

Communication from Public

Name:

Date Submitted: 08/18/2025 08:14 PM

Council File No: 25-0002-S19

Comments for Public Posting: Please adopt SB79 without delay. There is no better place to build dense housing than directly by public transportation, and not to do so would continue to legislate sprawl for Los Angeles. Stop letting the rich who can afford single family homes dictate policies that cripple the rest of us.

Communication from Public

Name: Connor Webb

Date Submitted: 08/18/2025 08:41 PM

Council File No: 25-0002-S19

Comments for Public Posting: California, and especially Los Angeles County, is suffering from a housing crisis caused by a long history of exclusionary zoning and stagnation of new housing construction. The most sustainable way to add housing is dense development near quality transit. Allowing new multifamily housing in single-family areas of the city near transit stations, as proposed by SB 79, is a necessary step to furthering fair housing and addressing health inequities. Opposing the radial upzoning around stations (proposed by SB 79) in favor of upzoning along arterial commercial corridors with transit (as with CHIP) will ultimately result in worsening health disparities and overall inequality in California. It reinforces disparities among the crucial non-medical factors that influence a person's health, known as social determinants of health, including conditions related to a person's home like urban heat, greenery, traffic violence, air pollution, and road noise. Urban Heat Along Commercial Corridors : Arterial roads are major sources of urban heat. Higher ambient temperatures are direct contributors to cardiovascular disease, such as heart attacks and strokes, and mortality. By forcing multifamily development near wide arterial roads, residents are likely to have higher risk of heart attacks and strokes— simply because they cannot afford a single family home in an area with less urban heat. As climate change worsens, these heat-related disparities will widen as well. Heat islands are mitigated by tree canopy. Local tree canopy is not distributed equally, being significantly more abundant in single-family zones and nearly absent canopy along commercial corridors. One of the most equitable ways to limit the health and quality-of-life impacts of heat is to spread multifamily and affordable housing development to areas with less paved area, less traffic, more vegetation, and more canopy. Increased Traffic Violence Along Commercial Corridors: The regional High-Injury Network (HIN) overlaps almost completely with the regional High Quality Transit Corridors (HQTCs), mostly consisting of arterial roads/commercial corridors. By restricting the majority of new TOD to commercial corridors on the HCTC, it is also restricted to the most dangerous roads. The message is clear: Only families wealthy enough to afford a single family home can have the opportunity for their children to play on the sidewalk, learn to ride a bike on the street, or walk to school safely. By upzoning beyond

arterial roads, the TOD of SB 79 offers a path towards minimizing inequitable exposure to traffic violence while still encouraging use of high-quality transit. Increased Pollution Exposure Near Commercial Corridors: Limiting new housing to commercial corridors also exposes those residents to more air pollution, robustly shown to influence a variety of health risks. Pollutants from vehicles, such as particulate matter, carbon monoxide, NO₂, black carbon, polycyclic aromatic hydrocarbons, and certain metals are significantly elevated near major roads. Many quality studies have found that proximity to roads and pollutants increases health risk, including cardiovascular disease, respiratory disease, low birth weights, childhood asthma and cancer, and adult lung cancer. People of all socioeconomic status deserve the option to limit their exposures with diverse housing choices outside of commercial corridors as would be provided by SB 79. Road Noise Pollution is Harmful to Physical and Mental Health: Road traffic noise is the most prevalent source of environmental noise, and is significantly higher along busier/faster arterial commercial corridors. Long-term exposure to environmental noise can lead to health effects such as annoyance, sleep disturbance, cardiovascular and metabolic disease, and cognitive impairment in children. WHO guidelines state road noise should be kept below 53 dB during the day. For reference, city traffic along a busy arterial in Los Angeles can be nearly 65–75 dBA decibels, which is between 2.3×-4.6x the perceived volume of the recommended daytime value. Importantly, road noise decays quickly with distance. By creating more housing further from loud arterial roads, the health consequences of long-term noise exposure can be limited. Reinforcing a Harmful History of Exclusion: Single-family zoning is inherently exclusionary, and is born from a history of racial and class segregation. The city's multifamily zoning is located in relatively low-income neighborhoods. Conversely, many higher resource areas remain single family zones. Socioeconomic class and race are major social determinants of health, and by continuing the harmful legacy of single-family zoning and forcing development of multifamily market-rate and affordable housing onto commercial corridors, we are reinforcing those health disparities. SB 79 is one of the most important recent housing bills that begins to correct this harmful legacy.

Focusing Density Along Commercial Corridors Exacerbates Health Inequity and Social Determinants of Health

August 2025

Author: Connor Webb

California, and especially Los Angeles County, is suffering from a housing crisis largely caused by a long history of exclusionary zoning and stagnation of new diverse housing construction. The most sustainable way to add housing is dense development near quality transit. Allowing new multifamily housing in single-family areas of the city near transit stations, as proposed by SB 79, is a necessary step to furthering fair housing and addressing health inequities.

However, by limiting upzoning to along arterial roads where frequent bus service exists, such as has recently been done with the Citywide Housing Incentive Program (CHIP) in Los Angeles, health inequity in California will be exacerbated. This “commercial corridor” upzoning approach has been advocated for by electeds and neighborhood groups as an alternative to upzoning radially around transit stations, as proposed by SB 79. However, this approach has harmful effects that reinforces disparities among the crucial non-medical factors that influence a person's health, known as social determinants of health.

