens on Riverside Drive with traffic as it is now. People do not obey signs, someone turned left and caused a terrible accident at the Matilija entrance and caused the signs to be destroyed. On Saturday at Hazeltine and Riverside a three car accident sent numerous people to the hospital and knocked down the Riverside Drive sign and Walk/Don't walk sign. There is no way they can take away parking on Riverside to widen the street for a two lane left turn area, look at how many cars use this, and this is daily. To move the traffic back from the current location, even with two lanes, would cause pandemonium. We even got a picture of someone jay walking. This also happens on a regular basis. I don't know if you can use these shots or not, but wanted you to see them. We are considering video taping what actually goes on with the traffic over the holiday season. I hope we have time to do this before any decision is made. Take care and have a great day.

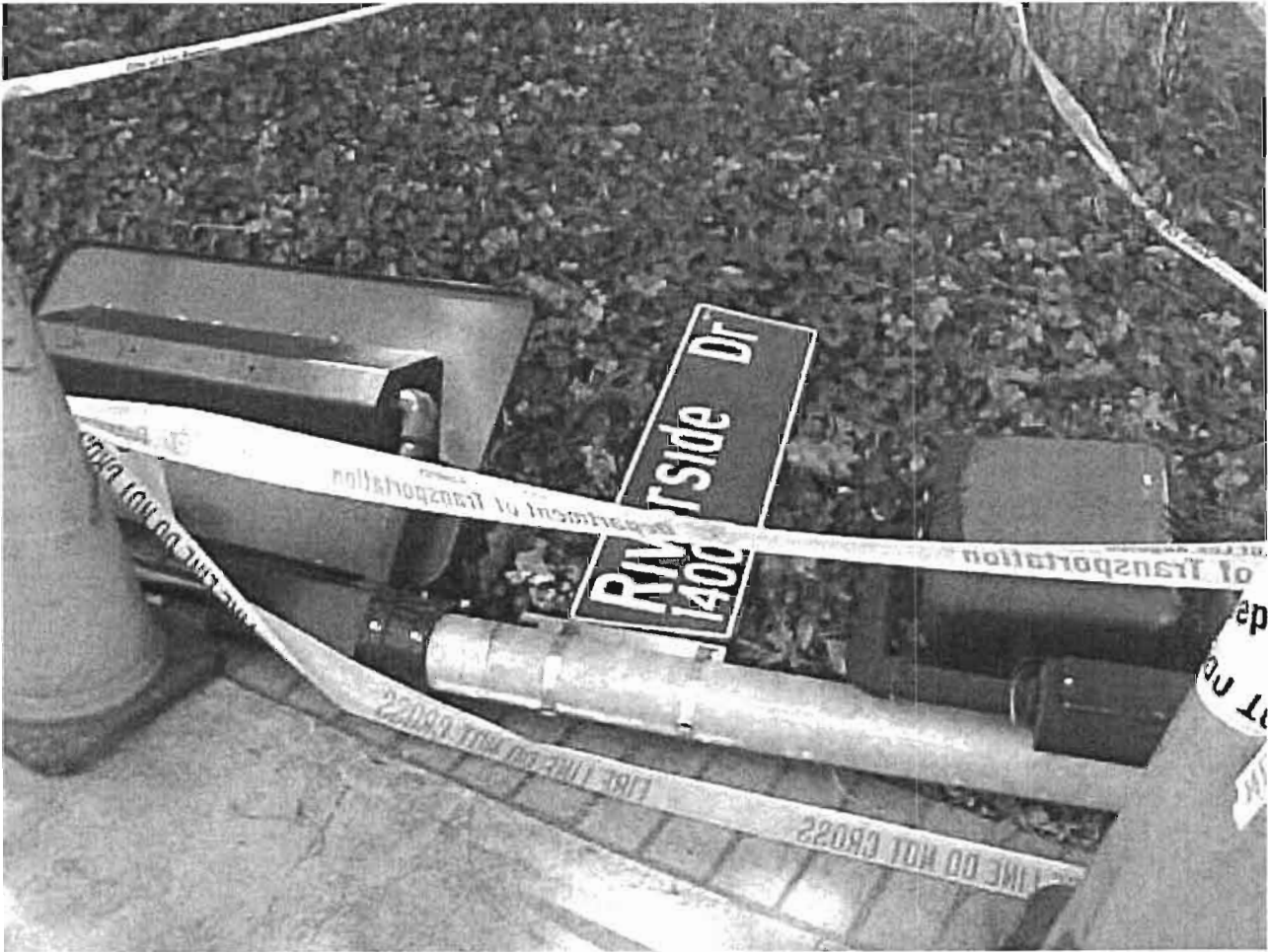
MVC-003S
 MVC-004S
 MVC-005S
 MVC-006S
 MVC-007S
 MVC-008S
 MVC-009S

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Westfield Fashion Square EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

the existing noise, dust, traffic, headaches
is already insain. If anyone has paid
any attention when there is either a big
week end or the christmas shopping time
there cannot be any thing larger then
what exists. Westfield looses lots
of business currently due to the horrrable
traffic. Westfield has a great Fashion
square shopping center, modernize it
clean it up don't make it any bigger
because the people will not come. Just
remember what happen to the Sherman
oaks Galleria.

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: Mike Kovacevich
Organization (if you are representing one): _____
Address: 13746 La Maida St
City: Sherman Oaks State: CA Zip: 91423
Email Address: Kovacevich@earthlink.net Phone: 818 907 6341

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191.

Westfield Fashion Square EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

The traffic at Matilija is terrible.
Matilija at Riverside should be closed completely.
This will avoid cars using Matilija to get to the mall.

I can see down the road where that light will be used to get traffic into the mall from Matilija making it a through street. No way.

11

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: Debra Krawtchauer
Organization (if you are representing one) _____
Address: 5037 Matilija Ave
City: Sherman Oaks State: CA Zip: 91423
Email Address: bob.krawtchauer@gmail.com Phone: 818-783-3765

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191.

Dwight Steinert

From: "Tom Glick" <Tom.Glick@lacity.org>
To: "Dwight Steinert" <drs@pai-la.com>
Sent: Monday, August 06, 2007 3:43 PM
Subject: Fwd: Westfield Fashion Square expansion

Tom Glick
City Planning Department-Valley Office
6262 Van Nuys Boulevard, Room 351
Van Nuys, CA 91401
Phone: 818-374-5062
FAX: 818-374-5070
Work Hours: Monday-Thursday, 8:30am to 6pm; Friday: 10am to 2pm

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>>> "Jean Lang" <Lang_2252@msn.com> 8/6/2007 1:02 PM >>>

Hi Tom - I cannot attend the meeting this evening but wanted to communicate my thoughts on any expansion of the Fashion Square mall. I live within two blocks of the property, south of Riverside Drive and travel down Riverside Drive every day. "Normal" everyday traffic around the current mall is hazardous at best - I know you can find many reports of auto accidents occurring around each corner of the property, and we regularly have motorcycle police issuing speeding tickets to those speedy travelers passing through.

Week-end and holiday traffic in and out of the mall is already overwhelming. Cars back up on Woodman from the freeway, planning to turn left on Riverside to enter the mall, many cars make unlawful mid-street U-turns on Riverside to get into the parking lots, and overflow parking on the residential side streets is bad. The Hazeltine and Riverside intersection already needs left turn arrows to improve traffic flow and that has not been addressed. Although there is a marked cross-walk for pedestrians on Riverside, many people on foot cross through traffic illegally. The only traffic mitigation that occurs during holiday season is to post traffic control people out on Riverside Drive to allow controlled entry/exit to the parking lot . . . hardly makes traveling the route safer or more efficient.

All of this also impacts the traffic flow on Van Nuys Blvd., which for the past year has become almost impassable during the early morning and late afternoon commute hours. The bridge over the LA river at Van Nuys and Riverside has developed sunken areas as a result of the increased number of cars and trucks passing through.

I am strongly opposed to expanding any part of the Fashion Square shopping mall - in fact attention needs to be paid to current traffic and safety issues.

Thanks for taking time to read this note - please help us make our neighborhood safe and sound.

Jean Lang.
Sherman Oaks resident and homeowner

August 6, 2007

Mr. Tom Glick
City Planner
Los Angeles Department of City Planning
6242 Van Nuys Blvd.
Forst Floor Conference Room
Van Nuys, CA 91401

Re: Westfield Fashion Square Expansion
14006 Riverside Drive
Sherman Oaks, CA 91423

EAF NO. ENV -2007-9914-MND



CITY PLANNING
VAN NUYS

Dear Mr. Glick:

Enclosed please find a copy of my letter dated May 02, 2007 to Director of Planning, Los Angeles City Planning Department, voicing my concern for any future expansion of the above shopping center.

I live on the corner of Matilija Avenue and Riverside Drive, and have resided here for the past 30 years. As the enclosed letter indicates, I was down-zoned several years ago from R-3 to RD2PQ. At that time, the reasoning for the downsizing was to eliminate the possibility of multi-units being constructed on this property - with the excuse given was to ease traffic congestion and keep the area more conforming. After paying taxes all those years on R-3 zoning, and after appealing the proposed down-zoning, I was given the RD2PQ (4 - 2000 sq ft. townhomes) as a compromise. Now, at this time, I am being asked to approve the massive expansion proposed right across from my home. The street light is proposed to be installed right at my corner.

How ironic that what was considered congestion several years ago, is now being to be proposed for major development at the exact same location. I am COMPLETELY AND DEFINITELY OPPOSED to such an expansion. Trying to get out of my drive-way at this time has become a challenge in recent years, due to cut-through traffic.

It seems to me that the only solution for me is to try to find a developer interested in constructing 4 townhomes on this corner, selling and getting as far away as possible from the "once beautiful and desirable Fashion Square" area that I have called home for the past 30 years.

If my opinion has any say in the rejection of such a proposed expansion, I, at this time vote a big "NO" to approval of such an expansion.

Your consideration of the above will be very much appreciated.

Yours sincerely,

A handwritten signature in cursive script that reads "Freida Law".

Freida Law
4805 Matilija Avenue
Sherman Oaks, CA 91423-2422

Enclosure

Freida Law 4805 Matilija Avenue Sherman Oaks, CA 91423

Wednesday, May 02, 2007

by Hand

Ms. S. Gail Goldberg
Director of Planning
Los Angeles City
Planning Department
200 North Spring Street
Los Angeles, CA 90012

RE: RESPONSE TO MITIGATED NEGATIVE DECLARATION CPC 2007-9915, 2007-9914
EAF, ET AL PROPOSED FASHION SQUARE EXPANSION 14006 RIVERSIDE DRIVE,
SHERMAN OAKS, CA 91423

I have lived in my house for 30 years and have seen the neighborhood grow and develop. My house used to be zoned R-3 because of the town houses along Riverside, and directly at the back of my house. The city wanted to down zone me to R-1, and I contested it and was then down zoned to RD2PQ. (which allows 4 - 2,000 square townhomes, instead of the multiple units R-3 zoning would permit.) The City's reasoning was to keep the area more conforming to single family dwellings. I find this quite ironic that, at this time, an expansion of what Westfield mall is requesting would even be considered, much less be approved. My house is right of the corner of Matilija and Riverside Drive, so I would be most impacted by the construction and all that goes with it. I understand that there is a proposed parking structure to be added right across the road from my house, with the main entrance to the mall. I am COMPLETELY OPPOSED to this idea. It is hard enough for me to use my drive way now, with all the cut-through traffic I have to deal with on a daily basis. I think the proposed expansion is quite unacceptable. We need to have an independent Environmental Impact Report conducted and made public.

Some other points I would like to draw to your attention:

- 1) I feel that the added traffic would overload an already congested neighborhood.
- 2) Because of the added traffic our neighborhood would become the overflow for short-cut traffic (Already a problem).
- 3) There would be a significant rise in air pollution.
- 4) I do not like the idea that the mall will be in use late at night, due to the liquor license.
- 5) The congestion will cause problems for first responders.
- 6) The parking structure will cause light pollution
- 7) Our property value will be adversely affected, and having paid, for many years, property taxes on a R-3 zoning, to then be down-zoned resulting in a loss of value to me at time of selling. I feel this is a "double whammy" for my property.

Please refer to the Brogin Companies letter dated April 19, 2007. This letter goes into much greater detail than I can and I agree with its contents 100%.

Yours sincerely,

Freida Law
Freida Law

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	6
	8
	1

LAW FIRM OF JOR LAW
13701 RIVERSIDE DR., #612
SHERMAN OAKS, CA 91423

DELIVERED VIA E-MAIL

August 12, 2007

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Tel: 818-374-5062
Fax: 818-374-5070
E-mail: Tom.Glick@lacity.org

Re: Westfield Fashion Square Project

Dear Mr. Glick,

This letter is written to you on behalf of the Law Firm of Jor Law, a business tenant in the Downey Savings building located at 13701 Riverside Drive, Sherman Oaks, CA 91423 (the "Downey Savings Property"). We would like to offer our views on the proposed Westfield Fashion Square Project. The Downey Savings Property is located across the street from the proposed Westfield expansion. To be clear, we are not opposed to the general concept of the expansion of the Westfield Fashion Square; however, we are opposed to the method by which they plan to handle **traffic** as part of the expansion. Please consider the following analysis and one suggested solution. Our concern primarily touches upon the effect of the proposed closing of the two current Riverside entrances into Westfield in favor of one unified entrance opposite Matilija Ave. as it pertains to Riverside Dr. and Woodman Ave., their intersection, and the Downey Savings Property.

Current Situation

Westfield currently has two entrances on Riverside. At any given time, both of these entrances have a queue of cars waiting to turn into Westfield. During busy seasons and during sales, both of these queues extend very far back and cause traffic delays. From Riverside, there are two entrances into the Downey Savings Property. We understand that pursuant to the prior Westfield Fashion Square expansion, one of the entrances to the Downey Savings Property no longer allows left turns. Additionally, during sales and busy seasons, it is difficult to make left turns into the Downey Savings Property from Riverside with the remaining entrance as the queue of cars waiting to turn into Westfield extend this far back. Currently, it is already practically impossible to make left hand turns into the Downey Savings Property from Woodman Ave. except during twilight hours.

Westfield's Proposed Expansion

Westfield proposes to close off all the other entrances on Riverside and consolidate them into only one larger entrance opposite Matilija Dr. Traffic lanes will be re-drawn to have dedicated turn lanes, and instead of one turn lane, there will be two turn lanes, controlled by a traffic signal. Westfield believes that this will be sufficient to handle the traffic and has pointed to improvements in signal technology.

ANALYSIS

50% Less Distance to Handle a 30% Increase in Traffic Equals
More Accidents at Busy Intersection Used by Students

Under the current layout, Westfield effectively has two entrances on Riverside, with drivers generally queuing up in one lane at each entrance to make a left turn into Westfield. Westfield proposes to eliminate the entrance that is more toward the middle of the block and further away from the busy Riverside/Woodman intersection in favor of one entrance with two dedicated left hand turn lanes. In essence, whereas Westfield currently has one lane **spread out over a half block** and **two entrances** to deal with the current traffic situation, the proposed Westfield expansion will have only two lanes **spread out over just a quarter block** and with **only one entrance**. The proposed single entrance on Riverside is the entrance most likely to be used by visitors to Westfield and will be the **main bottleneck** as it struggles to **service incoming traffic equivalent to nearly 5,000 parking spots**. To make matters worse, the proposed single entrance will be **dangerously close to the Riverside/Woodman intersection**, the busiest intersection in the area, an intersection with an already high accident activity, and the intersection used by students of Notre Dame to reach the bus stop and visit the mall.

Traffic into Westfield is projected to increase by at least 30%. Westfield alone is increasing the number of their parking spots by over 30% and the expansion will certainly attract increased traffic to the surrounding businesses (Downey Savings, Bank of America, Ross, Linen & Things, KB Toy Works, etc.) as well. Students of Notre Dame will undoubtedly walk to the new mall more often. We need to take into account that **the proposed Westfield expansion will also impact the ability of traffic to turn into Bank of America, Ross, Linen & Things, and KB Toy Works as well as Downey Savings.** This, in turn, will cause even more significant delays, all at a distance dangerously close to the Riverside/Woodman intersection.

