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September 15, 2016

Los Angeles City Council  
200 N. Spring St  
Los Angeles, CA 90012

**Re: Council File 16-0763-S1 – Martin Expo Town Center**  
CPC-2013-2567-GPA-VZC-HD-CU-MCUB-CUX-ZV-SPR  
Environmental: 2012-3063-EIR

Dear Honorable Councilmembers:

The amount of traffic that would be generated by the proposed Martin Expo Town Center Project (“Project”) at Bundy and Olympic would make it an **anti-transit oriented project** because the congested, gridlocked streets caused by the Project would discourage Westside residents from trying to reach the Expo line.

All the uses, other than residential, will not enhance the use of mass transit. They will kill the use of mass transit.

Affordable housing is a worthy and admirable goal, but not at the expense of adding congestion to already gridlocked streets and destroying any incentive to use mass transit. It’s a mistake to imply that some affordable housing will have any utility in reaching the goals of less road congestion and transit oriented development.

The 100 parking spaces reserved for Expo patrons is merely an offset of approximately the same number taken by the developer as a transit credit against required commercial parking because it is near the Expo – in other words, a wash.

The Project described in the latest proposed “Development Agreement” would create over 7,000 additional car trips per day from **the following uses that are not transit oriented** and need to be eliminated or significantly downsized:

- \* 150,000 sq ft of office space in a 10 story building
- \* 99,000 sq ft of retail space, including a 35,000 sq ft grocery store, 46,000 sq ft general retail, and 18,000 sq ft of restaurant

This Project will cause significant adverse impacts at over 14 intersections (and that does not include the true peak hour trips from the office space that have been understated by over 80%).

The Project proposes approval of the on-site sale of alcohol at 5 establishments and approval of live entertainment at 3 establishments. These uses would be destinations for traffic over and above the daily trips of residents and office tenants. **These uses are not transit oriented.**

The developer should not be permitted to destroy a large portion of West Los Angeles by giving up a very small percentage of its profits through reserving only 26 of the 516 units for very-low income tenants (studios of course, not the 25 large 3-bedroom units), reserving 77 of the 516 units for workforce housing (defined as earning 150% of the median income, or about \$84,000), and giving only \$200,000 for Veteran housing. If these “give-ups” by the developer were monetized, they would equate to an infinitesimal portion of its profit from the enormous project described in the Development Agreement. These “give-ups” are only cosmetic talking points and do nothing to make the Project transit oriented or tolerable on our congested streets.

Real solutions:

1. Elimination or significant reduction in office space
2. Significant reduction in retail space
3. 50% reduction in restaurant space and alcohol permits
4. No live entertainment permits
5. At least 200 parking spaces reserved for Expo patrons

Sincerely,

*Raymond Klein*

Raymond Klein, President  
Brentwood Homeowners Association\*

\* The Brentwood Homeowners Association encompasses a territory of approximately 3,200 single-family homes west of the 405 and north of San Vicente Boulevard. The Martin Expo Town Center project lies on Bundy Drive -- a major artery our residents use each day for access to local businesses as well as access to the I-10 and Expo line to reach Downtown Los Angeles and points beyond.