Social determinants of health are broad, but environmental conditions related to a person's home are major factors, including urban heat, greenery, traffic violence, air pollution, and environmental road noise. Here, we outline why opposing SB 79, in favor of upzoning along commercial corridors like with CHIP, will ultimately result in worsening health disparities and drive overall inequality in California.

Commercial Corridors Increase Exposure to Urban Heat:

The anthropogenic heat generated by vehicle traffic is one of the leading contributors to urban heat islands, in addition to the heat from increased impermeable surface area and loss of green space along wide commercial corridors.¹ Importantly, higher ambient temperatures and urban heat islands are direct contributors to cardiovascular adverse events, such as heart attacks and strokes, as well as all-cause mortality.^{2,3} By forcing multifamily development near these heat sources, residents are likely to have higher risk of heart attacks, strokes, and death— simply because they cannot afford a single family home in an area with less urban heat. Of course, as climate change worsens these heat-related disparities will widen as well.

However, heat islands are mitigated by shade from tree canopy and a cooling effect of vegetation in general, something that is typically more abundant in single-family zones.⁴ Local tree canopy is not distributed equally, with single-family zones having significantly more canopy than multifamily zones, and nearly absent canopy along most major arterial commercial corridors upzoned by programs like CHIP. One representative example is West LA (**figure 1**).

Importantly, *multifamily development and robust tree canopy are not mutually exclusive*. Preservation and even expansion of tree canopy can be combined with multifamily development with the proper policies and incentives. One of the most equitable ways to reduce the health and quality-of-life impacts of urban heat islands is to spread multifamily and affordable housing development outside of arterials and commercial corridors to areas with less paved surface area, less vehicle traffic, more vegetation, and more tree canopy.

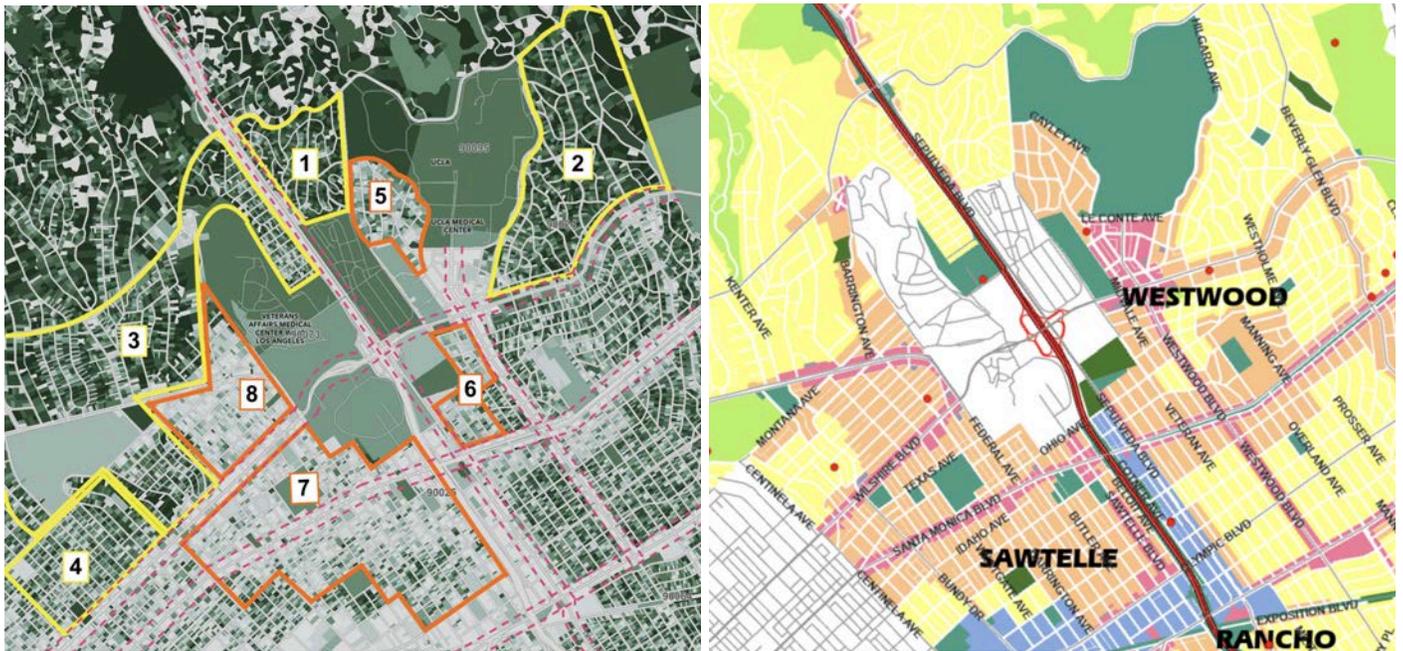


Figure 1. Left: Tree canopy in West LA is highest in R1-zoned areas (Yellow) such as Westwood Hills (1), Holmby-Westwood (2), R1-Brentwood (3), and Northeast Santa Monica (4). Adjacent multifamily areas (orange), like North Westwood Village (5), South of Wilshire (6), Sawtelle (7), and R3-Brentwood (8) have noticeably less canopy. Importantly, nearly all arterial commercial corridors (magenta dash) like Santa Monica Blvd, Wilshire Blvd, Sepulveda Blvd, Westwood Blvd, and Pico Blvd have minimal canopy.