Traffic Signal Control Technology Insufficient

Westfield points out that they will be using the latest in traffic signal technology to help alleviate the problem. Relying on one method of improvement to counteract a series of negative effects to traffic when the traffic is going to dramatically increase is **grossly insufficient**. Additionally, the proposed left turn into Westfield's new proposed single entrance, although controlled by traffic lights, will be subject to the stop sign that Westfield will put immediately upon entrance into their parking lot to help control traffic in their parking lot. Therefore, the traffic lights are subject to the queue-up that would happen in Westfield's own parking lot. Essentially, this means that traffic will be prevented from turning into Westfield's parking lot, even when the traffic light is green. This will lead to an increased queue.

Some Major Effects of the Proposed Westfield Expansion

The following represent some, but not all, of the practical effects on traffic due to the proposed Westfield expansion

- 1) The very short distance between the Riverside/Woodman intersection and the proposed single Westfield entrance will be **congested** as cars queue up in two lanes to turn into Westfield. Recall that the proposed single entrance along Riverside will be the main entrance used by visitors to a facility which will feature nearly 5,000 parking spots.
- 2) **Traffic at the intersection from every direction will be congested** as well since drivers will have difficulty navigating through the streets properly due to congestion outlined in the preceding paragraph. Cars attempting to make a turn onto Riverside from Woodman (especially those heading North on Woodman and making a left onto Riverside) may not be able to make the turns due to the queue up.

- 3) Tenants, service providers (i.e. FedEx, UPS, Sparkletts, etc.) and visitors to the Downey Savings Property will **never be able to turn left into Downey Savings Property** (from both Riverside and Woodman). The Downey Savings Property is the tallest building in the area and contains many businesses, including a large Downey Savings branch and an eye care center. Needless to say, there is a lot of traffic coming in and out of the Downey Savings Property at all times. Under the proposed Westfield expansion, ALL eastbound traffic on Riverside (coming from Van Nuys), therefore will have the following options to enter into the Downey Savings Property:
- a. Continue East on Riverside past Woodman; U-turn on Riverside; Right onto the Downey Savings Property. (Note: **dangerous and impractical.**)
 - b. Continue East on Riverside past the Downey Savings Property; Make a left on Woodman and make a u-turn back, thereby allowing a right turn into the Downey Savings Property. (Note: **dangerous and impractical.**)
 - c. Continue East on Riverside past the Downey Savings Property; Right on Woodman; U-turn on Woodman; Left onto Riverside; Right onto the Downey Savings Property. (Note: **Even more dangerous and impractical** with the busy 101 freeway exit located close by.)
 - d. Cut through the residential streets (most likely using Ranchito or Murietta and Addison); Right turn onto Woodman; Right turn onto the Downey Savings Property. (Note: The **most practical and safest solution**, but community residents will dislike the increased traffic through their neighborhood which will include heavy trucks such as those used by Sparkletts, FedEx, and UPS).
- 4) Left hand turns out of the Downey Savings Property will also be impossible as well. For those desiring to head East on Riverside or North on Woodman, they will likely have to cut through the residential streets as well.

We realize that a conscientious driver could avoid using any of the outlined methods above, but the practical nature of human driving (combined with our feedback from interacting with community members at the "Public Scoping Meeting dated as of August 6, 2007) suggests that the above outlined methods are the one most likely to be used by the average driver

Westfield: Passing an Internal Problem to the Community

We have been told that part of the reason Westfield would like to consolidate the entrances along Riverside to one, single entrance opposite Matilija is that they are experiencing safety issues at their other entrance due to the fact that their customers have to walk across the driveway from their parked cars to the mall. Human safety is obviously of great concern, and when the problem is enclosed on Westfield property, they should address it themselves. We do not know why this problem has not already been addressed in the previous years.

Westfield's internal traffic and customer safety problems should be resolved by Westfield without pushing the problem to the community. Instead, as part of the proposed expansion, Westfield has conveniently removed their problem by sealing the entrance and **created a new traffic and safety problem for the community** on Riverside and Woodman. Their proposed solution also conveniently gives them better use of their property space.

Convenience of Westfield by inconveniencing and endangering the lives of the community is not acceptable. Whatever profit potential is realized through Westfield's ability to more efficiently use their property for profit is outweighed by the need to **ensure smooth traffic**

in the area, protect the right of neighbors to a quiet street, and provide a safer intersection for the young children at Notre Dame.

One solution that Westfield may consider, for example, is to slope their driveway up or down, such that incoming traffic would not intersect with customers walking to the store. That is something they could do now, even without any proposed expansion. I'm sure that their architects could come up with other viable solutions.

A Sample Suggestion for a Safer Community

Assuming that Westfield must have a single entrance, we believe that it should consider having the entrance not opposite Matilija, but further down the block where the other entrance is (and I think, historically, they had yet another entrance further down the block as well). This would move the entrance on Riverside to the mid-block range and would allow for **more distance from the Riverside/Woodman intersection and a longer two-lane turning capacity**. Westfield may have to make some compromises that result in less efficient usage of their property and they may have to alter their incoming driveway to make it safer for their customers walking to the store from the parking lot, but that is really a responsibility they should have taken upon themselves anyway. Having a unified entrance down where Ranchito is, for example, will provide a reasonable distance from the Riverside/Woodman intersection as well as allow Downey Savings Property visitors an ability to make left turns into and out of the property thereby not having to cut through residential streets. **Without doubt, having a single entrance opposite Matilija that is so close to the Riverside/Woodman intersection is dangerous and irresponsible.**

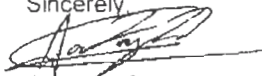
Plea to the City for the Community

Our sample suggestion above is offered to show the City that there are alternatives. We want to encourage the City to support Westfield's goal of expanding, but to adequately care for the concerns of the community. **In exchange for permission to expand their property so dramatically for its own profit and benefit, Westfield should be expected to contribute to the community rather than to harm the community.** Contribution in the form of more tax revenues is insufficient as the community ultimately cares more about safety and traffic control. **We ask the City to carefully review Westfield's expansion plans with the thoughts and concerns of the community in mind and to hold safety and traffic concerns above the desire of a third party to maximize profit.**

Side Note

Due to the increased traffic expected in the area, the on-ramps (both Westbound and Eastbound) at Woodman Ave. may see increased use. With the current backlog which sometimes extends close to Riverside for both the eastbound and westbound on-ramps, this may add to the negative impact of the proposed traffic plans. One way to alleviate this may be to have the westbound onramp be two lanes throughout (rather than just two that merge into one), but there may be other factors to consider.

Sincerely,



Jot Law, Esq.
Law Firm of Jot Law

UNITED OVERSEAS INVESTMENT, LLC
13701 RIVERSIDE DR., #310
SHERMAN OAKS, CA 91423
(818) 907-8272

DELIVERED VIA E-MAIL

August 12th, 2007

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Tel: 818-374-5062
Fax: 818-374-5070
E-mail: Tom.Glick@lacity.org

Re: Westfield Fashion Square Project: Riverside/Woodman Intersection and Downey Savings Property (as defined below)

Dear Mr. Glick,

This letter is written to you by the management of two buildings (Downey Savings and Specialty Eye Care Center) located at 13701/13739 Riverside Drive, Sherman Oaks, CA 91423 (together, the "Downey Savings Property") to provide our comments and suggestions with respect to the effect on **traffic** due to the proposed Westfield expansion.

CURRENT SITUATION

Westfield currently has two entrances on Riverside. At any given time, both of these entrances have a queue of cars waiting to turn into Westfield. During busy seasons and during sales, both of these queues extend very far back and cause traffic jams and delays at the Riverside/Woodman junction.

From Riverside, there are two left turn entrances into the Downey Savings Property. As a result of the prior Westfield expansion, one of the entrances to the Downey Savings Property no longer allows left turns. Additionally, during sales and busy seasons, it is difficult to make left turns into the Downey Savings Property from Riverside with the remaining entrance as the queue of lines waiting to turn into Westfield back up this far. Currently, it is already practically impossible to make left hand turns into the Downey Savings Property from Woodman except during twilight hours.

WESTFIELD'S PROPOSED EXPANSION

Westfield proposes to close off all the other entrances on Riverside and consolidate into only one larger entrance opposite Matilija. Traffic lanes will be re-drawn to have dedicated turn lanes, and instead of one turn lane, there will be two turn lanes, controlled by a traffic signal. Westfield believes that this will be sufficient to handle the traffic and has pointed to improvements in signal technology.

COMMENTS

30+% Increase in Traffic With No Proportional Traffic Solution

Westfield proposes to eliminate the entrance that is more toward the middle of the block and further away from the busy Riverside/Woodman intersection in favor of one entrance located dangerously close to the Riverside/Woodman intersection with two dedicated left hand turn lanes. Although Westfield plans to expand its parking spots by over 30% to accommodate increased traffic, the queue space for cars turning into the Westfield shopping mall has not increased proportionately. **Currently, there is one lane spread out over a half block and two entrances to deal with the current traffic situation, whereas the proposed Westfield expansion will have only two lanes spread out over just a quarter block and with only one entrance to support incoming traffic for nearly 5,000 Westfield parking spots.** The additional traffic expected to the surrounding businesses (Downey Savings, Bank of America, Ross, Linen & Things, KB Toy Works, Specialty Eye Care Center, etc.) may mean that **traffic in the area will increase OVER 30%.**

Huge Mistake to Have Busy Entrance Near Riverside/Woodman Intersection

The proposed single entrance will be dangerously close to the intersection of Riverside Dr. and Woodman Ave., **the busiest intersection in the area**, an intersection with an already high **accident activity**, and the intersection used by students of Notre Dame to catch the bus or frequent the mall. Westfield should not put the main entrance so close to it.

Traffic Signal Control Technology Insufficient

Westfield points out that they will be using the latest in traffic signal technology to help alleviate the problem. Relying on one method of improvement to counteract a series of negative effects to traffic when the traffic is going to dramatically increase is grossly insufficient. **Westfield's internal junction (controlling traffic between Westfield and Ross) may also back up enough to prevent cars from turning into Westfield's parking lot, even when the traffic light is green.**

Two Major Drawbacks

Two major drawbacks to the proposed Westfield expansion include:

- 1) The distance between the Riverside/Woodman intersection and the proposed single Westfield entrance is **too short and will be congested** as cars queue up in two lanes to turn into Westfield. Similarly, traffic at the intersection will be congested with drivers having difficulty navigating through the streets properly.
- 2) Tenants, service providers (i.e. FedEx, UPS, Sparkletts, etc.) and visitors to the Downey Savings Property will **never be able to turn left into or out of the Downey Savings Property** (from both Riverside and Woodman). The Downey Savings Property is the tallest building in the area and contains many businesses. There is a lot of traffic coming in and out of the Downey Savings Property at all times. Under the proposed Westfield expansion, ALL eastbound traffic (including heavy trucks used by Sparkletts, FedEx, and UPS) on Riverside therefore will have the following two options to enter into or exit the Downey Savings Property:
 - a. Make a **dangerous U-turn** on Riverside or Woodman in order to make a right hand turn into the Down Savings Property; **OR**

- b. **Cut through the residential streets** (most likely using Ranchito or Munietta and Addison), exiting on Woodman so that a right turn may be made onto the Downey Savings Property.

No Right to Increase Westfield Profits by Hurting the Downey Savings Property

Westfield's expansion plans allow them to make efficient use of their real estate while solving a problem they have had for a while: customer safety due to the fact that their customers must currently walk across their incoming driveway to access the mall. However, their expansion plans solve their problems while negatively impacting the community, in particular the tenants and visitors to the Downey Savings Property.

As part of Westfield's last expansion, visitors to the Downey Savings Property lost the ability to make left turns from Riverside into one of the two entrances. During busy seasons and sales, visitors have difficulty making left turns at the other entrances as well. As a direct result of Westfield's proposed expansion, it will be impossible for visitors to the Downey Savings Property to make left turns from Riverside into and out of the Downey Savings Property. It is already impossible to make left turns into and out of the Downey Savings Property along Woodman. As outlined above, there are **no safe alternatives that do not involve a cumbersome and intrusive drive through the neighborhood residential streets**. This has a significant impact to the Downey Savings Property and is a major inconvenience to its tenants and visitors. **Westfield should not be allowed to expand in such a manner as to cause such a dramatic inconvenience to other businesses and residents.**

Suggestion

Westfield should close off entrances located close to the Riverside/Woodman intersection in favor of entrances further away from Riverside/Woodman. Accordingly, the proposed entrance opposite Matilija should be closed as well. An entrance opposite Ranchito, for example, would help lessen the traffic effects at the Riverside/Woodman intersection since it is further down the block and also can provide longer double queue line for the cars. Additionally, it would still allow visitors to the Downey Savings Property the ability to make left hand turns. The City may also consider adding **a short dedicated left turn lane for visitors to the Downey Savings Property**.

Westfield's solution to their internal traffic and customer safety problems should be resolved by Westfield without pushing the problem to the community. Instead, as part of the proposed expansion, Westfield has conveniently removed their problem by sealing the entrance and created a new traffic and safety problem for community on Riverside and Woodman which is not acceptable. Their proposed solution also conveniently gives them better use of their property space.

Please consider all of the above in making your determinations with respect to the proposed Westfield Fashion Square Expansion.

Sincerely,


United Overseas Investment, LLC
Lawrence Law, Downey Savings Property Manager

Westfield Fashion Square EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

I WILL STAY AWAY FROM TRAFFIC MITIGATION,
MANY EXPERTS ARE INVOLVED.

MY REQUEST IS:

PLEASE, PLEASE USE WHATEVER IS POSSIBLE
TO QUELL THE NOISE IN THE EATING AREA.
I USE THE SHOPPING CENTERS IN
SHERMAN OAK, TOPANGA AND CENTURY PLAZA.

COMMUNITY ACTIVIST (SONC)

SIDONIA LAX

7

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: SIDONIA LAX
Organization (if you are representing one): SONC, S.O. HOMEOWNERS
Address: 4215 HOLBATH AVE
City: S.O. State: CA Zip: 91423
Email Address: SLAX@EARTHLINK.NET Phone: 818-789-0070

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191.

Westfield Fashion Square EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

REASONS FOR NO
EXPANSION OF

WESTFIELD FASHION SQUARE
→ HERMAN OAKS

- 1- TRAFFIC - IN FRONT OF MALL
- 2- NO PARKING -
- 3- ^{NEW} PARKING LOT WOULD BE AN EYESORE -
4. STREETS TOO - MUCH TRAFFIC
- 5- RUIN THE PEACE & TRANQUILITY OF FAMILY NEIGHBORHOODS

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: GERRY LESTER

Organization (if you are representing one) _____

Address: 5337 'A' COLDWATER CYN

City: SHERMAN OAKS State: CAL Zip: 91401

Email Address: GLLGERRY@AOL.COM Phone: _____

You may drop your comments in the comment box or send them by August 29, 2007.

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

RECEIVED
CITY OF LOS ANGELES
AUG 21 2007
CITY PLANNING
VAN NUYS

Dwight Steinert

From: "Tom Glick" <Tom.Glick@lacity.org>
To: <mcloop@gmail.com>
Cc: <drs@pai-la.com>
Sent: Thursday, August 02, 2007 10:35 PM
Subject: Re: Fashion Square Expansion

Dear Ms. Loop. Thank you for your email. It will be forwarded to the consultant for Westfield to be included in the public record. If there is anything else that you need, do not hesitate to call me.

Tom Glick
 City Planning Department-Valley Office
 6262 Van Nuys Boulevard, Room 351
 Van Nuys, CA 91401
 Phone: 818-374-5062
 FAX: 818-374-5070
 Work Hours: Monday-Thursday, 8:30am to 6pm; Friday: 10am to 2pm

This e-mail message and any attachments are confidential. If you are not the intended recipient, please e-mail me at tglick@planning.lacity.org and destroy all copies of this message and any attachments.

>>> "Marjorie Loop" <mcloop@gmail.com> 08/02/07 2:15 PM >>>

Mr. Glick,

I hope you are inundated with opposition e-mails to the proposed expansion the the Fashion Square Mall in Sherman Oaks. Add my name to the list of those opposing such a bizarre proposal. The congestion around the mall is bad enough without tripling the amt. of traffic that will result if the City Ordinance is changed.

I live off Riverside Drive and during holiday period-shoppers park in my neighborhood with complete disregard for my property. The walk across and litter my lawn not to mention the noise they make as they stroll by. Imagine what it will be like if a liquor license is granted to some of the new restaurants.

Have you done a traffic survey to see how many cars go down Riverside and Hazeltine?

It's especially jammed at the intersection of Woodman and Riverside. We certainly do not need nor can we handle more cars if the mall is expanded to 300% of its' current size.