Right: Compare canopy to land-use in West LA between single-family R1 (Yellow), multifamily R2, R3, R4 (orange), and commercial zoning along arterials (magenta). Left and right images adapted from the LMU Tree Canopy Viewer⁵ and LA City Planning Zone Information and Map Access System (ZIMAS),⁶ respectively.

Increased Risk of Traffic Violence Along Commercial Corridors:

The regional High-Injury Network (HIN), which consists of the 5.5% of roads where 65 percent of all fatal and serious injuries occur, consists mainly of arterial roads and commercial corridors.⁷ The regional High Quality Transit Corridors (HQTCs), which shows bus service with 15 minutes or better headways, is also composed almost entirely of arterial roads and commercial corridors.⁸ Notably the HQTC network is almost completely contained within the HIN, as can be seen clearly in West LA (**figure 2**).

By restricting the majority of new market-rate and affordable multifamily housing and transit-oriented development to commercial corridors, it is also restricted to the most dangerous roads of the HIN. *The message is clear: Only families wealthy enough to afford a single family home can have the opportunity for their children to play on the sidewalk with friends, learn to ride a bike on the street in front of their home, or walk to school safely.* Those with less resources will be confined to living along our most dangerous streets, and therefore will remain the most likely victims of traffic violence.

By upzoning beyond just arterial roads, the transit oriented development of SB 79 offers a path towards minimizing inequitable exposure to traffic violence while still encouraging use of high-quality transit.

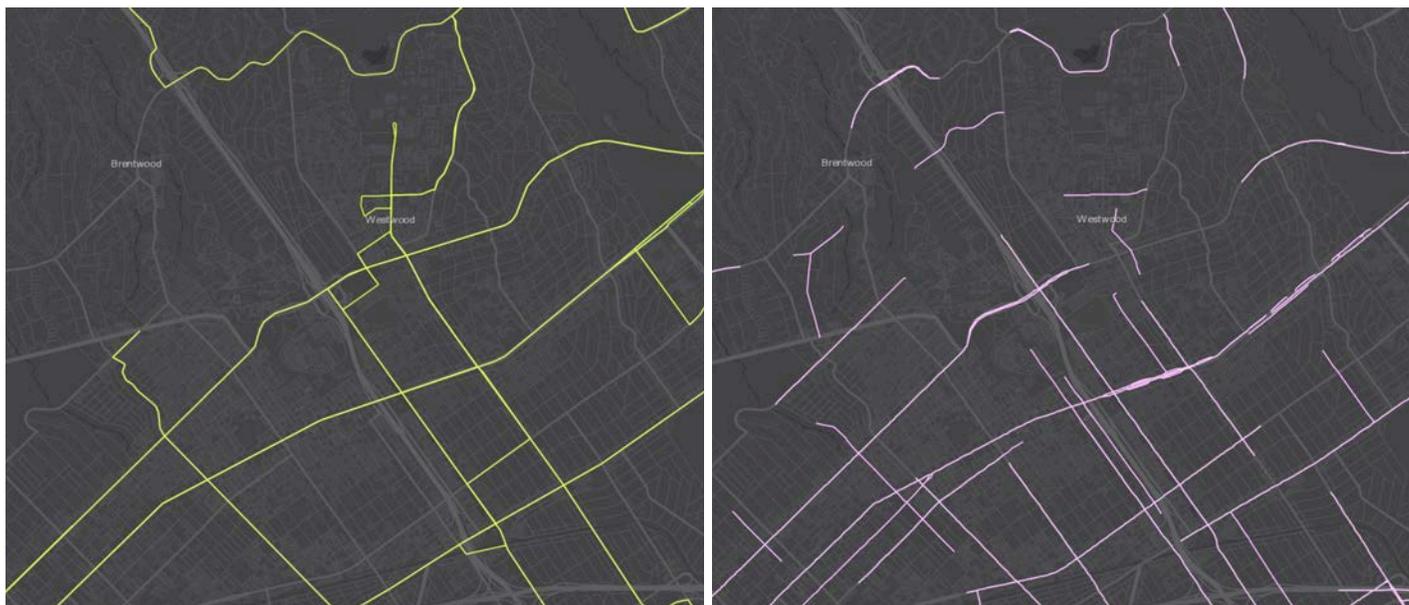


Figure 2. West LA is representative of how High Quality Transit Corridors (left, green) are mostly contained within the High Injury Network (right, pink). Data adapted from SCAG High Injury Network⁷ and SCAG High Quality Transit Corridors.⁸

Pollution Exposure Near Commercial Corridors has Wide-ranging Negative Health Risks:

Limiting new housing to commercial corridors, largely on arterial roads, also exposes those residents to more air pollution, robustly shown to influence a variety of health risks. Combustion and non-combustion pollutants from vehicles, such as fine and ultrafine particulate matter, carbon monoxide, NO₂, black carbon, polycyclic aromatic hydrocarbons, and certain metals are significantly elevated near major roads.⁹ The majority of these pollutants have distance-decay gradients in which concentrations reduce to background levels 50-400 meters from the roadway.^{9,10}

Many quality studies have found that proximity to roads and pollutants adversely affects health outcomes, including cardiovascular mortality and health,¹¹⁻¹⁵ respiratory mortality and lung health,¹⁶⁻¹⁹ birth weights,²⁰ childhood asthma,²¹⁻²⁵ childhood cancer,²⁶ and adult lung cancer.²⁷ These effects remain even after controlling for factors like socioeconomic status. These negative health impacts of road proximity are reflected in studies of specific pollutant exposure. For example, the fine-PM_{2.5} and ultrafine-PM_{0.1} pollution created by vehicle fuel combustion, tires, and brakes is known to cause severe pregnancy complications and worse birth outcomes, and both short- and long-term health problems for the infant, including low birth weights, respiratory and cardiac illness, immune dysfunction, and altered brain development.²⁸ Children are particularly sensitive to PM_{2.5} pollution, and childhood exposure is related to asthma, reduced brain volume, behavioral dysfunction, ADHD, and Autism.²⁹ Exposure at any age increases risk for many types of cancer³⁰ and PM pollution is even believed to contribute to Alzheimer's disease risk, including hallmark neuropathological changes and related cognitive decline.³¹ Similar themes exist for most combustion and non-combustion pollutants.

Although there are certainly some benefits to living adjacent to commercial corridors, people at least deserve the option to limit their pollutant exposures with diverse housing choices outside of commercial corridors, including multifamily housing, as would be provided by SB 79.

Road Noise Pollution is Harmful to Physical and Mental Health:

Road traffic noise is the most prevalent source of environmental noise, and is significantly higher along busier and faster arterial commercial corridors. As such, road traffic is also the main contributor to the adverse effects of noise on physical and mental health. It is well established that long-term exposure to environmental noise can lead to health effects such as annoyance, sleep disturbance, cardiovascular and metabolic disease, and cognitive impairment in children.³²⁻³⁷ For these reasons, the WHO guidelines state road traffic noise levels should be kept below 53 dB during the day and 45 dB at night, as noise above this level is associated with adverse health effects and sleep disturbance.³⁸ For reference, 53 decibels is roughly equivalent to a bathroom fan, 45 decibels is roughly the volume of a library. City traffic along a busy arterial in Los Angeles can be nearly 65-75 dBA decibels³⁹, which is between 16x-159x the physical sound intensity and 2.3x-4.6x the perceived volume of the WHO-recommended daytime value.

Importantly, road noise decays by approximately 6 decibels with each doubling of distance.⁴⁰ Therefore, encouraging multifamily development at least 100 meters from busy roads will likely bring noise levels to within WHO-recommended values.

Multifamily housing itself is not a major source of environmental noise. By creating more housing away from loud commercial corridors and arterial roads, we can limit the negative health consequences of long-term road noise exposure.

Reinforcing a Harmful History of Exclusion:

Single-family zoning is inherently exclusionary, and is born from a history of racial and class segregation. As such, the city's existing multi-family zoning and recent developments are largely located in relatively low-income and renter neighborhoods. Conversely, many higher resource areas remain single family zones. Socioeconomic class and race are major social determinants of health, and by continuing the harmful legacy of single-family zoning and forcing development of multifamily market-rate and affordable housing onto commercial corridors, we are reinforcing those health disparities. SB 79 is one of the most important recent housing bills that begins to correct this harmful legacy. Make no mistake: anything short of supporting this bill is simply advocacy for continued worsening of health disparities in California.

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Communication from Public

Name: Olga Nikulina

Date Submitted: 08/18/2025 08:43 PM

Council File No: 25-0002-S19

Comments for Public Posting: My name is Olga Nikulina, and I'm a resident of Sawtelle in West Los Angeles. I'm writing to you as a constituent in Assembly District 51 and Senate District 24, and more importantly, as a mother of two young boys (ages 1.5 and 3.5) who recently bought a single-family home with my husband, half a mile from a light rail station. I'm reaching out to express my strong opposition to SB 79, and to urge you to consider the serious, long-term impacts this legislation would have on families like mine and on communities like Sawtelle. Sawtelle has long been a neighborhood that offers a broad variety of housing options, from single-family homes to duplexes to large apartment buildings. Over the years, the city has increasingly targeted our community for upzoning and densification—often at the cost of tearing down single-family homes and eroding what little remains of our neighborhood character. Many of us feel like Sawtelle has been treated as a sacrificial lamb, bearing more than its fair share of change while other, less diverse neighborhoods are spared. SB 79 would only accelerate this process. By incentivizing development near transit, it risks encouraging the wholesale transformation of small, established communities—like ours—without regard for the infrastructure, schools, green space, or family needs that support a livable neighborhood. These kinds of one-size-fits-all policies may look good on paper, but in practice they undermine the conditions that make families want to live and stay in Los Angeles. While I understand and support the need for more housing across California, we cannot fix the housing crisis with blunt-force upzoning and apartments alone. The crisis isn't just about the number of units—it's about the type of housing that allows people to build lives and families. Rows of small one- and two-bedroom apartments may technically meet affordability metrics, but they do not meet the long-term needs of young professionals raising children or trying to invest in homeownership and community stability. We should be crafting housing policy that encourages multi-generational stability, wealth-building, child-rearing, and community engagement—not disincentivizing it. If California is serious about reversing declining birth rates, slowing out-migration, and building inclusive, thriving communities, we need to think beyond density near transit. We need to balance housing development with

quality-of-life infrastructure and ensure families are not pushed out of neighborhoods that already offer diverse housing options. I respectfully ask that you oppose SB 79 and advocate for smarter, more nuanced housing policy that takes into account what voters like me are experiencing on the ground. My family and I want to build a future in Los Angeles—but not at the expense of losing the very community we're trying to be part of. Sincerely, Olga Nikulina Sawtelle Resident, AD 51 / SD 24