Sure the merchants send me a Valet parking pass for Christmas but I can't drive across Riverside and get into the parking lot to take advantage of the so called "freebie." No wonder the shoppers park in the nearby neighborhoods.

I say NO no but ABSOLUTELY NO to changing the City Ordinance to accomodate the merchants. With the economy going down the charts this is a time to belt tighten and not expand spending.

Marjorie Loop
 Sherman Oaks Resident
mcloop@gmail.com

Westfield Fashion Square EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

To Tom Glick

S.O. Aug. 18, 07

Dear City Planner,

WE'RE WRITING to you, to strongly object, to the PROPOSED SHERMAN Oaks, Westfield Shopping Center EXPANSION PROGRAM - As a family, that has lived (IN S.O.) AND SHOPPED at (THIS CENTER) for many YEARS, WE HAVE BEEN INVOLVED, with the INCREASED USE AND traffic PROBLEMS, around this complex. THE NEED of MORE SPACE, to ACCOMMODATE, additional STORES, RESTAURANTS, AUTOMOBILES AND the PROPOSED USE, of THIS CENTER, is without a doubt, totally UNNECESSARY, in this ALREADY CONGESTED, RESIDENTIAL AREA - PLEASE, at your CONVENIENCE, REVIEW this CENTER, (SPECIALLY at Holiday-time) as totally out of CONTROL, traffic-buildups, way BEYOND WOODMAN AVE. AND ARLINGTON STREETS -

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

SINCERELY, Al & Lilli Miller
Name: Al & Lilli Miller
Organization (if you are representing one): SOHA - MEMBERS -
Address: 4658 TULSON AVE.
City: SHERMAN OAKS State: CA Zip: 91423
Email Address: _____ Phone: (818) 784-5741

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

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CITY PLANNING
VAN NUYS

For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191.

Westfield Fashion Square EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

- ① TRAFFIC ISSUES ON WOODMAN AT LA MAIDA - BOTH NORTH BOUND + SOUTHBOUND + TRAFFIC TURNING WEST ONTO LA MAIDA - EXTREMELY HIGH RATE OF ACCIDENTS - ESPECIALLY AT VARIOUS HOLIDAYS.
- ② TRAFFIC FLOW ON LA MAIDA TO MATILYA STREET BEING USED AS A SHORTCUT TO + FROM THE MALL TO ESCAPE DOUBLE LEFT TURN LANE ONTO RIVERSIDE.
- ③ THE NEED FOR MORE ENTRANCES + EXITS TO ACCESS THE MALL
- ④ THE INABILITY OF CURRENT STREETS TO HANDLE THE EXISTING TRAFFIC NOW
- ⑤ COVER THE TRAFFIC COUNT AT PEAK HOURS - NOT WHEN WEST FIELD DID - (NON PEAK)
- ⑥ IMPACT ON ALL SURROUNDING CROWDED STREETS + CURRENT GRIDLOCK ON RIVERSIDE + WOODMAN

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: CHARISE MITCHELL
Organization (if you are representing one): SOHA
Address: 4841 WOODMAN AVE
City: SHERMAN CALIF State: CA Zip: 91423
Email Address: Charisehope@aol.com Phone: 818 269-1966



You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191.



ARNOLD SCHWARZENEGGER
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



CYNTHIA BRYANT
DIRECTOR

Notice of Preparation

July 20, 2007

To: Reviewing Agencies

Re: Westfield Fashion Square Expansion
SCH# 2007071103

Attached for your review and comment is the Notice of Preparation (NOP) for the Westfield Fashion Square Expansion draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

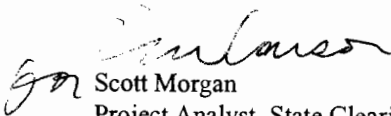
Please direct your comments to:

Tom Glick
City of Los Angeles Planning Department
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,


Scott Morgan
Project Analyst, State Clearinghouse

Attachments
cc: Lead Agency



**Document Details Report
State Clearinghouse Data Base**

SCH# 2007071103
Project Title Westfield Fashion Square Expansion
Lead Agency Los Angeles, City of

Type NOP Notice of Preparation
Description The proposed project entails construction of the remaining 108,000 GLSF of development previously permitted and the development of an additional 172,000 GLSF, for a total of approximately 280,000 GLSF of retail and restaurant uses. The EIR will examine the potential impacts associated with the addition of 280,000 square feet to the existing mall.

Lead Agency Contact

Name Tom Glick
Agency City of Los Angeles Planning Department
Phone (818) 374-5062 **Fax** (818) 375-5070
email Tom.Glick@lacity.org
Address 6262 Van Nuys Boulevard, Suite 351
City Van Nuys **State** CA **Zip** 91401

Project Location

County Los Angeles
City
Region
Cross Streets Hazeltine Avenue, Riverside Drive, Woodman Avenue, 101 Freeway
Parcel No.

Township	Range	Section	Base
-----------------	--------------	----------------	-------------

Proximity to:

Highways 101
Airports
Railways
Waterways
Schools
Land Use

Project Issues Aesthetic/Visual; Air Quality; Geologic/Seismic; Landuse; Noise; Public Services; Soil Erosion/Compaction/Grading; Toxic/Hazardous; Water Quality

Reviewing Agencies Resources Agency; Regional Water Quality Control Board, Region 4; Department of Parks and Recreation; Native American Heritage Commission; Department of Fish and Game, Region 5; Department of Water Resources; Department of Conservation; California Highway Patrol; Caltrans, District 7

Date Received 07/20/2007 **Start of Review** 07/20/2007 **End of Review** 08/20/2007

<input type="checkbox"/> Resources Agency Nadell Gayou	<input type="checkbox"/> Fish & Game Region 2 Banky Curtis	<input type="checkbox"/> Public Utilities Commission Ken Lewis	<input type="checkbox"/> Caltrans, District 8 Dan Kopulsky	<input type="checkbox"/> Regional Water Quality Control Board (RWQCB)
<input type="checkbox"/> Dept. of Boating & Waterways David Johnson	<input type="checkbox"/> Fish & Game Region 3 Robert Floerke	<input type="checkbox"/> Santa Monica Bay Restoration Guangyu Wang	<input type="checkbox"/> Caltrans, District 9 Gayle Rosander	<input type="checkbox"/> RWQCB 1 Cathleen Hudson North Coast Region (1)
<input type="checkbox"/> California Coastal Commission Elizabeth A. Fuchs	<input type="checkbox"/> Fish & Game Region 4 Julie Vance	<input type="checkbox"/> State Lands Commission Jean Sarino	<input type="checkbox"/> Caltrans, District 10 Tom Dumas	<input type="checkbox"/> RWQCB 2 Environmental Document Coordinator San Francisco Bay Region (2)
<input type="checkbox"/> Colorado River Board Gerald R. Zimmerman	<input type="checkbox"/> Fish & Game Region 5 Don Chadwick Habitat Conservation Program	<input type="checkbox"/> Tahoe Regional Planning Agency (TRPA) Cherry Jacques	<input type="checkbox"/> Caltrans, District 11 Mario Orso	<input type="checkbox"/> RWQCB 3 Central Coast Region (3)
<input type="checkbox"/> Dept. of Conservation Sharon Howell	<input type="checkbox"/> Fish & Game Region 6 Gabrina Gatchel Habitat Conservation Program	<input type="checkbox"/> Business, Trans & Housing	<input type="checkbox"/> Caltrans, District 12 Bob Joseph	<input type="checkbox"/> RWQCB 4 Teresa Rodgers Los Angeles Region (4)
<input type="checkbox"/> California Energy Commission Paul Richins	<input type="checkbox"/> Fish & Game Region 6 I/M Gabrina Gatchel Inyo/Mono, Habitat Conservation Program	<input type="checkbox"/> Caltrans - Division of Aeronautics Sandy Hesnard	<input type="checkbox"/> Caltrans, District 12 Bob Joseph	<input type="checkbox"/> RWQCB 5 Central Valley Region (5)
<input type="checkbox"/> Dept. of Forestry & Fire Protection Allen Robertson	<input type="checkbox"/> Dept. of Fish & Game M George Isaac Marine Region	<input type="checkbox"/> Caltrans - Planning Terri Pencovic	<input type="checkbox"/> Airport Projects Jim Lerner	<input type="checkbox"/> RWQCB 5F Central Valley Region (5) Fresno Branch Office
<input type="checkbox"/> Office of Historic Preservation Wayne Donaldson	<input type="checkbox"/> Other Departments	<input type="checkbox"/> California Highway Patrol Shirley Kelly Office of Special Projects	<input type="checkbox"/> Transportation Projects Ravi Ramalingam	<input type="checkbox"/> RWQCB 5R Central Valley Region (5) Redding Branch Office
<input type="checkbox"/> Dept. of Parks & Recreation Environmental Stewardship Section	<input type="checkbox"/> Food & Agriculture Steve Shaffer Dept. of Food and Agriculture	<input type="checkbox"/> Housing & Community Development Lisa Nichols Housing Policy Division	<input type="checkbox"/> Industrial Projects Mike Tollstrup	<input type="checkbox"/> RWQCB 6 Lahontan Region (6)
<input type="checkbox"/> Reclamation Board DeeDee Jones	<input type="checkbox"/> Dept. of General Services Robert Sleppy Environmental Services Section	<input type="checkbox"/> Dept. of Transportation	<input type="checkbox"/> California Integrated Waste Management Board Sue O'Leary	<input type="checkbox"/> RWQCB 6V Lahontan Region (6) Victorville Branch Office
<input type="checkbox"/> S.F. Bay Conservation & Dev't. Comm. Steve McAdam	<input type="checkbox"/> Dept. of Health Services Veronica Malloy Dept. of Health/Drinking Water	<input type="checkbox"/> Caltrans, District 1 Rex Jackman	<input type="checkbox"/> State Water Resources Control Board Regional Programs Unit Division of Financial Assistance	<input type="checkbox"/> RWQCB 7 Colorado River Basin Region (7)
<input type="checkbox"/> Dept. of Water Resources Resources Agency Nadell Gayou	<input type="checkbox"/> Independent Commissions/Boards	<input type="checkbox"/> Caltrans, District 2 Marcelino Gonzalez	<input type="checkbox"/> State Water Resources Control Board Student Intern, 401 Water Quality Certification Unit Division of Water Quality	<input type="checkbox"/> RWQCB 8 Santa Ana Region (8)
<input type="checkbox"/> Conservancy	<input type="checkbox"/> Delta Protection Commission Debby Eddy	<input type="checkbox"/> Caltrans, District 3 Jeff Pulverman	<input type="checkbox"/> State Water Resources Control Board Steven Herrera Division of Water Rights	<input type="checkbox"/> RWQCB 9 San Diego Region (9)
<input type="checkbox"/> Fish and Game	<input type="checkbox"/> Office of Emergency Services Dennis Castrillo	<input type="checkbox"/> Caltrans, District 4 Tim Sable	<input type="checkbox"/> Dept. of Toxic Substances Control CEQA Tracking Center	<input type="checkbox"/> Other
<input type="checkbox"/> Dept. of Fish & Game Scott Flint Environmental Services Division	<input type="checkbox"/> Governor's Office of Planning & Research State Clearinghouse	<input type="checkbox"/> Caltrans, District 5 David Murray	<input type="checkbox"/> Department of Pesticide Regulation	
<input type="checkbox"/> Fish & Game Region 1 Donald Koch	<input type="checkbox"/> Native American Heritage Comm. Debbie Treadway	<input type="checkbox"/> Caltrans, District 6 Marc Birnbaum		
<input type="checkbox"/> Fish & Game Region 1E Laurie Harnsberger		<input type="checkbox"/> Caltrans, District 7 Cheryl J. Powell		

August 02, 2007

Mr. Tom Glick, City Planner
L. A. Dept of City Planning
6242 Van Nuys Blvd, Suite 351
Van Nuys, CA 91401

Dear Mr. Glick:

We have been living at our present address since 1961 and have seen the many changes that have taken place----some good, some not. Most of the changes have been made in the name of progress, but further development of this area would cause so much additional traffic and congestion that the quality of life for all nearby residents would be severely eroded.

Traffic on Woodman has already increased tremendously within the last decade. No matter what the owners of the Fashion Square say they will do to preserve the quality of the neighborhood and alleviate potential traffic problems, we doubt that much can be done.

The Fashion Square should remain as it now exists. Any large addition would be overkill. Surely as City Planner, you must be able to foresee the destruction of a stable, family oriented neighborhood. Please DO NOT approve the expansion !!!!!

Sincerely,



Blossom and Ralph Nishime
4925 Woodman Ave,
Sherman Oaks, CA 91423

Department of Water and Power



the City of Los Angeles

ANTONIO R. VILLARAIGOSA
Mayor

Commission
H. DAVID NAHAI, *President*
EDITH RAMIREZ, *Vice President*
MARY D. NICHOLS
NICK PATSAOURAS
FORESCEE HOGAN-ROWLES
BARBARA E. MOSCHOS, *Secretary*

RONALD F. DEATON, *General Manager*

August 24, 2007

Mr. Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401

Dear Mr. Glick:

Subject: Westfield Fashion Square Expansion
Notice of Preparation and Notice of Public Scoping Meeting
EAF No. ENV-2007-9914-MND

The Los Angeles Department of Water and Power (LADWP) is hereby providing comments to the above-referenced Notice of Preparation and Public Scoping Meeting, as requested in your letter dated July 19, 2007.

We are providing information for consideration and incorporation into the planning, design, and development efforts for the proposed expansion. Regarding water needs for the proposed project, this letter does not constitute a response to a water supply assessment due to recent state legislative activity (i.e., SB 901, SB 610, and SB 221) for development projects to determine the availability of long-term water supply. Our understanding is that a water supply assessment by the water supply agency needs to be requested and completed prior to issuing a draft EIR.

Before investing resources in preparation of a water supply assessment, we recommend that you contact LADWP (Mr. Alvin Bautista) at (213) 367-0800, or by e-mail at Alvin.Bautista@water.ladwp.com and provide specific project details as requested to help staff make a determination on whether or not the proposed project meets the criteria for compliance with this legislation.

If proposed project parameters (e.g., development details such as type, square footage, anticipated water demand by 2020, population increase, etc.) are such

13

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Mr. Tom Glick, City Planner
Page 2
August 24, 2007

that they are subject to state law requiring a water availability assessment, a separate request must be made in writing to:

Mr. James B. McDaniel
Chief Operating Officer – Water System
Los Angeles Department of Water and Power
111 North Hope Street, Room 1455
Los Angeles, CA 90012

The following are our preliminary comments on the proposed project.

Water Needs

The Los Angeles Department of Water and Power (LADWP) owns, maintains, and operates an 8-inch water main in Riverside Drive, an 8-inch water main in Hazeltine Avenue, a 12-inch main in Woodman Avenue, and a 6-inch/4-inch water main in an easement lying parallel to Riverside Drive and east of Hazeltine Avenue. There are a number of services and public fire hydrants serving the subject site from the aforementioned water mains. The easement water main may need to be abandoned as a result of the proposed expansion. Water services being supplied by this water main could be relocated to Hazeltine Avenue or Riverside Drive.

The Water Distribution System can adequately supply water for domestic use. Available fire flow for private on-site fire protection can be determined by filing a Service Advisory Request(s) from our New Business Office at (213) 367-2130. Public fire hydrant requirements, including fire flow, are set by the Los Angeles Fire Department (LAFD). Public fire flow can be analyzed at the request of the LAFD.

As the project proceeds further in the design phase, we recommend the project applicant or designated Project Management Engineer contact Mr. Hugo Torres at (213) 367-1178 or by e-mail at Hugo.Torres@water.ladwp.com to make arrangements for water supply service needs.

Water Conservation


LADWP has a number of water conservation programs. Since the proposed project is in the planning and design phase, it may be an opportunity to incorporate some of these measures in the design and operations of the proposed facilities. LADWP is always looking for means to assist its customers to use water resources more efficiently and welcomes the opportunity to work with new developments to identify water conservation opportunities. Some water conservation measures are enclosed.

Mr. Tom Glick, City Planner
Page 3
August 24, 2007

For more information on water and energy conservation programs, please visit our website at www.ladwp.com.

If there are any additional questions, please contact me at (213) 367-1235 or by e-mail at Luis.Nuno@water.ladwp.com.