Communication from Public

Name: Ann Dorsey

Date Submitted: 08/18/2025 08:43 PM

Council File No: 25-0002-S19

Comments for Public Posting: I support the City Council Opposing SB 79 (Wiener), which allows for more dense development near transit sites, but it undermines effective laws that incentivize the production of lower-income housing and ensures more inclusive development by failing to require sufficient affordable housing commensurate with the value of the benefits it provides for developers, and allowing developers to use its provisions to demolish existing rental housing, including rent-stabilized housing. Also, it imposes a statewide one-size-fits-all approach that does not work. Decisions such as these need to be left to municipalities and local governance to avoid imposing undue burdens on some communities. Thank you

Communication from Public

Name: Citizens Preserving Venice

Date Submitted: 08/18/2025 08:50 PM

Council File No: 25-0002-S19

Comments for Public Posting: The bill as written tramples the Coastal Act and must be amended to add a “Coastal Act Savings Clause”: Nothing in this section shall be construed to supersede or in any way alter or lessen the effect or application of the California Coastal Act of 1976 (Division 20 (commencing with Section 30000) of the Public Resources Code). The California Coastal Act protects California’s greatest natural resource from short-term exploitation. Discarding its important coastal protections would abruptly open up the coast to uncontrolled, commercial exploitation and luxury development but would be highly unlikely to increase affordable housing in the Coastal Zone. Its genesis was Proposition 20, a 1972 voter initiative passed over 50 years ago. The express purpose of the Act is to guide development along the coast of California in order to preserve and protect this magnificent and irreplaceable natural resource and ensure that it is accessible to all Californians and as well as to visitors from around the world. It would be a travesty for a bill such as SB 79 to override this long-standing voter initiative-based law. The lack of a Coastal Act Savings Clause in the bill would clear the path for approval of projects that could harm scenic areas, visual resources and community character, especially for “special coastal communities” that, because of their unique characteristics, are popular visitor destination points for recreational uses. There are too many ways that large developments, such as luxury condominium buildings, could impact Coastal Resources. This bill, hand in hand with CEQA exemptions, could also cause development to freely encroach into sensitive or protected areas, needlessly sacrificing Coastal Resources, or to be exposed to Coastal Hazards as sea levels rise. The idea that Coastal Resources should be subordinate to and sacrificed for residential and other development is directly counter to the fundamental premise of the Coastal Act, a law that was approved based directly on the will of the people of this state.

Citizens Preserving Venice

Opposition to SB 79 unless amended

June 26, 2025

Dear Legislator,

The bill as written tramples the Coastal Act and must be amended to add a “Coastal Act Savings Clause”:

Nothing in this section shall be construed to supersede or in any way alter or lessen the effect or application of the California Coastal Act of 1976 (Division 20 (commencing with Section 30000) of the Public Resources Code).

The California Coastal Act protects California’s greatest natural resource from short-term exploitation. Discarding its important coastal protections would abruptly open up the coast to uncontrolled, commercial exploitation and luxury development but would be highly unlikely to increase affordable housing in the Coastal Zone.

Its genesis was Proposition 20, a 1972 voter initiative passed over 50 years ago. The express purpose of the Act is to guide development along the coast of California in order to preserve and protect this magnificent and irreplaceable natural resource and ensure that it is accessible to all Californians and as well as to visitors from around the world. It would be a travesty for a bill such as SB 79 to override this long-standing voter initiative-based law. The lack of a Coastal Act Savings Clause in the bill would clear the path for approval of projects that could harm scenic areas, visual resources and community character, especially for “special coastal communities” that, because of their unique characteristics, are popular visitor destination points for recreational uses. There are too many ways that large developments, such as luxury condominium buildings, could impact Coastal Resources. This bill, hand in hand with CEQA exemptions, could also cause development to freely encroach into sensitive or protected areas, needlessly sacrificing Coastal Resources, or to be exposed to Coastal Hazards as sea levels rise. The idea that Coastal Resources should be subordinate to and sacrificed for residential and other development is directly counter to the fundamental premise of the Coastal Act, a law that was approved based directly on the will of the people of this state.



Robin Rudisill
on behalf of Citizens Preserving Venice

Citizens Preserving Venice is a 501(c)3 organization with the goals of preserving the character of Venice as a Special Coastal Community, including its history and its social, cultural, racial and economic diversity, and of stabilizing affordable housing in Venice.

Communication from Public

Name:

Date Submitted: 08/18/2025 08:54 PM

Council File No: 25-0002-S19

Comments for Public Posting: I fully support SB 79 leading the way for more housing around transit

Communication from Public

Name: Ellen Evans
Date Submitted: 08/18/2025 08:59 PM
Council File No: 25-0002-S19
Comments for Public Posting: Please see attached letter of support for this motion from the Doheny Sunset Plaza Neighborhood Association.

August 18, 2025

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

Re: Support for Council File 25-0002-S19 – Opposition to SB 79

Dear Honorable Councilmembers,

The Doheny Sunset Plaza Neighborhood Association writes to express our strong support for Council File 25-0002-S19, which would formally oppose Senate Bill 79.

Our neighborhood would be directly affected by the type of development SB 79 seeks to impose. While we support new housing and believe in the importance of adding density to address the housing crisis, upzoning must be done through local planning processes, with full community input and control. Sacramento mandates cannot substitute for on-the-ground knowledge of infrastructure capacity, safety risks, and neighborhood context.

There is ample opportunity to add housing in Los Angeles without targeting single-family neighborhoods—especially those in Very High Fire Hazard Severity Zones, like ours. SB 79 disregards these realities. It invites high-density construction in hillside areas with narrow roads, limited emergency access, and aging infrastructure—areas already stretched thin when it comes to public safety.

We urge the City Council to adopt and advocate for the motion in Council File 25-0002-S19. We need housing solutions that are smart, safe, and grounded in real planning—not one-size-fits-all state mandates. SB 79 is the wrong approach.

Thank you for your continued leadership on this critical issue.

Best regards,



Ellen Evans
President
Doheny Sunset Plaza Neighborhood Association

Communication from Public

Name: Jennifer M

Date Submitted: 08/18/2025 09:11 PM

Council File No: 25-0002-S19

Comments for Public Posting: I am writing in regards to the resolution that the City of LA is considering which opposes bill SB-79 (Wiener) unless modified to include an exemption. I oppose this resolution. I live within a 2 mile radius of a metro train station. The freedom this allows me is not comparable. I don't own a car. I don't worry about car maintenance, where I'm going to store it, the price of gas or traffic. I take the money I save from not owning a car and invest it. I want this opportunity for others as well. The housing near my train station is mostly single family housing and parking lots. It would greatly benefit from SB-79. Building near transportation hubs would allow people to choose the freedom from cars and to use their money some other way. It would help alleviate the housing crisis by putting housing in quality locations. It would also help out transportation systems that are in desperate need of new riders and revenue. We should be allowing as many units possible at these locations. In regards to the modifications desired, we have seen the housing elements -some-cities have created. I can see how this exemption added to the bill would create a loophole that some cities would be all too happy to exploit, especially considering the new metro stops opening in Los Angeles county in the near future. This is why I ask you to reconsider this resolution to oppose SB-79. The city of LA needs to be on the side of housing, of building in cities that are in high demand, of making our county walkable and affordable for everyone who wants to live here.

Communication from Public

Name: Rosa Gonzalez

Date Submitted: 08/18/2025 09:23 PM

Council File No: 25-0002-S19

Comments for Public Posting: Dear Councilmembers, I am writing to urge the City Council to VOTE Yes on this item to oppose Senate Bill 79 (SB 79), as it fails to account for the historical and socio-economic realities of the existing working-class and low-income neighborhoods located near transit hubs and corridors. This bill paves the way for corporate developers to drive up housing costs and threaten the security of communities that have worked tirelessly to establish roots and build long-term stability. This bill proposed a misdiagnosed solution for a problem that is not caused by a lack of dense housing. California does not have a housing availability issue - it has a housing affordability problem. Across the state, we've seen numerous luxury apartment projects with hundreds of units approved, often with a single-digit number of units designated as Section 8 or "affordable" housing. SB 79 overlooks the direct impact of upzoning, eliminating the necessary protections and processes that typically enable low-income and working-class communities to hold developers and elected leaders accountable to accommodate community needs. Furthermore, the impact of SB 79 will directly contradict the intention of the classification of "transit-oriented communities". In many regions, low-income residents make up the majority of public transit riders, yet overall ridership has been declining. According to UCLA researchers, as dense urban neighborhoods become more expensive, lower- and moderate-income renters—those most likely to rely on buses—are being pushed out. They're often replaced by higher-income residents who are more likely to drive than use public transit. In order for SB 79 to be equitably applied throughout the state, amendments should also include: a public comment period during planning and proposal of a development, and before demolition for communities that: experienced historical and systemic oppression (e.g. historically redlined communities) where the demographics are majority working class, low-income, and extremely low-income This public comment period should be done to inform local leaders where upzoning would cause more harm and where the focus should be on housing affordability. In the exemption class above, a community benefit agreement (CBA) should be filed to create a mutual understanding between the transit municipality and region to identify how to best accommodate the community, the least of

which should include: Plans demonstrating the ability to fulfill the needs of the community's economic demographics, with a minimum of 80% of units priced to house and serve working-class, low-income, and extremely low-income individuals who historically rely on transit the most. Any developments/housing structures must be culturally and aesthetically similar to those in the existing neighborhood. I'm urging the Council to vote Yes on this item to oppose Senate Bill 79 (SB 79) in its existing form and advocate for the above amendments. This bill does not serve the interests of historically under-resourced neighborhoods and instead reinforces existing housing inequities. Sincerely, Rosa Gonzalez Fontana, CA
626-664-9815