Sincerely,



LUIS NUNO, P.E.
Engineer of East Valley District
Water Distribution Engineering

LN:jms
Enclosure

c: Mr. James B. McDaniell
Mr. Alvin Z. Bautista
Mr. Hugo A. Torres

bc: Julie M. Spacht
Luis Nuno

WSM: 168-153

Dwight Steinert

From: "Tom Glick" <Tom.Glick@lacity.org>
To: "Dwight Steinert" <drs@pai-la.com>
Sent: Monday, August 13, 2007 10:03 AM
Subject: Fwd: mall expansion

Tom Glick
City Planning Department-Valley Office
6262 Van Nuys Boulevard, Room 351
Van Nuys, CA 91401
Phone: 818-374-5062
FAX: 818-374-5070
Work Hours: Monday-Thursday, 8:30am to 6pm; Friday: 10am to 2pm

This e-mail message and any attachments are confidential. If you are not the intended recipient, please e-mail me at tglick@planning.lacity.org and destroy all copies of this message and any attachments.

>>> Steve OConnor <steveoconnor1966@sbcglobal.net> 8/10/2007 11:44 AM >>>
Dear Tom,

I was unable to attend the meeting on the 6th, so I appreciate this chance to email you my family's thoughts about the proposed mall expansion. My wife and I and our daughter live a block north of the mall, tucked away in the neighborhood, and we also own a business within walking distance of our home. My wife has a Bloomingdale's card, and my kid romps on the mall's indoor playground. So, needless to say, it's all about Sherman Oaks for us.

The mall as it is now, and as they would like it to be, doesn't impact our business at all. I thought I should say that. And our feelings about the proposed expansion are not colored by what we may think or what others may say about the impact to home values in the neighborhood. The value of our modest home increased so much over the last few years - and while that's been nice - our main concern day to day has always been - and still is - the quality of our living.

We sat down with a commercial real estate broker recently to discuss lease options for our business, and while talking about neighborhood developments and projects, this broker - who doesn't live in Sherman Oaks, of course - sneered that the homeowners in this area were anti-development. I said to him, and I say to you, that we are not anti-development - we are anti-gluttony. Our reaction is no different than when we see the McMansions being piled into small lots on these nice streets. It's too much, and these things need to be kept in check. We appreciate that part of your job is to ensure that.

All one has to do is take a stroll through the mall right now to get a quick sense of what Westfield is about. Making profit. Not necessarily an illegitimate or dishonorable motive, but the driving motive - and probably the only motive. These proposed "enhancements" are not enhancements for those of us who live, walk and work here. Using the word "enhance" is just part of the charm campaign-speak. If we start from there, and agree that profit is what this is about, then one realizes that it's - again - just about them pushing to get as much as they can. They would probably argue that their concern is enhancing the shopper's experience. Which makes me laugh, but I don't know, I suppose if they just keep on saying that, that eventually we'll all believe that, along with them. And so the question then becomes, which is more important to someone in your position - the quality of living for those who live here, or the improvement of the shopper's experience?

I respectfully plea to you to resist requests that deviate from city ordinances. And to put up as much as a fight as you can, on behalf of quality of life in Sherman Oaks.

Thanks for your hard work.

Sincerely,

Steve O'Connor
(818) 687-9569 cell

Dwight Steinert

From: "Tom Glick" <Tom.Glick@lacity.org>
To: <PllAnth@aol.com>
Cc: <drs@pai-la.com>
Sent: Thursday, August 02, 2007 10:33 PM
Subject: Re: WESTFIELD FASHION SQUARE EXPANSION (correcting e-mailaddress sent eailer)

Dear Mr. Pellegrini. Thank you for your email. It will be forwarded to the consultant for Westfield to be included in the public record. If there is anything else that you need, do not hesitate to call me.

Tom Glick
 City Planning Department-Valley Office
 6262 Van Nuys Boulevard, Room 351
 Van Nuys, CA 91401
 Phone: 818-374-5062
 FAX: 818-374-5070
 Work Hours: Monday-Thursday, 8:30am to 6pm; Friday: 10am to 2pm

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>>> <PllAnth@aol.com> 07/26/07 11:46 PM >>>

Dear Mr. Glick:

Sincerest thanks for your written notice of the August 06, 2007. "Public Scoping Meeting"; referenced the "Subject" hereon. Related thereto, please accept these few comments sincerely made with only the best interests of the Los Angeles Sherman Oaks community in mind. I will leave the prudence of the business soundness of the proposal to Westfield.

My comments address only two (2) issues, which I feel are of major importance

Issue Number One(1): SAFETY

There are currently existing community traffic and parking issues that are not appropriately addressed within the community. Without taking the time to address them individually, I suggest that most residential and/or local commercial business interests, would and do, express their own individual opinions related thereto.

I, personally, can state examples of issues that are presently in need of attention. I will save them, however, for another more appropriate time. Suffice as to say, the magnitude of Westfield's proposal can only magnify them beyond reasonableness.

Current traffic and parking laws, State Statutes and City Ordinances, to a large degree go unchecked. Violators go undetected for lack of appropriate enforcement. Politicos

address "new legislation" for political gain, as opposed to community betterment, with full realization that current laws, let alone new laws, will not appropriately be addressed by enforcement officials.

Issue Number Two(2): AESTHETICS

The magnitude of the Westfield Fashion Square Expansion proposal would forever adversely affect the character of the Sherman Oaks community. The quality of life, as well as safety, would forever be adversely affected.

Commercial structures reflecting Sherman Oaks community standards are best reflected by the Sunkist building located at the Southwest corner of Riverside Drive and Hazeltine Avenue.

Commercial structures that least reflect Sherman Oaks community standards are reflected by the monstrosity situated on Northwest corner of Woodman Avenue and Riverside Drive, and currently designated as a Downey Savings Bank.

One does not need 20/20 vision to tell which structure "snuck-in" by political variance and which one conforms to building and safety community standards.

CONCLUSION;

Any expansion of the Westfield Fashion Square, should be limited to the..."approximately 975,000 gross leasable square footage (GLSF)"...defined in the opening paragraph of your letter of July 19, 2007.

Westbound Frwy. commuters and community residents should not be required to view a six story non-conforming parking monstrosity that conflicts with the beauty of the conforming Sunkist commercial building structure and its surrounding area.

Respectfully submitted,

Anthony A. Pellegrini

4853 Woodman Avenue

Sherman Oaks, CA 91423-2441

Telephone/FAX: (818) 386-9010

11

1

8/3/2007

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Dwight Steinert

From: "Tom Glick" <Tom.Glick@lacity.org>
To: "Dwight Steinert" <drs@pai-la.com>
Sent: Wednesday, August 08, 2007 4:40 PM
Subject: Fwd: Westfield/Fashion Square Expansion

Tom Glick
 City Planning Department-Valley Office
 6262 Van Nuys Boulevard, Room 351
 Van Nuys, CA 91401
 Phone: 818-374-5062
 FAX: 818-374-5070
 Work Hours: Monday-Thursday, 8:30am to 6pm; Friday: 10am to 2pm

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>>> leo August <edandsuzanne@sbcglobal.net> 8/8/2007 3:39 PM >>>
 Tom Glick, City Planner
 Los Angeles Department of City Planning
 6262 Van Nuys Blvd. Suite 351
 Van Nuys, Ca. 91401

Dear Tom Glick,

We are writing you in opposition of expanding Westfield/Fashion Square as it now is proposed. The major problem, we as residents, see it is DENSITY. You can put only so many structures and humans in a given area without jeopardizing both.

As on any given day Woodman Avenue and Riverside Drive, corridors, can be blocked due to the number of vehicles accessing this area. Also, there are periods when serious accidents occur; whether on streets or on the 101 or 405 Freeways. Remember, serious earthquakes as well, They not only effect traffic but damage to structures. Let us not forget the Northridge Earthquake and its' consequences.

A detailed en-depth environmental research study needs to be addressed and made.

With the proposal of increasing 426,000 square feet (increasing retail stores, restaurants, and parking facilities) there will be put a greater demand on the streets (Woodman Ave., Riverside Drive, Hazeltine Ave., as well as residential streets; such as, Matilija, Addison, La Maida, and Ranchito) . There will be greater wear and tear on these streets. Right now, at the intersection of Matilija and Addison there are pot holes that need to be repaired. With this proposal pot holes will be developing more rapidly on these streets. How can there be ample maintenance on these streets when there are problems of maintenance existing now?

Yes, we agree things change, but change needs to be done wisely and with considered value to all concerned: the residence and Westfield/Fashion Square.

To increase and develop the magnitude of this project and the population it will affect is most important for the health and well being of all concerned. Options and alternatives we hope you will evaluate and consider .

Sincerely,

Ed and Suzanne Plutte
 5010 Matilija Avenue
 Sherman Oaks, CA 91423

8/9/2007

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, REGIONAL PLANNING
IGR/CEQA BRANCH
100 SO. MAIN ST.
LOS ANGELES, CA 90012
PHONE (213) 897-6536
FAX (213) 897-1337
E-Mail: Nerses_Yerjanian@dot.ca.gov



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Mr. Tom Glick
Planning Department
City of Los Angeles
6262 Van Nuys Blvd., Suite 351
Van Nuys, CA. 91401

IGR/CEQA# 070742/NY
NOP/ Westfield Fashion Square Expansion
280,000 SF Commercial Space
SCH#2007071103
LA/101/15.91

July 31, 2007

Dear Mr. Glick:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the 70,100 SF Commercial Space in Calabasas.

Based on the information received, and to assist us in our efforts to completely evaluate and assess the impacts of this project on the State transportation system, a traffic study in advance of the DEIR should be prepared to analyze the following information:

Please reference the Department's **Traffic Impact Study Guideline** on the Internet at <http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>

1. Presentations of assumptions and methods used to develop trip generation, trip distribution, choice of travel mode, and assignments of trips to Route 101.
2. Consistency of project travel modeling with other regional and local modeling forecasts and with travel data. The IGR/CEQA office may use indices to check results. Differences or inconsistencies must be thoroughly explained.
3. Analysis of ADT, AM, and PM peak-hour volumes for both existing and future conditions in the affected area. This should include freeways, interchanges, and intersections, and all HOV facilities. Interchange Level of Service should be specified (HCM2000 method requested). Utilization of transit lines and vehicles, and of all facilities, should be realistically estimated. Future conditions would include build-out of all projects (see next item) and any plan-horizon years.
4. Inclusion of all appropriate traffic volumes. Analysis should include traffic from the project, cumulative traffic generated from all specific approved developments in the area, and traffic growth other than from the project and developments. That is, include: existing + project + other projects + other growth.
5. Discussion of mitigation measures appropriate to alleviate anticipated traffic impacts. These mitigation discussions should include, but not be limited to, the following:
 - ☐ description of transportation infrastructure improvements
 - ☐ financial costs, funding sources and financing
 - ☐ sequence and scheduling considerations
 - ☐ implementation responsibilities, controls and monitoringAny mitigation involving transit, HOV, or TDM must be rigorously justified and its effects conservatively estimated. Improvements involving dedication of land or physical construction may be favorably considered.
6. Specification of developer's percent share of the cost, as well as a plan of realistic mitigation measures under the control of the developer. The following ratio should be estimated: Additional traffic volume due to project implementation is divided by the total increase in the traffic volume (see Appendix "B" of the Guidelines). That ratio would be the project equitable share responsibility.

We note for purposes of determining project share of costs, the number of trips from the project on each traveling segment or element is estimated in the context of forecasted traffic volumes which include build-out of all approved and not yet approved projects, and other sources of growth. Analytical methods such as select-zone travel forecast modeling might be used.

The Department as a commenting agency under CEQA has jurisdiction superceding that of MTA in identifying the freeway analysis needed for this project. Caltrans is responsible for obtaining measures that will off-set project vehicle trip generation that

Mr. Glick

July 31, 2007

worsens Caltrans facilities and hence, it does not adhere to the CMP guide of 150 or more vehicle trips added before freeway analysis is needed. MTA's Congestion Management Program in acknowledging the Department's role, stipulates that Caltrans must be consulted to identify specific locations to be analyzed on the State Highway System. Therefore State Route(s) mentioned in item #1 and it's facilities must be analyzed per the Department's **Traffic Impact Study Guidelines**.

11

We look forward to reviewing the DEIR. We expect to receive a copy from the State Clearinghouse. However, to expedite the review process, you may send two copies in advance to the undersigned at the following address:

Cheryl J. Powell
IGR/CEQA Branch Chief
Caltrans District 07
Regional Transportation Planning Office
100 S. Main St., Los Angeles, CA 90012

If you have any questions regarding this response, please call the Project Engineer/Coordinator Mr. Yerjanian at (213) 897-6536 and refer to IGR/CEQA # 070742/NY.

Sincerely,

Cheryl J. Powell
IGR/CEQA Branch Chief
Regional Transportation Planning

Westfield Fashion Square EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

I write to protest the enlargement of "Fashion Square" in Sherman Oaks for reasons that should be obvious to our "City Planners." Air Quality, Congestion, noise, & all the issues that need to be evaluated. Why do "megabuck" developers have so much influence that they can feel free to come in areas and destroy a community? I beg you to listen to the people and stand up to these developers - you are aiding them in destroying that element which makes Greater Los Angeles unique. We do not need to Manhattanize the city because of greedy politicians and developers!! I have yet to hear of any development being stopped due to traffic, pollution, etc

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: Thelma & David Rabin

Organization (if you are representing one) _____

Address: 4242 Willis Ave.

City: Sherman Oaks

State: CA

Zip: 91403

Email Address: TDRABIN@SBCglobal.net Phone: 818-788-8998

You may drop your comments in the comment box or send them by August 20, 2004 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Email: Tom.Glick@lacity.org

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VAN NUYS

For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191

September 4, 2007

Mr. Tom Glick
City Planner
Los Angeles Department of City Planning
6262 Van Nuys, CA 91401

Re: Westfield Expansion Project
(Case No. CPC-2007-9915-ZC-CU-CUB-ZV-SPR-ZAD;
ENV-2007-9914-EAF)

Dear Mr. Glick:

The Land Use Committee of the Sherman Oaks Neighborhood Council (“LUC”) has formed a “working committee” (the “Committee”) comprised of community members to review and analyze the expansion plans proposed by Westfield for the Fashion Square Mall (the “Project” or the “Mall”).

Committee members include a licensed architect, landscape architect, land use planner, attorney, and active community residents who live within the vicinity of the Project site. Representatives on the Committee have demonstrated a commitment to Sherman Oaks, as well as the greater San Fernando Valley community, through participation in a wide variety of local and regional community, residential and business organizations. While we do not claim to represent the interests of any of these individual organizations – this extensive collective community involvement highlights the diverse range of backgrounds, areas of expertise, and viewpoints that are represented on the Committee.

The Committee has been meeting regularly to study the proposed Project plans and corresponding environmental documentation, and to raise various questions and identify potential adjustments that might be made to the Project. It is important to acknowledge that Westfield’s representatives have been extremely cooperative with the Committee to date. Westfield has met with the Committee on multiple occasions, provided generous access to its technical consultants, and has committed to working with the Committee on a going forward basis.

By encouraging the City to prepare a full Environmental Impact Report (“EIR”) – as opposed to the Mitigated Negative Declaration that was originally published for this Project – Westfield has already shown considerable initial good faith, and we hope and believe that the Applicant will continue to respond to the needs of the Sherman Oaks community. We look forward to this continued spirit

of cooperation as we work together throughout the duration of the entitlement process.

Through not meant to be an exhaustive list, the Committee has identified some questions regarding the Project plans as currently proposed for the Applicant and the City. The following list includes some (but not all) of the issues identified by individual members of the Committee, as well as concerns that have been brought to the Committee's attention by residents who live within the vicinity of the Project site:

1. Proposed Signal At Riverside Drive And Matilija Avenue

Westfield has proposed its main access point for the Site at the corner of Riverside Drive and Matilija Avenue, which would be controlled by a newly installed traffic signal. Some community members have raised concerns that aligning the new signal with Matilija will increase the amount of cut through traffic pressure and off-site Mall parking on Matilija and other nearby local streets. Although Westfield proposes to address this problem through installation of a "pork chop" diverter at Riverside and Matilija, the location of the traffic signal continues to concern some residents.

We would appreciate further study to determine the feasibility of installing the new signal at the existing Macy's entrance/ramp on Riverside Drive. This alternate location could be complemented by a new synchronized crosswalk (in place of the existing crosswalk at the intersection of Ranchito and Riverside). Assuming the ramp could be brought to grade, the Macy's entrance might serve as a more effective point of access that could also reduce cut through traffic on local streets to the north of the Site. Installation of an appropriate landscaped median on Riverside Drive might further reduce Mall generated "spillover" parking in those areas, and improve access to the Mall above existing conditions.

In addition, there is some concern that the new traffic signal at Riverside and Matilija would be too close to the existing light at Woodman and Riverside, potentially creating a bottleneck/backup at peak hours and during the holiday season. Moving the location farther west and increasing the distance between Woodman and the new signal would presumably alleviate this concern as well.

2. General Traffic and Circulation

The Applicant's traffic mitigation program is predicated on increasing traffic flows by upgrading signals that surround the Site to the Los Angeles Department of Transportation's ("LADOT") Adaptive Traffic Control System ("ATCS"). While the Committee does no doubt that this "real time" technology

would improve traffic flows above the more limited ATSAC signals, we still have the following questions regarding how the newly upgraded signals would be integrated with other traffic signals in the area (since they are part of an interconnected system):

- Will there be any effort by LADOT to coordinate Westfield's ATCS upgraded signals with other traffic mitigation recently funded by other development in the Sherman Oaks area (e.g., Library Square mitigation, ATCS funding for signals on Riverside Drive provided by the Meridian Evangelical School)?
- How will the newly upgraded ATCS signals work in coordination with surrounding ATSAC intersections for which no ATCS mitigation is proposed (e.g., intersection of Ventura Boulevard and Woodman)? In other words, would signals that are only upgraded with ATSAC technology be synchronized in any manner with the new ATCS signals?
- How will the 101 Freeway be affected by the installation of the new ATCS upgrades? Will the traffic controls at the on/off ramp be synchronized in any way with the ATCS system?

In addition, the Committee would appreciate if Westfield could examine the feasibility of creating a second right hand turn lane traveling south on Woodman onto the 101 westbound freeway onramp. Although we recognize this public improvement would require Caltrans' consent/approval, the Committee is concerned that additional Project related traffic could exacerbate congestion at the existing on-ramp.

In terms of access to the Mall, the Committee is also curious whether the previous underpass near Bloomindales could be re-opened to provide another means of access into the site? Re-opening this access point could free up traffic along Riverside, and offer another pedestrian access point in the Mall.

3. Public Transportation Plan

While the overwhelming majority of mall patrons will undoubtedly arrive to the site via automobile, some customers (as well as mall employees), may chose to utilize public transportation. With the expanded mall becoming more of a regional attraction, more potential customers (especially those from outside the Sherman Oaks area) may choose to commute to the mall via an MTA bus, DASH bus or the Orange Line, if feasible.

Although the environmental documentation prepared for the Project identifies various public transit routes and stops within the general vicinity of the Site, we encourage Westfield to consider taking more proactive measures to integrate the new expanded mall with public transit. Some examples that the Committee has identified include:

- Working with the MTA to reduce the headways of the existing bus routes to the Mall.
- Working with LADOT to increase the number of daily DASH busses that stop near the mall.

The Committee realizes the considerable challenges of facilitating access to the mall via public transportation. Nevertheless, we would appreciate Westfield studying whether there are feasible measures that could be adopted (in collaboration with MTA and/or LADOT) to make the mall more accessible by public transit.

4. Height of Proposed Parking Structure

The plans call for a new parking structure located between the existing Macy's building and the three-acre shopping center at the southwestern corner of the Riverside Drive/Woodman intersection. Although the environmental documentation indicates the structure will be setback approximately 30 feet from Riverside Drive – there is still concern that the parking structure will obstruct views of residents who live north of Riverside. The Committee therefore requests that Westfield study the feasibility of reducing the height of this structure, possibly by placing some of the parking in a subterranean level, or by other means.

5. Aesthetics

The Committee believes the mall expansion offers a prime opportunity to beautify the currently drab and underwhelming sidewalk fronting Riverside Drive. While the preliminary plans showed to the Committee represent a first step, we believe more can be done to enhance the aesthetic appeal of this important roadway.

The Riverside elevation of the property is an opportunity for the development to be compatible with the surrounding neighborhood, as opposed to creating a wall that separates the Mall from the community. We acknowledge that the existing "closed off" facade was designed in response to the concerns of affected neighbors at the time of the last Mall expansion. The Committee hopes that this Project will achieve the right balance between an imaginative, welcoming

facade, that is also designed to discourage cut-through traffic and extensive off-site parking. Some ideas that the Committee would like to explore with Westfield include:

- Increased lush landscaping along Riverside Drive
- Coffee carts and possible retail kiosks to create a sense of outdoor activity.
- Light posts
- Wood park benches
- Trellises and other aesthetic amenities that create a pedestrian corridor and an urban park setting along Riverside Drive.
- A landscaped median through a portion of Riverside Drive (which we believe could be designed to discourage Mall patrons from parking on nearby residential streets).
- A building facade that incorporates attractive color pallets and transparent elements where possible, and is designed to break up the mass of the building.

In addition to enhancing Riverside Drive, the Committee would like to see aesthetic enhancements placed at the rear of the Site, if possible, to improve the appearance of the Site as viewed from the 101 Freeway.

6. Neighborhood Protection Plan

The Committee is sensitive to neighborhood concerns with “activating” Riverside Drive, thereby creating a more pedestrian friendly street. We appreciate that Westfield has signaled a willingness to be helpful in funding various neighborhood protection elements that would discourage cut-through traffic pressures, especially on the local streets to the north of the Site (i.e., Matilija, LaMaida and Mammoth). It is our belief that implementation of an effective neighborhood protection plan will ultimately mollify the concerns of those residents who fear a more lively, activated Riverside Drive.

Although many components of a Neighborhood Protection Plan have been discussed during Westfield’s various public presentations, there is currently no community consensus for a comprehensive neighborhood protection plan. The

Committee would like to offer our assistance in developing that consensus by helping to devise a plan that can receive the support of a strong majority of the residents who live to the north of Riverside Drive. We look forward to working with Westfield, the Los Angeles Department of Transportation, and the community to develop a viable, effective neighborhood protection plan. With this combined effort, the Committee is hopeful that various neighborhood protection alternatives can be presented to the community as early in the process as possible

7. Miscellaneous

Additional questions for the Applicant and the City include:

- Whether any green/sustainability features will be incorporated into the building plans designed. Will the expansion project be LEED certified?
- Confirmation that the haul route will not utilize any Local or Collector streets.
- Will Westfield establish a construction hotline for residents to call to register any legitimate concerns that arise with construction activity?
- Can directional signs be added to facilitate access into the Site?
- Does Westfield intend to use the expanded Site to host any temporary events, seasonal or otherwise?

* * * *

We appreciate the opportunity to raise these issues and look forward to continuing our productive working relationship with the Applicant. Thank you again for your consideration of this comment letter.



Dave Rand
Chair

Sherman Oaks Neighborhood Council "Westfield Working Committee"

Dwight Steinert

From: "Tom Glick" <Tom.Glick@lacity.org>
To: "Dwight Steinert" <drs@pai-la.com>
Sent: Monday, August 06, 2007 3:43 PM
Subject: Fwd: Matilija avenue

Tom Glick
City Planning Department-Valley Office
6262 Van Nuys Boulevard, Room 351
Van Nuys, CA 91401
Phone: 818-374-5062
FAX: 818-374-5070
Work Hours: Monday-Thursday, 8:30am to 6pm; Friday: 10am to 2pm

This e-mail message and any attachments are confidential. If you are not the intended recipient, please e-mail me at tglick@planning.lacity.org and destroy all copies of this message and any attachments.

>>> "suzirockett" <suzirockett@earthlink.net> 8/6/2007 2:35 PM >>>

I have had a long history on this street; my parents were original owners when the homes were first built. I now live back in that house with my family. I love what the neighborhood feels like. We lived on Stansbury south of the blvd. and really did not know anyone (13 years). After my mom died we did a totals renovation to the house, and it is the talk of the street.

I am aware progress happens but, it should not happen in the name of community.

I am writing to express my LARGE concerns for traffic flow and a proper signal at the end of our street.

Kids play on our street and as I am home most days I see cars going to fast and with little regard for their speed. Etc.

I know you might hear from others who are angry, I am just hoping something will happen to protect our neighborhood, I am sure if this were your street you would have the same feeling as we all have.

Please be respectful of our street.

Susan Rockett
5016 Matilija Ave.

11

Dwight Steinert

From: <MTAFIZX@aol.com>
To: <Tom.Glick@lacity.org>
Sent: Monday, August 20, 2007 1:35 PM
Subject: Fashion Square-Westfields Planned Expansion

Dear Tom,

My wife and I are completely opposed to the planned Fashion Square Mall expansion. Already, there is a shortage of parking amongst the Mall, all of the business enterprises east of the mall on Riverside Dr. to Woodman Ave, and the offices, etc., on east Woodman. Add the increasing overflow of cars from Notre Dame High school and it becomes overwhelming. During the holiday season, football season from the school, it becomes horrendous. We do not want our property values to go down as they most assuredly will if this expansion takes place. We do not want any more traffic, noise, lack of parking, congestion, etc.

WE ARE COMPLETELY OPPOSED TO THE FASHION SQUARE MALL EXPANSION!

Thank you,

Allan Rosenthal
Susan Ashcroft-Rosenthal
4751 Ventura Canyon Ave.
Sherman Oaks, Ca 91423

Get a sneak peek of the all-new AOL at <http://discover.aol.com/memed/aolcom30tour>

11

8/27/2007

Westfield Fashion Square EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

*This is just another waste of
time - This deal was made
long before you engaged the
neighborhood -*

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name:

Yusef E. Amin

Organization (if you are representing one)

Address:

4437 Wilshire Ave.

City:

Sherman Oaks

State:

CA

Zip:

91423

Email Address:

RRS 4437@yahoo

Phone:

818-783-1755

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191.

Dwight Steinert

From: "Tom Glick" <Tom.Glick@lacity.org>
To: "Dwight Steinert" <drs@pai-la.com>
Sent: Thursday, August 09, 2007 1:17 PM
Subject: Fwd: Against Sherman Oaks Fashion Square Expansion

Tom Glick
City Planning Department-Valley Office
6262 Van Nuys Boulevard, Room 351
Van Nuys, CA 91401
Phone: 818-374-5062
FAX: 818-374-5070
Work Hours: Monday-Thursday, 8:30am to 6pm; Friday: 10am to 2pm

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>>> R Sahota <delgadas@hotmail.com> 8/9/2007 9:56 AM >>>

Dear Tom Glick, We are residents in the Sherman Oaks area, and are against the expansion of Fashion Square. The area is dangerous on any normal day with traffic, and road rage specifically around getting into the mall. When residents are trying to get access to their homes, for example turning onto Murietta from Riverside, they consistently have mall traffic cutting them off by crossing through the double yellow turning lane. The left turn light at Hazeltine and Riverside can already be a 5 minute and over wait on a regular day, with contributing factors such as traffic spilling out of the overcrowded Trader Joes parking lot, the freeway traffic and the heavily used park in the area. Please do not diminish our quality of life or jeopardize our safety. There simply is no room here for expansion. Sherman Oaks Resident.

Make every IM count. Download Windows Live Messenger and join the i'm Initiative now. It's free.
http://im.live.com/messenger/im/home/?source=TAGWI_June07

11

Westfield Fashion Square EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

- ① Traffic on Woodman, Hazeltine & Riverside Dr are already overflowing during wee kends & holidays. Concern over additional traffic.
- ② Parking on local streets due to lack of parking.
- ③ Air pollution due to increased traffic & construction.
- ④ Construction traffic on Valleyheart.
- ⑤ 5 story parking structure would impact local homes. we would like it limited to 3 stories
- ⑥ Lack of viable traffic mitigation

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: Robin & Gerald Samet
Organization (if you are representing one) _____
Address: 4500 Stern Ave
City: Shirman Oaks State: CA Zip: 91427
Email Address: rsamet@yahoo.com Phone: 515-561-0961

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191.

Dwight Steinert

From: "Jill Sanders" <jillsanders@earthlink.net>
To: <tom.glick@lacity.org>
Sent: Monday, August 20, 2007 12:14 AM
Subject: Westfield Mall Expansion

Hi Tom, I am writing you as a supporter of the mall expansion. Sherman Oaks is one of the most expensive areas to live in the valley and the Sherman Oaks mall is in desperate need for a makeover. I am particularly looking forward to a better children's play area and certainly more restaurants! It would also be great if some sort of outdoor seating for dining or entertainment could be incorporated. I hope no expense is spared in making this expansion a beautiful and family friendly place. The LAST THING Sherman Oaks needed was a Best Buy and I will NEVER shop there. I went to the Sherman Oaks neighborhood council meetings regarding the Best Buy and realized it was really a done deal no matter what the residents wanted. It is also obvious to me that the Sherman Oaks Galleria is basically a failure. Why are restaurants and stores going in and out of business there? It is not set up in a way that brings people there like The Grove or The Commons. (I also find the architecture ugly). I hope the same mistake is not made with the new expansion of the mall and I am looking forward to spending allot of time there with my family...and maybe even my dog? I don't mind dealing with the traffic because I plan on staying for many hours!

Thank you,
Jill Sanders
Sherman Oaks homeowner

Westfield Fashion Square EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

As most of my neighbors are concerned about traffic congestion, I am also. This neighborhood is already heavily impacted with traffic from Notre Dame, the Woodman on ramp to the 101 and both the Ross Center and Fashion Square. I don't believe that the new proposal will adequately accommodate the traffic.

This expansion will take a pleasurable neighborhood shopping experience and turn it into a nightmare.

Alison Sassoon

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: Alison Sassoon
Organization (if you are representing one): home owner
Address: 5018 Mammoth Ave
City: Sherman Oaks State: Ca Zip: 91423
Email Address: Alycat1122@aol.com Phone: 818-789 9979

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191.

Westfield Fashion Square EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

WF SHOPPING AT BLOOMINGDALE'S WHERE DOES ONE PARK?
(SEEMS THAT ONE WOULD NEED TO WALK THE ENTIRE LENGTH
OF THE MALL + PART OF THE PARKING STRUCTURE)

16



(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: HAROLD SCHNEIDER
Organization (if you are representing one): _____
Address: 4236 WILLIS AVENUE
City: SHERMAN OAKS State: CA Zip: 91403
Email Address: hals99@sbcglobal.net Phone: (818) 990-8476

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Email: Tom.Glick@lacity.org

For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191.

Dwight Steinert

From: "Tobi Schneider" <tobianne@sbcglobal.net>
To: <Tom.Glick@lacity.org>
Sent: Sunday, August 19, 2007 10:15 PM
Subject: Westfield Expansion

We have lived in the area north of Fashion Square, on Matilija, between Addison and Hartsook for the past XY years. We have raised our children and grandchildren in this house. Like many of our neighbors, we are concerned that the expansion of Fashion Square, as proposed, will seriously hurt this wonderful neighborhood.

We have read the August 15, 2007, letter sent to you by The Brogin Companies, relative to the Fashion Square EIR. We concur with the issues that they have raised in their letter. Therefore, we respectfully ask that the City require the material that the Brogins have requested in that letter in the project EIR.

Sincerely,

Tobi & David Schneider
5120 Matilija Avenue
Sherman Oaks, CA 91423

.....

8/27/2007

Dwight Steinert

From: "Rob Schonfeld" <robschonfeld@gmail.com>
To: <tom.glick@lacity.org>
Cc: <brocos@sbcglobal.net>
Sent: Friday, August 17, 2007 11:31 AM
Attach: BCI-LA City-Response to Fashion Square_8-16-07nbwb. HL.doc
Subject: Fashion Square Follow-up

Tom, I'm writing to follow-up on the email I sent several weeks back expressing my concerns about Westfield's proposal to expand the Fashion Square mall and the resulting impact it would have on our neighborhood. My neighbors the Brogans just sent me a copy of the letter they sent you (attached), which I think offers a detailed description of our local concerns, and provides many suggestions as to how Westfield might still expand the mall in a way that is also sustainable for our current quality of neighborhood life. In sending you this email I am formally seconding this letter.

Thanks again for listening,
-Rob Schonfeld, Fashion Square resident

8/17/2007

Westfield Fashion Square EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

*This is just another waste of
time - This deal was made
long before you engaged the
neighborhood -*

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name:

Yusef E. Amin

Organization (if you are representing one)

Address:

4437 Wilshire Ave.

City:

Sherman Oaks

State:

CA

Zip:

91423

Email Address:

RRS 4437@yahoo

Phone:

818-783-1755

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

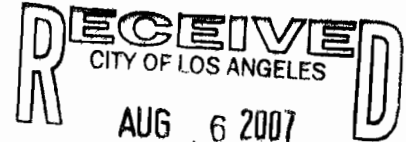
For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191.