Communication from Public

Name:

Date Submitted: 08/18/2025 09:24 PM

Council File No: 25-0002-S19

Comments for Public Posting: The most impactful thing we can do for the environment is build transit-oriented infill housing, this bill helps us do that. The best thing we can do to promote people using our multi-billion dollar rail system is make sure more people have access to it and live within walking distance- this bill helps us do that. SB 79 is good for the environment and good for helping build affordable, transit oriented housing. Development isn't going to stop coming to LA so we might as well make sure that growth happens where people can take advantage of our growing rail system. Please support SB 79 for a more climate friendly California

Communication from Public

Name: Jodi Cohn
Date Submitted: 08/18/2025 09:35 PM
Council File No: 25-0002-S19
Comments for Public Posting: Please support AB 79. This bill supports much -needed transit density housing. The bill is one one of many that will ease the housing crisis. We spend so much money on the planned housing for Los Angeles- it only makes sense to build on those expenditures. Please support AB 79.

Communication from Public

Name: Louise kroot-haukka
Date Submitted: 08/18/2025 09:36 PM
Council File No: 25-0002-S19
Comments for Public Posting: Totally opposed to building multi story apt buildings next to single family homes

Communication from Public

Name: Raquel Centeno
Date Submitted: 08/18/2025 10:05 PM
Council File No: 25-0002-S19

Comments for Public Posting: I am writing to express my support for SB 79 and to urge the Council not to oppose this bill. As a young renter, I am deeply impacted by our city's housing affordability crisis. It is precisely because I care about Angelenos having access to abundant affordable housing that I am strongly supportive of SB 79. This bill will make it easier to build more transit around major transit stops, which is precisely where we should be concentrating development. We are in a time when LA Metro is investing large amounts of resources into expanding our transit system. If we do not build more housing around these major transit hubs, then we are undermining this very investment. LA has consistently failed to end exclusionary zoning in its plans to build more housing. This makes living in Los Angeles more difficult for renters like me, and leads to the displacement so many local leaders are concerned about. Recent amendments to this bill provide more protections for tenants and will not lead to displacement. What will lead to the displacement of renters is a political failure to act against exclusionary zoning. Many progressive cities around the LA area support SB 79. Many leaders around the state have come around to supporting this bill as a necessary step for addressing the California housing crisis. Please stand up for what is right by supporting SB 79. If we want an LA where people of all incomes can afford to live in LA, this is the kind of political leadership and representation we need.

Communication from Public

Name: Too Grassroots

Date Submitted: 08/18/2025 10:25 PM

Council File No: 25-0002-S19

Comments for Public Posting: Dear Councilmembers, We are writing to urge the City Council to VOTE Yes on this item to oppose Senate Bill 79 (SB 79), as it fails to account for the historical and socio-economic realities of the existing working-class and low-income neighborhoods located near transit hubs and corridors. This bill paves the way for corporate developers to drive up housing costs and threaten the security of communities that have worked tirelessly to establish roots and build long-term stability. This bill proposed a misdiagnosed solution for a problem that is not caused by a lack of dense housing. California does not have a housing availability issue - it has a housing affordability problem. Across the state, we've seen numerous luxury apartment projects with hundreds of units approved, often with a single-digit number of units designated as Section 8 or "affordable" housing. SB 79 overlooks the direct impact of upzoning, eliminating the necessary protections and processes that typically enable low-income and working-class communities to hold developers and elected leaders accountable to accommodate community needs. Furthermore, the impact of SB 79 will directly contradict the intention of the classification of "transit-oriented communities". In many regions, low-income residents make up the majority of public transit riders, yet overall ridership has been declining. According to UCLA researchers, as dense urban neighborhoods become more expensive, lower- and moderate-income renters—those most likely to rely on buses—are being pushed out. They're often replaced by higher-income residents who are more likely to drive than use public transit. In order for SB 79 to be equitably applied throughout the state, amendments should also include: a public comment period during planning and proposal of a development, and before demolition for communities that: experienced historical and systemic oppression (e.g. historically redlined communities) where the demographics are majority working class, low-income, and extremely low-income This public comment period should be done to inform local leaders where upzoning would cause more harm and where the focus should be on housing affordability. In the exemption class above, a community benefit agreement (CBA) should be filed to create a mutual understanding between the transit municipality and region to identify how to best accommodate the community, the least of

which should include: Plans demonstrating the ability to fulfill the needs of the community's economic demographics, with a minimum of 80% of units priced to house and serve working-class, low-income, and extremely low-income individuals who historically rely on transit the most. Any developments/housing structures must be culturally and aesthetically similar to those in the existing neighborhood. We urge the Council to vote Yes on this item to oppose Senate Bill 79 (SB 79) in its existing form and advocate for the above amendments. This bill does not serve the interests of historically under-resourced neighborhoods and instead reinforces existing housing inequities. Sincerely, Too Grassroots