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390
www.nahc.ca.gov
ds_nahc@pacbell.net



August 1, 2007



Mr. Tom Glick

CITY OF LOS ANGELES PLANNING DEPARTMENT

6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401

CITY PLANNING
VAN NUYS

Re: SCH# 20007071103: CEQA Notice of Preparation (NOP) draft Environmental Impact Report (DEIR) for the Westfield Fashion Square Expansion Project; Los Angeles City Planning Department; Los Angeles County, California

Dear Mr. Glick:

Thank you for the opportunity to comment on the above-referenced document. The California Environmental Quality Act (CEQA) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR per CEQA guidelines § 15064.5(b)(c)). In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE),' and if so, to mitigate that effect. To adequately assess the project-related impacts on historical resources, the Commission recommends the following action:

✓ Contact the appropriate California Historic Resources Information Center (CHRIS). Contact information for the 'Information Center' nearest you is available from the State Office of Historic Preservation in Sacramento (916/653-7278). The record search will determine:

- If a part or the entire (APE) has been previously surveyed for cultural resources.
 - If any known cultural resources have already been recorded in or adjacent to the APE.
 - If the probability is low, moderate, or high that cultural resources are located in the APE.
 - If a survey is required to determine whether previously unrecorded cultural resources are present.
- ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
- The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
 - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
- ✓ Contact the Native American Heritage Commission (NAHC) for:
- * A Sacred Lands File (SLF) search of the project area and information on tribal contacts in the project vicinity who may have information on cultural resources in or near the APE. Please provide us site identification as follows: USGS 7.5-minute quadrangle citation with name, township, range and section. This will assist us with the SLF.
 - Also, we recommend that you contact the Native American contacts on the attached list to get their input on the effect of potential project (e.g. APE) impact.
- ✓ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
- Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5 (f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
 - Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.

√ Lead agencies should include provisions for discovery of Native American human remains or unmarked cemeteries in their mitigation plans.

* CEQA Guidelines, Section 15064.5(d) requires the lead agency to work with the Native Americans identified by this

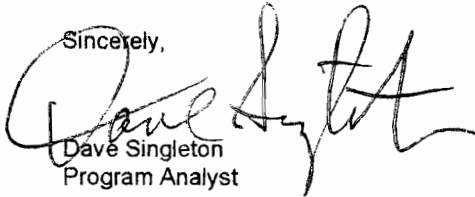
Commission if the initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American, identified by the NAHC, to assure the appropriate and dignified treatment of Native American human remains and any associated grave liens.

√ Health and Safety Code §7050.5, Public Resources Code §5097.98 and Sec. §15064.5 (d) of the CEQA Guidelines mandate procedures to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

√ Lead agencies should consider avoidance, as defined in § 15370 of the CEQA Guidelines, when significant cultural resources are discovered during the course of project planning.

Please feel free to contact me at (916) 653-6251 if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Dave Singleton", is written over the typed name and title.

Dave Singleton
Program Analyst

Cc: State Clearinghouse

Attachment: List of Native American Contacts

Westfield Fashion Square EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.



(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: Philip Suresano
Organization (if you are representing one): _____
Address: 14802 Sutton ST
City: Sherman Oaks State: CA Zip: 91403
Email Address: _____ Phone: 818-995 8113

You may drop your comments in the comment box or send them by August 20, 2001 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Email: Tom.Glick@lacity.org

For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191

August 4, 2007

Mr. Tom Glick, City Planner
Los Angeles Department of City Planning
6242 Van Nuys Boulevard, Suite 351
Van Nuys, California 91401

RECEIVED
CITY OF LOS ANGELES

AUG 9 2007

CITY PLANNING
VAN NUYS

Re: Proposed Expansion of Fashion Square in Sherman Oaks

Dear Mr. Glick:

I regret I am unable to attend the meeting being held on August 6 regarding the proposed expansion of Sherman Oaks Fashion Square.

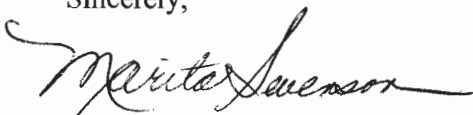
I feel very strongly that this would be a great disservice to the residents in this area and would only create more traffic to already very busy thoroughfares. I moved into my home in 1960 and so have seen tremendous growth since that time. Much of the growth was an improvement as it did not infringe on the neighborhood and any new growth was something the residence could have a voice in before building was permitted. The addition of yet more stores in the area is not only unnecessary, but would cause total chaos to this once quiet area.

The area surrounding Fashion Square is made up of mainly single family homes. New buyers have young children who could be endangered by additional traffic on our streets. It would also create hazards for Notre Dame High School as the students arrive and leave each school day.

I only wish someone had proposed zoning which would have limited the size of homes in our area. New owners have come in and are currently building their "McMansions" on each street. This is something that city planners should have not allowed as well. Please, don't add to the problems of this once lovely area by allowing a huge mega-mall to invade our once safe and quiet Sherman Oaks. The current mall is too big already!

Thank you for your consideration in this matter.

Sincerely,



Marita Swenson
5016 Ranchito Avenue
Sherman Oaks, CA. 91423
(818) 784-0901

11

Westfield Fashion Square EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

My main concern is the traffic on Matilija & La Maida. Close off street on Riverside to prevent using these streets to drive thru.

Way put the parking lot on Riverside and not in the back. We would rather look at the mall than a parking structure.

11

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: _____

Organization (if you are representing one) _____

Address: _____

City: _____ State: _____ Zip: _____

Email Address: TERose 576@aol.com Phone: _____

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191.

Westfield Fashion Square EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

NO!

RECEIVED
CITY OF LOS ANGELES
AUG 21 2007

CITY PLANNING
VAN NUYS

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: Hy Terman
Organization (if you are representing one): S.O.
Address: 4240 Fulton Ave
City: Studio State: Calif Zip: 91604
Email Address: _____ Phone: _____

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191.

Westfield Fashion Square EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

please study the traffic cutting through
the local streets (MATILYA) (La Maida)
How will Westfield mitigate traffic around
the mall.

11

What effect will be caused by a
new 6 Story parking structure i.e.
noise and light pollution.

1

7

PTO

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: TREVOR THORNTON
Organization (if you are representing one) _____
Address: 4827 MATILYA AVE
City: SHERMAN OAKS State: CA Zip: 91423
Email Address: trevorstix@aol.com Phone: 818-350-0453

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191.

I do not like the idea of a liquor license being granted.

Have Westfield got a plan B, if so could they make those plans available.

Is it possible to close off Matilija completely.

Dwight Steinert

From: "Trevor Thornton" <trevorstix@adelphia.net>
To: <tom.glick@lacity.org>
Sent: Sunday, August 19, 2007 9:26 PM
Subject: Westfield Fashion Square!

Hi Tom it was good to meet in person at the EIR scoping meeting on the 6th of August. I would just like to take this opportunity to add a few things to the comments I put in the box then.

The neighborhood would be a less safe environment for our children

Their would be a significant rise in air pollution

We don't like the idea that the mall will be in use late at night due to the liquor license.

Because of the added traffic our neighborhood would become the overflow for shortcut traffic. (Already a problem)

The congestion will cause problems for first responders.

The Aesthetics of the area would be greatly reduced (Due to the addition of a five or six story parking structure)

The parking structure will cause light pollution.

The parking structure will block out the only view we have of the hills.

Our property values will be adversely affected.

We feel that the added traffic would overload an already congested neighborhood.

Would it be possible to close off Matilija Avenue completely?

Would it be possible for subterranean parking?

Can Westfield come up with an Entrance not opposite Matilija, but closer to Macy's?

I look forward to seeing the EIR when it is completed.

Yours Sincerely Trevor Thornton.

4827 Matilija Avenue Sherman Oaks CA 91423 818-380-0453

8/27/2007

Westfield Fashion Square EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

Another "yes" restaurant:

"Gullen's
Middle Eastern

(same as in
Topanga and

Century city)

No "Hot Dog on a Stick"

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: _____

Organization (if you are representing one) _____

Address: _____

City: _____ State: _____ Zip: _____

Email Address: _____ Phone: _____

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191.

8 - 19 - 07

To: Tom Glick
City Planner
6262 V.N. Blvd, # 351
V.N., CA 91401

I am writing to strongly object and request you please do NOT allow this Westfield expansion project to happen.

I have lived in this community for over 30 yrs and have watched previous expansions (ie, from outdoor to indoor). We do NOT need more stores!! What we do need is better Traffic control even without the proposed expansion.*

My husband works LAPD for over 30 yrs and has said many times over the traffic lights need to be better timed to improve Traffic flow.

3

We do not need more parking, and
we do not need liquor licenses
issued so more people can do
more drinking and driving. This
will create more accidents and
damage to city property.

Sincerely,
K. E. Vanderburgh
KATHLEEN E. VANDERBURGH
4514 VARNA AVE.,
SHERMAN OAKS, CA
91423

*
P.S. Even w/Westfield's traffic study
to improve traffic flow in/around
the mall, there has been a great increase in
Residential, Condo & Apts increasing amt of
people & traf. flow in the community. We
have great difficulty coming out of Valleycent
Dr. No. onto Woodman Ave to the FLY & MALL
AS IT IS!!! - 2 -

Dwight Steinert

From: "Carrie Velasco" <cvelasco1@sbcglobal.net>
To: <Tom.Glick@lacity.org>; <brocos@sbcglobal.net>
Sent: Monday, August 20, 2007 2:42 PM
Subject: Westfield Expansion

Dear Mr. Glick,

I write this letter to express my concern for the proposed mall expansion. My husband and I moved into the Matilija neighborhood in October 2004. We specifically chose this street because of its beauty and its safety. We saw children safely playing in the street while their parents watched. This is what we had hoped for...a neighborhood where we would feel comfortable enough to let our children play together and ride their bicycles, skateboards or scooters in the street without having to worry about dodging cars.

I truly believe that the proposed mall expansion will only increase the number of cars zooming down our street unaware of the children who live/play here. This along with the fact that we do not have sidewalks only worries me more.

In addition, I do not look forward to the increased traffic that I will be experiencing just to get home. I feel that Riverside and Woodman are already congested enough. With this proposed expansion, I anticipate an increase in cars on streets that are already very busy. I don't think that additional stop lights nor additional entries or exits will help this problem. In fact I believe they will only increase the traffic in our residential neighborhood.

I truly feel that the proposed Westfield Fashion Square expansion and new traffic lights should not be approved. The L.A. City Planning must protect the Fashion Square neighborhood families.

Carrie Velasco
Paolo Velasco
Jalen Velasco
5011 Matilija Ave

11

8/27/2007

Dwight Steinert

From: "Tom Glick" <Tom.Glick@lacity.org>
To: "Dwight Steinert" <drs@pai-la.com>
Sent: Monday, August 27, 2007 10:43 AM
Subject: Fwd: Re: News Paper Article

Tom Glick
City Planning Department-Valley Office
6262 Van Nuys Boulevard, Room 351
Van Nuys, CA 91401
Phone: 818-374-5062
FAX: 818-374-5070
Work Hours: Monday-Thursday, 8:30am to 6pm; Friday: 10am to 2pm

This e-mail message and any attachments are confidential. If you are not the intended recipient, please e-mail me at tglick@planning.lacity.org and destroy all copies of this message and any attachments.

>>> Ellen Vukovich <ellen413@yahoo.com> 8/18/2007 1:03 PM >>>
Hello:

I would like to add that Mr. Jones is a representative of Sherman Oaks Homeowners Association on this important land use issue.

I oversee and advise SOHA's Land Use Committees and share Mr. Jones' concern that our community needs to address TOGETHER the two key issues concerning this project: traffic mitigation and the threat to our existing Ventura Boulevard based businesses and restaurants. While the Chamber might be wholeheartedly supporting Westfield, it should not be done without fully understanding that if this project's impacts are not sufficiently mitigated, etc., then the entire community will suffer.

Ellen Vukovich

no!fsecommittee <nofse-committee@yahoo.com> wrote:
Mr. Ehrlich, Executive Director
Sherman Oaks Chamber of Commerce

Good Morning. My name is Tom Jones, Chairman of the Neighbor of the Fashion Square Committee - NO! FSE-Committee.

I was reading the Sherman Oaks Sun this morning and came across you statements, and I have some questions for you: 1) Where do you live - are you a "neighbor"? 2) Why haven't you every invited or spoken to our group? 3) Who have you spoken with to be able to make your statement.

As a resident on Matilija for 27 years - I was part of the opposition with the first expansion, and now a conduit for the opposition of the purposed expansion primarily because the neighborhood is not being heard and our view points are of no concern to them.

We continue to see the "butt" of the center, ie: trash collection, delivery, neighbor intrusion for parking and pass through. What Westfield is doing and has done before is a lot of lip service, pretty pictures and diagrams.

8/27/2007

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When asked Westfield is quick to say that we can have what ever mitigation we want, but their motivation is only how many cars they can get on and off their property and revenues from stores.

I look forward to hearing from you.

Tom Jones

Need a fast friend? Adopt a retired racing Greyhound.

Dwight Steinert

From: <swachsner@aol.com>
To: <TOM.GLICK@lacity.org>
Sent: Sunday, August 19, 2007 3:40 PM
Subject: WESTFIELD EXPANSION

WE MOVED INTO OUR HOUSE 13732 LA MAIDA STR. IN 1959. ON ALL THE INPUT WE HAD FROM WESTFIELD THERE IS VERY LITTLE MENTION OF: a) WHERE THE GARBAGE DISPOSAL AND DELIVERIES FOR ALL THE ESTABLISHMENTS WILL TAKE PLACE????????????? b) THE ADDITION OF 80 + 4 NEW ESTABLISHMENTS WILL INCREASE THE DAILY PARKING BY APPROX. 300 CARS. WHERE DO THEY PARK????????? c.) WILL LA MAIDA STREET FROM WOODMAN TO RIVERSIDE DR. BE A NO PARKING ZONE AREA????????????????? IF YES WHERE DO FAMILY MEMBERS AND FRIENDS OF THE HOME OWNERS PARK ON VISITS????????????????? THE LATEST QUOTE I READ FROM WESTFIELD WAS: "THE EXPANSION WILL ENHANCE THE QUALITY OF LIFE IN OUR COMMUNITY" THIS STATEMENT IS A COMPLETE INSULT TO THE INTELLIGENCE OF ALL THE HOMEOWNERS IN THE COMMUNITY, WHERE THE EXPANSION WILL COMPLETELY CHOK OFF 100S OF FAMILIES WITH SUCH NEGATIVE AND IMPOSSIBLE LIVING CONDITIONS i/e TRAFFIC CONDITIONS, POLLUTION ENVIRONMENTAL PROBLEMS PLUS A CENTER WHICH HAS PROPOSED EXTENDED SHOPPING HOURS TIL MIDNIGHT PLUS RESTAURANTS APPLYING FOR AN ALCOHOL LIC. THAT WILL SURELY ENHANCE THE QUALITY OF LIFE FOR THE NEIGHBORHOOD. BECAUSE THERE IS NOT ENOUGH CRIME IN THE VALLEY ALREADY, BUT THIS WILL SURELY ADD. P.S. THE 300 CARS MENTIONED ABOVE ARE JUST THE ADDITIONAL EMPLOYEES. HOPING TO HEAR FROM YOU. STEVE & MARY-ANN WACHSNER.

16

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8/27/2007

Westfield Fashion Square EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

AUGUST 14, 2007

THE WESTFIELD SQUARE PROJECT IS A
RECIPE FOR DISASTER !!

AS A RESIDENT IN THE AREA FOR OVER 52 YEARS, I'VE SEEN
THE INCREASE IN TRAFFIC AND CONGESTION. IS IT MORE IMPORTANT
FOR THE WESTFIELD CORP. TO MAKE MORE MONEY OR TO PRESERVE
WHAT LITTLE IS LEFT IN OUR COMMUNITY?

HOW MANY MORE STORES (THEY PROJECT 80) DOES THE PUBLIC
NEED? THE CRUX OF THE MATTER IS "THAT MONEY TALKS + INTEGRITY
WALKS"

JUST READING WESTFIELD'S PROPOSED ACCESS PLAN IS HURRENDOUS!
I SPoke TO ABOUT 7 OF THEIR REPS AT THE SHOWING OF THE PLANS AND
ASKED EACH OF THEM WHERE THEY LIVED AND IF THEY EVER SPENT
A FEW DAYS BETWEEN 7AM-9³⁰AM AND 3³⁰PM-7³⁰PM AT THE WOODMAN
ON + OFF RAMPs OF THE 101 FREEWAY. NOT ONE OF THEM INCLUDING
THE TRANSPORTATION GURU EVER SPENT ANY TIME TO NOTE THE
CONGESTION. AND ALL OF THEM LIVE ELSEWHERE IN CALIF.

I CAN JUST IMAGINE WHAT WILL HAPPEN WHEN THE
4875 PARKING SPACES EMPTY ON + RIVERSIDE DRIVE, ETC.

(If necessary, please use the reverse side of the paper.)

(over)

Please fill out your contact information below.

Name: GEORGE WINARD



Mr. George Winard
4513 Greenbush Ave.
Sherman Oaks, CA 91423-3111

Organization (if you are representing one) SOHA (member)

Address: 4513 Greenbush Ave.

City: Sherman Oaks State: CA Zip: 91423-3111

Email Address: GWINARD@AOL.COM Phone: 818-788-2574

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Email: Tom.Glick@lacity.org

RECEIVED
CITY OF LOS ANGELES
AUG 15 2007

CITY PLANNING
VAN NUYS

For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191

Also, A 6 level parking structure —
Is this part of the Sherman Oaks Zoning plan??
It is very evident that Wendy Gruel and
Jack Weiss have not done anything to protect
the area — they also ok'd the "Best Buy" Minstrosity!

I'd suggest the CEO and board members
(if they are not in Australia or New Zealand)
to spend a WEEK on Woodman, Riverside and
Hazelton to see what they are creating.

I'm seriously considering using a
Helicopter to get out of my area which is
also being devastated by humongous Condo
Buildings that will add hundreds of more autos
going from Fulton to Woodman (+ vice versa) via
Valley heart North where I live on Greenbush.

The bottom line — Do the big shots
of Westfield NEED all that money or will
they have some sense of decency?

Enclosed are a couple of related articles

Orman

Westfield Fashion Square EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

Change is fine if its an improvement to conditions, however, if it is detrimental to the conditions, it is not good. The addition of more stores is definately a detriment. It is only to satisfy big business greed. It is not good for the environment - It is not good for any of the residents as it will only increase traffic (which is already horrendous) create more noise, create more smog - create a great deal of inconvenience to the nearby residents of our once beautiful, quiet, clean Sherman Oaks. However, it will fill the pockets of Westfield and do nothing for us -

City planning approved the monster building on Fulton (between Riverside &

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: MARILYN WINARDS
Organization (if you are representing one): SOHA
Address: 4513 Greenbush
City: Sherman Oaks State: Ca Zip: 91423
Email Address: _____ Phone: (818) 788-2574

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Email: Tom.Glick@lacity.org

CITY PLANNING
VAN NUYS

For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191.

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14

Mr. Park) when occupied will bring ^{CITY VAN}
about 200 more cars - now there is talk
of building another monster on the West
side of Fulton. Now we can hardly get
out of our home on to Fulton certainly
not on Woodman - Would you suggest
a helicopter to leave our home?

Have you City planners in all
your planning forgotten that there are
people who have needs too?

Westfield Fashion Square EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

on RAMP TRAFFIC going west on the 101 already is
~~of~~ bumper to bumper approaching the on ramp
from Riverside. Two cars per lane has helped
somewhat. I can ONLY imagine what its going
to be like once the expansion takes place,
in whatever form.

11



CITY PLANNING

(If necessary, please use the reverse side of the paper.) VAN NUYS

Please fill out your contact information below.

Name: GERALD WINERMAN
Organization (if you are representing one) _____
Address: 4660 VARNA AV.
City: SHERMAN OAKS State: CA Zip: 91423
Email Address: _____ Phone: 818-2847277

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191.

Dwight Steinert

From: "Mark Winters" <okram@earthlink.net>
To: <TOM.GLICK@lacity.org>
Sent: Tuesday, August 14, 2007 12:40 PM
Subject: Fashion Square Expansion

August 14, 2007

Dear Tom:

As homeowners in Sherman Oaks, we (Mark and Brian Winters) received a flyer regarding the planned ³expansion² of Fashion Square, and would like to express our feelings about the project.

We grew up in Sherman Oaks. We both attended Woodman Avenue Elementary School, (which was on the corner at Riverside Drive, and is now the location of Bank of America, etc.), and went to Notre Dame High School. Both our first work experiences were at Fashion Square when it was an award-winning site.

As you can appreciate, we know the area well and have witnessed firsthand the changes brought about by development over the years. Currently, we are very concerned about the proposed ³expansion² of the facility bounded by Woodman, Riverside and Hazeltine. In fact, we are patently against it.

The impact on the community would be destructive. The increased traffic will overburden streets that are already too well traveled, and wreak havoc on roads that have been, for some time, in need of refurbishment. It would also create parking chaos.

The neighborhood, which was once an ideal location to raise a family, would become a car-dodging accident waiting to happen. Everyone would have to be more than careful when it came to venturing across streets. Even worse, visitors would need parking permits in order to find space to see their friends.

Overall, the City of Sherman Oaks would be the loser, becoming a clogged, traffic strewn, unattractive, Century City-like cement monstrosity. Those who own property and live in the area deserve much better. You and the committee can take action and avert this boondoggle by not allowing the project to proceed. The community cannot be well served by construction that will detract from the secure, family oriented setting that has long been its forte.

Please make the right decision and see that permission for any expansion is denied.

Thank you for your consideration, and do not hesitate to contact us if you

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8/15/2007

would like further input.

Regards,

Mark and Brian Winters
5030 Ranchito Avenue
Sherman Oaks, CA 91423

(818) 789-5918

8/15/2007

Westfield Fashion Square EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

1. Aesthetics - Describe & substantiate the aesthetic improvements proposed for the south side of Riverside Dr. as part of this project. (1)
2. Air Quality - Carefully analyze the air quality impacts resulting from increased traffic from this project along with the cumulative traffic from the many other smaller projects. (2)
3. Geology & Soils - Carefully analyze how vulnerable this project is from liquefaction from an earthquake, in view of Shorwan Oaks being disproportionately affected by the 1994 Northridge Earthquake. (3)
4. Noise - Carefully analyze whether the increased traffic resulting from this project will increase ambient noise levels. (7)
5. Transportation/Circulation - Carefully analyze whether the ATISAC improvements claimed by the MWD to be sufficient to accommodate ^{the} increased traffic generated by this project will in fact be sufficient and whether expanded left turn pockets and intersection widenings will be needed as well. Also, analyze whether improved public transportation, i.e. bus service, should be provided as well as a mitigation measure. (11)

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: Marc Weersching
Organization (if you are representing one): Riverside Dr. Property Owners Association
Address: P.O. Box 471
City: Valley Village State: Cal. Zip: 91617
Email Address: mweersching@netnet.net Phone: (818) 985-4514

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

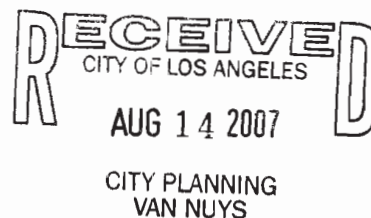
For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191.

MARK WOLLMAN

14025 Riverside Drive
Sherman Oaks, CA 91423
(310)488-6400

August 10, 2007

Mr. Tom Glick
City Planner
Los Angeles Department of City Planning
6262 Van Nuys Blvd., Suite 351
Van Nuys, California 91401



Re: EIR (Westfield Fashion Square Mall Project)

Dear Mr. Glick,

I am writing you in opposition to the proposed significant increase of square footage/retail shopping space at the Sherman Oaks Fashion Square Mall.

Have you ever been woken up during the middle of the night or early morning hours to noise caused by an outdoor disturbance? Perhaps a barking dog, loud motorcycle, etc. Since purchasing my home in January 1988, I've been awakened by hundreds of noise related incidents occurring at the Fashion Square Mall. To this very day, my wife and I are still subjected to noise related disturbances, in violation of city noise ordinances and even Westfield Shopping Centers' own rules and regulations.

Allow me to provide some background. Shortly after purchasing my home, I discovered plans to enclose and double the size of the Fashion Square Mall. This development was being done by City Freeholds, the former owners of the mall. The nightly noise, loss of sleep and inability to enjoy the quiet use of our home nearly cost me my marriage. With no protection offered by the mall owner and no other available remedy, I filed litigation against the mall owners (and won)! The Van Nuys judge who heard the case sided more than 60 clear cut violations of the law, even though we presented hundreds of violations in the form of photographs, video tape and written logs.

Just last week I was forced to contact the security department at the mall regarding a noise violation in connection with unloading of materials. While the mall's security guards confronted the workers, the security guards allowed them to continue their work. Additionally, a loading dock located directly across the street from my home had a barrier chain broken for weeks. When I asked security about why the chain barrier had not been repaired, I was informed that a new lock was required and that mall management had not authorized the purchase of a replacement lock. The following day I reported the incident to the mall manger Ms. Keitha Mills, who stated she would look into the noise (unloading incident) and was not aware of any request for a new security lock for the load dock chain barrier.

The mall's management has a frequent excuse when a neighbor complains about noise. The response is, "well, we're not the police and there is only so much we can do." That is the most appalling response I've ever heard a commercial property owner give. They own the property. They are legally and civically responsible. They also are the leaseholder over every tenant who conducts business at and on their property. Every leaseholder is given a contract that includes rules and regulations to abide by. The problem with these lease agreements is that there are no meaningful penalties for tenants violating the mall's rules. (I know this to be a fact and encourage you to get a copy of the mall's lease agreement). With so many tenants, you can imagine that lease space frequently changes ownership. Each time this occurs, new leasehold improvements begin, meaning construction. The goal of mall management and the lessee is to have stores up and running as soon as practical. What this means for my wife and I, is listening to contractors and sub-contractors working at all hours. Example, if the mall had a fine structure of say \$2,500.00 dollars for the first violation, \$5,000.00 for the second violation, etc. guess what? There would be no violations of the law and the mall's rules and regulations! Also, having more than a total of 3 security guards for a property this size is a joke. Only two security guards actually patrol the property while the third remains stationary inside. Amazingly, when a noise violation does occur, security never seems to know about it until I or another neighbor calls security to advise them of the situation.

If you don't think this problem is serious, I invite you to question the manager of the mall as to what kind of noise problems have occurred. I too would be happy to meet with you to show you photos and logs describing incidents. To further state my case, I invite you to look at the enclosed photographs. These were taken during the week of August 1st. They depict Westfield's Century City Mall. Specifically, the far Westside of the mall that lies directly across the street from a residential neighborhood. As you can see, they have numerous signage along the entire street related to deliveries. Furthermore, they have a gentleman posted (under the Westfield umbrella) to insure that no tenants attempt to deliver, receive deliveries or unload materials prior to 7:00AM. WHY WOULD THE MALL NEED THE SIGNAGE AND GUARD IF NO PROBLEM EXISTED??? Incidentally, the current manager of the Fashion Square Mall (Ms. Mills) used to manage the Century City Mall.

Both my wife and I have shopped at the Fashion Square Mall for years, and Westfield has every right to operate a successful business but not at my physical, emotional and financial expense. Aside from noise issues, I don't believe the neighborhood needs a mall twice the size of the existing mall. From a traffic perspective, try getting in and out of the mall during major holidays such as Mother's Day, Father's Day, and let's not forget the Holiday Season.

The mall has a legal right to conduct business and make construction noise from 7:00AM to 900PM (Mon. - Fri.) or fourteen (14) hours a day. I ask you Mr. Glick, where is the equity in this scenario when my wife and I cannot get a peaceful ten (10) hours! If Westfield is granted the permission to enlarge the mall, who will protect us and the other residents along Riverside Drive? What provisions will be in place to hold Westfield accountable for noise and nuisance violations? What role and responsibility will

Page 3

Westfield take to protect the neighbors from their contractors, subs and those of their tenants? As of now, Westfield doesn't seem to be too concerned.

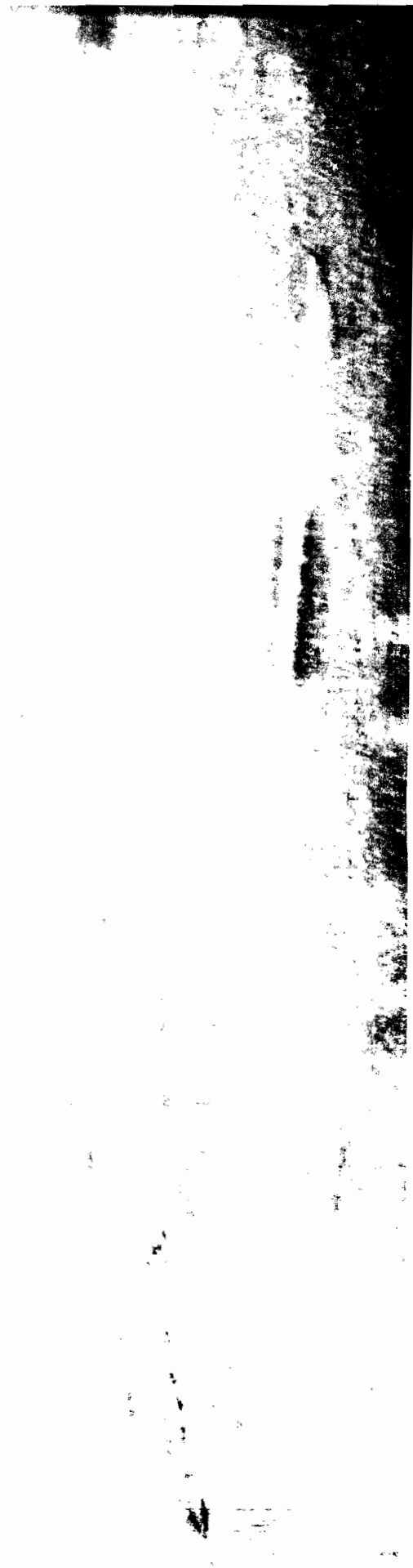
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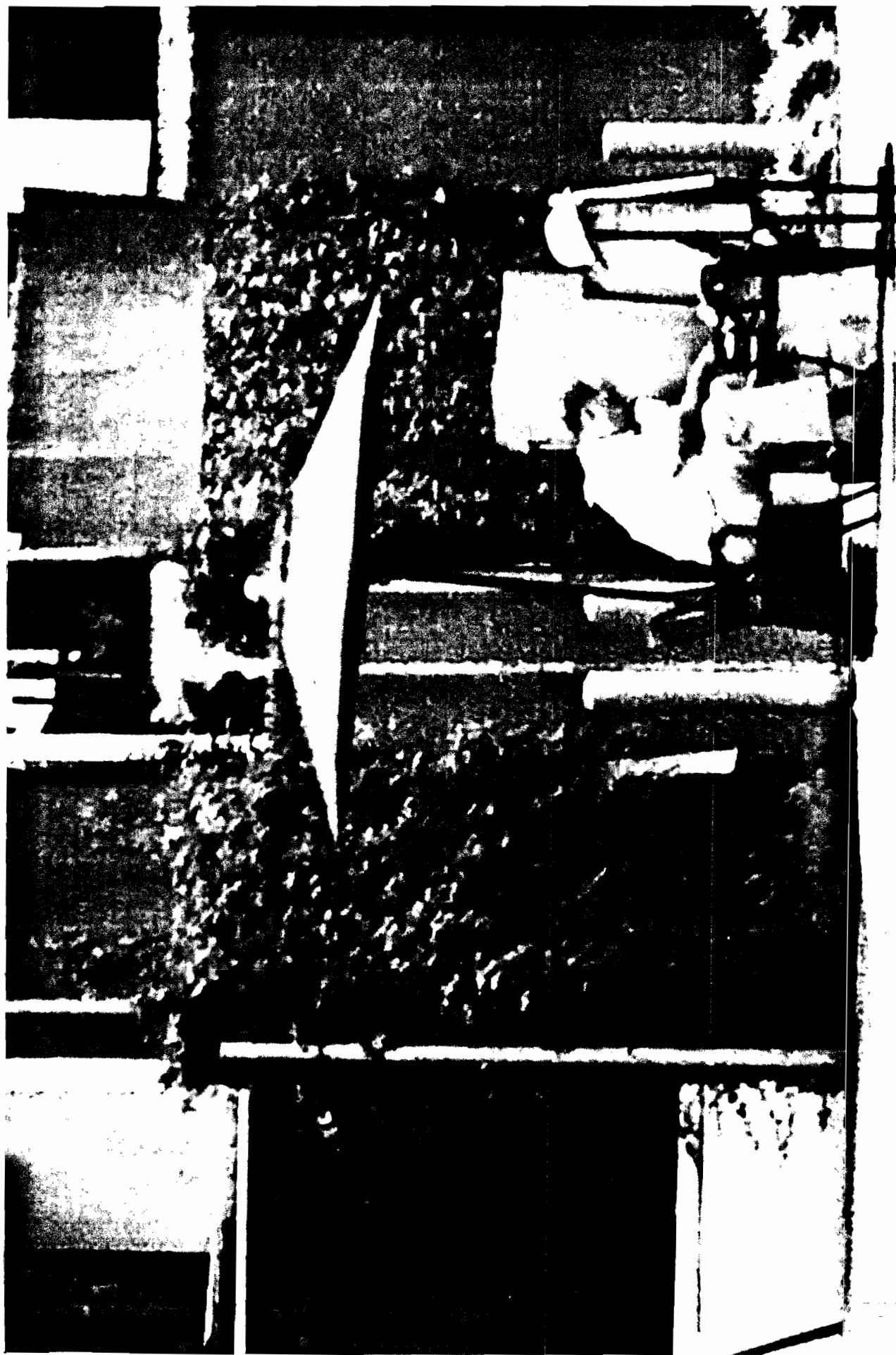
I hope you and your colleagues will make the right decision. Your time and consideration is most appreciated.

Sincerely,

Mark Wollman







PRIVATE PROP.

PENAL CODE 60

Please Obtain P
from Security C
(310) 551-02

Westfield

CENTURY CITY

No
Construction
Parking,
Drop Off or
Deliveries
Prior
to 7:00 a.m.

**20 Min. Limit
Delivery
Parking Only**

UNAUTHORIZED VEHICLES WILL BE CITED AND
TOWED AWAY AT VEHICLE OWNERS EXPENSE
C.V.C. 275-58A L.A.P.D. 310-476-0841

**NO TRESPASSING
PRIVATE PROPERTY**
PENAL CODE 602-L

Please Obtain Permit
from Security Office
(310) 551-0212

Westfield
Parking, Unloading,
Deliveries or
Construction Work
is Not Permitted on
This Job Site
Prior to 7 A.M.
Should You Hear
Noise from This Job
Site Prior to 7 A.M.,
Please Report it
by Calling
310 551-0212

Westfield
No
Construction
Parking,
Drop Off or
Deliveries
Prior
to 7:00 a.m.

Westfield
Century City

**Parking, Unloading,
Deliveries or
Construction Work
is Not Permitted on
This Job Site
Prior to 7 A.M.**

**Should You Hear
Noise from This Job
Site Prior to 7 A.M.,
Please Report it
by Calling
310 551-0212**

Westfield
SHOPPING TOWN
CENTURY CITY

**No
Construction
Parking,
Drop Off or
Deliveries
Prior**

to 7:00 a.m.

Westfield

Century City

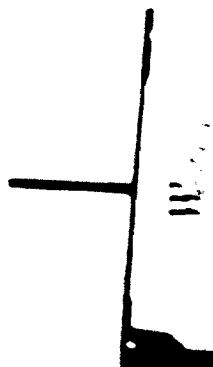
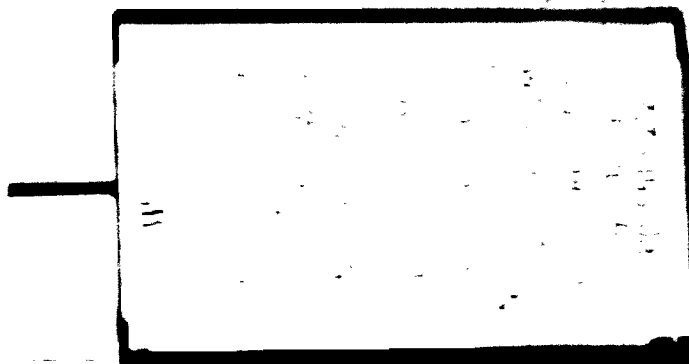
**Parking, Unloading,
Deliveries or
Construction Work
is Not Permitted on
This Job Site
Prior to 7 A.M.**

**Should You Hear
Noise from This Job
Site Prior to 7 A.M.,
Please Report it
by Calling
310 551-0212**

Parking Only

NO TRESPASSING
PRIVATE PROPERTY

Private Property
No Trespassing



No
Construction
Parking



Dwight Steinert

From: "Gregory D. Wright" <bg534@lafn.org>
To: <Tom.Glick@lacity.org>
Cc: <Patricia.Davenport@lacity.org>
Sent: Sunday, August 19, 2007 6:14 PM
Subject: Westfield Expansion and Impact on Local Area: Public Transport, Traffic Volume/Speed/Noise/Danger, Heat Island Effect

Tom Glick
 City Planner
 Department of City Planning
 6262 Van Nuys Boulevard, Suite 351
 Van Nuys, California 91401

cc: Patricia Davenport
 Field Deputy to Councilmember Wendy Greuel
 City of Los Angeles

Mr. Glick:

I am a resident of the neighborhood adjacent to the Westfield Fashion Square and am concerned about the proposed expansion of the mall and its impact on this area. At a minimum, there is a need for a "neighborhood protection plan" as Sherman Oaks Neighborhood Council (SONC) member Tom Capps has said. I agree with my neighbor Stephen David who thinks that Westfield "is about as big as the area can handle" and doubts "that it's possible to mitigate the traffic that [the] additional stores will generate."

(Sherman Oaks Sun, Aug. 17-23, 2007.)

I object to the Westfield expansion for the same reason, and I object on the further grounds that the conscious creation of overall increased traffic, which this expansion is expected to generate, represents the wrong way for the City of Los Angeles to proceed in regard to this project, and others.

Since the expansion appears to have considerable financial and political momentum and therefore likely will occur, *I request that a couple of additional aspects of the expansion be addressed in the EIR and the project's planning.*

Instead of passively accepting that Westfield needs to add a six-level parking garage, additional traffic lanes and traffic signals, I want to know if Westfield, in the course of its expansion, will be required instead to **support, plan, fund and promote the increased use of public transportation in conjunction with current and increased Westfield patronage**. This could take the form of additional long-distance buses along Riverside Drive and a pair of convenient and attractive bus stops on the mall's Riverside Drive frontage, as well as a Westfield-supported and promoted *public tram or circulator system that facilitates its patrons' use of Ventura Boulevard buses and the Orange Line Busway*. The increased use of public transit (the way I get around) will reduce all of the negative externalities of relentlessly increasing traffic, including local air pollution and carbon emissions, vehicular noise, danger to pedestrians and motorists alike, and parking spillover.

Riverside Drive, on which I live, is characterized by profligate high-speed driving well in excess of the

posted 35 mph speed limit, and this seems to steadily worsen. The increase in traffic from the Westfield expansion will increase the number of speeding cars here -- along with speeding's negative effects of increased noise, pollution, and bodily danger. The Westfield expansion should be contingent upon **measures at least partly funded by Westfield to mitigate vehicular speeds along Riverside Drive**, including **digital speed display signs** (on poles or trailers), **larger speed limit signs**, and **increased monitoring by LAPD** -- accompanied eventually by **a new Citywide network of surface-street speed cameras** (for which the westernmost two miles of Riverside Drive would make an excellent trial location). I request that vehicular speed mitigation measures be considered in the Westfield mall expansion EIR and subsequently undertaken by Westfield and the City.

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Has the "heat island effect" of the existing -- and the proposed expanded -- Westfield Fashion Square, its parking areas, and associated vehicular traffic been assayed? If not, I request that **the radiative heat from the Westfield mall into the surrounding area be measured soon, during the summer heat, and that these measurements be continued at regular intervals; and that an attempt be made to estimate whatever increased heat island effect will be generated by an expanded Fashion Square's** enlarged multi-story cement parking structure and parking lots, vehicle mass and movement, and the mall's buildings. I request that a consideration of the heat island effect of the current mall and its proposed expansion be added to the EIR process.

2

I appreciate the fact that the Westfield Fashion Square expansion is being evaluated by an EIR instead of the less-comprehensive Mitigated Negative Declaration. I request that my comments be included in the EIR and my proposed actions, measures and mitigations be undertaken. Thank you.

Respectfully,

Gregory Wright
14161 Riverside Drive, #3
Sherman Oaks, California 91423-2363
(818) 784-0325
greg@newciv.org

19 August 2007

GREGORY WRIGHT / WRIGHT THINKING
greg@newciv.org = bg534@lafn.org

8/27/2007

Dwight Steinert

From: "Tom Glick" <Tom.Glick@lacity.org>
To: "Dwight Steinert" <drs@pai-la.com>
Sent: Wednesday, August 15, 2007 10:38 AM
Subject: Fwd: Westfield Fashion Square Scoping Meeting Comments

Tom Glick
City Planning Department-Valley Office
6262 Van Nuys Boulevard, Room 351
Van Nuys, CA 91401
Phone: 818-374-5062
FAX: 818-374-5070
Work Hours: Monday-Thursday, 8:30am to 6pm; Friday: 10am to 2pm

This e-mail message and any attachments are confidential. If you are not the intended recipient, please e-mail me at tglick@planning.lacity.org and destroy all copies of this message and any attachments.

>>> "Grace Yao" <gracesungyao@gmail.com> 8/15/2007 9:52 AM >>>
I would like the EIR to thoroughly analyze the proposal to prohibit egress from the center at Woodman Ave. I disagree with the proposal and am concerned about potential overcrowding and backed up traffic on Matilija/Riverside as a result.

Thank you,
Grace Yao

4907 Stern Avenue
Shermans Oaks, CA 91423
(818) 434-6888
gracesung@alum.wellesley.edu

11

8/15/2007

Dwight Steinert

From: "Tom Glick" <Tom.Glick@lacity.org>
To: "Dwight Steinert" <drs@pai-la.com>
Sent: Monday, August 27, 2007 10:39 AM
Subject: Fwd: Westfield Fashion Square Scoping Meeting Comments

Tom Glick
City Planning Department-Valley Office
6262 Van Nuys Boulevard, Room 351
Van Nuys, CA 91401
Phone: 818-374-5062
FAX: 818-374-5070
Work Hours: Monday-Thursday, 8:30am to 6pm; Friday: 10am to 2pm

This e-mail message and any attachments are confidential. If you are not the intended recipient, please e-mail me at tglick@planning.lacity.org and destroy all copies of this message and any attachments.

>>> "Grace Yao" <gracesungyao@gmail.com> 8/17/2007 2:22 PM >>>
Also would like traffic impacts to explore benefit of putting in pedestrian crosswalk signal at Ranchito Avenue and Riverside Drive. Dangerous not to have signal-operated crosswalk with expected vehicular and pedestrian traffic increase on Riverside and mall adjacent streets.

Grace Yao
4907 Stern Ave.
Sherman Oaks, CA 91423
gracesung@alum.wellesley.edu
818-434-6888

11

8/27/2007

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE**Date:** August 2, 2007**To:** Ms. S. Gail Goldberg, Director
Department of City Planning
Attn: Tom Glick (Office of Planning Commission)RECEIVED
CITY OF LOS ANGELES
AUG 13 2007**From:** Edmond Yew, Manager
Land Development Group
Bureau of EngineeringCITY PLANNING
VAN NUYS**Subject: Case No. DIR 2007-1153 (SPP): 6660-6710 North Variel Avenue**

The following recommendations identifying the infrastructure deficiencies adjacent to the application site are submitted for your use for the approval of Specific Plan Project Permit Compliance adjoining the area involved:

1. Dedication Required:**Variel Avenue** (Special Collector Street) – None.**Kittridge Street** (Collector Street) – A 2-foot wide strip of land along the property frontage to complete a 32-foot half right-of-way in accordance with Collector Street standards, including a 15-foot radius property line return at the intersection with Variel Avenue.2. Improvements Required:**Variel Avenue** – None.**Kittridge Street** – Construct additional concrete sidewalk in the dedicated area and repair any broken, off-grade or bad order concrete curb, gutter and sidewalk to the satisfaction of the City Engineer. Close any unused driveways.

Install tree wells with root barriers and plant street trees satisfactory to the City Engineer and the Urban Forestry Division of the Bureau of Street Services (213) 485-5675.

Notes: Street lighting and street light relocation may be required satisfactory to the Bureau of Street Lighting (213) 847-1551.

Department of Transportation may have additional requirements for dedication and improvements.

3. Sewers exist in Variel Avenue. All Sewerage Facilities Charges and Bonded Sewer Fees are to be paid prior to obtaining a building permit.
4. No major drainage problems are involved.
5. An investigation by the Bureau of Engineering Valley District Office Sewer Counter may be necessary to determine the capacity of the existing public sewers to accommodate the proposed development. Submit a request to the Valley District Office of the Bureau of Engineering (818) 374-5090.
6. Submit shoring and lateral support plans to the Bureau of Engineering Excavation Counter for review and approval prior to excavating adjacent to the right-of-way (818) 374-4605.
7. Submit a parking area and driveway plan to the Valley District Office of the Bureau of Engineering and the Department of Transportation for review and approval (818) 374-4699.

Any questions regarding this report may be directed to Quyen M. Phan of my staff at (213) 977-6955.

cc: Josh Williams
Valley District Office

Westfield Fashion Square EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

I have been a resident (Home Owner) for over 10 years. The problem is this is mainly a residential area. With the existing mall, traffic is already a issue! The residents feel hopeless!! The left turn onto Hazeltine from Riverside has already resulted in numerous near accidents for me & my family. My concerns are:

- ▷ traffic
- ▷ parking
- ▷ property values

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: Jeff Zabard
Organization (if you are representing one): _____
Address: 5049 MARIETTA AVE
City: SHERMAN OAKS State: CA Zip: 91423
Email Address: ZABARD@CAPA.COM Phone: (818) 632-3830

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191.

Dwight Steinert

From: <rsz1@earthlink.net>
To: <tom.glick@lacity.org>
Sent: Sunday, August 19, 2007 10:10 AM
Subject: OBJECTION to Fashion Square construction

Mr. Glick: I am writing to strongly object to the proposed increased size and concomitant construction at the Fashion Square Mall. I live on Ranchito in the town houses. My unit is close to the corner of Ranchito and Riverside, hence, my normal living activities are greatly influenced by the mall and its activities. I have owned my unit since 1991. I was living here when the mall went from a small, quaint outdoor mall to a covered and larger mall. I lived during that construction with the noise, dust, smells and inconvenience. I was living here during and after the earthquake and actually saw the mall implode. I was living here during much of its reconstruction with the noise, dust, smells and inconvenience. Now, the new mall owners request that my neighbors and I be burdened with further construction. I request that you deny them this opportunity.

We neighbors were told during the construction after the earthquake that the new construction, including the high rise parking, would take the pressure off of us by stopping parking in our neighborhood. What a joke! People still park in front of my unit regularly and walk to the mall. My friends and family have trouble visiting because parking is a nightmare. And the problem is increased significantly from, roughly late October through January when the holiday shopping begins. I have complained about this to my counselwoman, Wendy Gruel, the police, the Sherman Oaks Homeowners Association and anyone else who I can force to listen and nothing has been done. I would bet that any increase in the size of the mall would only lead to more problems including crime in the neighborhood. I can no longer leave mail or packages in my fenced patio because they are stolen. This used to happen only during the holiday season but it happened to me last week.

As you know, CEQA requires an investigation not only on a wide variety of impacts but now on the "carbon footprint" issues. Clearly, increasing the mall would increase carbon use not only during the construction but during the use of the mall by the increase of cars coming and going from the site. I doubt that this impact has been studied but now it must.

I applaud capitalism. However, it must be looked at in terms of the impact on the quality of life of the neighbors. Ms. Gruel, in her desire to stop "mansionization" has stated that quality of life is an important consideration to her and the City Council. I hope that she agrees that increasing the size of the mall and the ensuing negative impacts on the environment and the quality of life for the mall's neighbors all require that this unnecessary expansion be denied.

If you wish further information or comment from me, please contact me at my work number, 213 367-4530. Because I work for the City in the capacity of a City Attorney I cannot leave my address which is confidential. I can provide it to you if it can be held confidentially.

Thank you, Roberta Scharlin Zinman

rsz1@earthlink.net
 EarthLink Revolves Around You.

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8/27/2007