Communication from Public

Name: Matthew Nielsen

Date Submitted: 08/18/2025 10:49 PM

Council File No: 25-0002-S19

Comments for Public Posting: I strongly urge the council to SUPPORT SB79. Homelessness is a housing problem. To permanently address it, Los Angeles must build homes at a rate far beyond what we've produced over the last several decades. As Professors Colburn and Aldern from the University of Washington document in their research, the evidence is clear: without dramatically increasing housing supply, homelessness will remain unsolved. Vox's Ezra Klein's latest book, Abundance, highlights how Los Angeles' restrictive and discriminatory zoning has prevented us from meeting housing demand. This failure has made our city a national example of poor leadership. Additionally, urban economics research from Urban3 further shows that single-family zoning is not fiscally sustainable—costing the city more in infrastructure and services than it generates in revenue. By contrast, higher-density housing is more fiscally responsible and community-sustaining. SB79 offers one of the most significant opportunities in decades to fix this problem. By upzoning land within a half-mile of Bus Rapid Transit, heavy rail, light rail, and commuter rail stops, the bill aligns new housing with the transit system Angelenos have already voted to fund with billions of tax dollars. It means more housing where it is most sustainable—near jobs, services, and the transit infrastructure we've invested in. This is not in conflict with LA's Housing Element plan: It instead helps accelerate the upzoning it is already planning to do. Passing SB79 is not just a housing policy; it is a moral, fiscal, and environmental imperative. Please, vote to SUPPORT SB79 and give Los Angeles the tools it needs to solve its housing crisis.

Communication from Public

Name: Shane Phillips

Date Submitted: 08/18/2025 06:40 PM

Council File No: 25-0002-S19

Comments for Public Posting: Hello, I am writing to express my strong opposition to the proposed resolution opposing Senate Bill 79. Los Angeles needs SB 79. I am a housing researcher at UCLA, author of *The Affordable City*, and host of *UCLA Housing Voice*, a podcast where we share new and important housing research with an audience of planners, elected officials, students, and advocates across the US. A message we hear again and again on our show, from researchers studying policies all over the world, is that ambitious zoning reforms lead to increased homebuilding, and increased homebuilding makes housing more affordable. Los Angeles, like most California cities, is far, far behind on meeting its state-mandated housing goals, and Angelenos are bearing the costs with high rents and housing prices, shameful levels of homelessness and housing insecurity, torturous commutes without viable car-free alternatives, and a broken municipal budget. SB 79 will help us make significant progress solving all these problems. Research by me and my colleague at the Lewis Center shows that the city's current policies, even after adopting the Citywide Housing Incentive Program, are not nearly enough to meet our housing needs. CHIP's approach of further increasing allowable density only in neighborhoods already zoned for multifamily housing, where renters and lower-income people make up a disproportionate share of the population, is also likely to increase displacement unnecessarily. SB 79 will reduce displacement by upzoning transit-oriented neighborhoods where lower-cost multifamily housing is currently prohibited, residents are wealthier on average, and more of them are homeowners. These are also the neighborhoods where zoning reform is most likely to result in redevelopment because the existing built environment is so drastically underbuilt — and existing homes are thus extraordinarily unaffordable. Unaffordability is LA's true "neighborhood character," and it a character that must be undone, not preserved. Neighborhood character means nothing without our neighbors, and the restrictions on our built environment are driving them out by the thousands. The proposed resolution frames SB 79 as an attack on local control, but this is the wrong way of thinking about state preemption of zoning, especially in Los Angeles. Bills like SB 79 are a gift to the City of LA. Our city, for all its faults on housing and land use policy, is among the

better actors in the state. It is already moving in the direction of SB 79, albeit much too slowly. But California is home to over 500 municipalities, and the overwhelming majority have demonstrated far less commitment to solving the housing crisis. SB 79 will increase homebuilding in LA — as it should — but it will do far more in the many jurisdictions that remain obstinate. Without bills like SB 79, Los Angeles will be forced to try to solve the crisis on its own — and fail, because no individual city can solve the problems of an entire region or state. With SB 79 as law, nearly every city in California will be obligated to do its part, lightening the load for everyone; many hands make light work. We will not improve affordability if every city is permitted to go it alone, choosing to contribute to the endeavor or not. We know from experience that most will opt out, and Angelenos will pay the price as much as the residents of those other jurisdictions. Before SB 79, SB 827 and SB 50 were proposed and defeated in the state legislature nearly a decade ago. Since that time, median home value in the city has risen from under \$600,000 to nearly \$1 million, and rents have similarly ballooned. Homelessness has increased despite billions in spending because rising prices have increased the number of people becoming homeless each year. And today our city faces a billion dollar budget deficit that could be sharply lower if we'd built more homes. Underlying all these problems is the fact that annual housing production remained essentially flat since 2017, in LA and statewide. We would be in a dramatically better position had we passed SB 827 in 2017 or SB 50 in 2018, but the bills were opposed by public officials claiming that they knew better and could solve the housing crisis on their own. They were wrong then and they're wrong now. We can't afford for them to make the same mistake again. Please oppose this resolution and throw your support behind SB 79.

Communication from Public

Name: Eric Upton
Date Submitted: 08/18/2025 06:46 PM
Council File No: 25-0002-S19
Comments for Public Posting: I support sb-79

Communication from Public

Name: Yonatan Ahituv
Date Submitted: 08/18/2025 07:08 PM
Council File No: 25-0002-S19
Comments for Public Posting: To the LA City Council, I write to highly support SB 79 (Weiner) which is currently in the California legislature. This essential bill will finally legalize more dense housing across California, assisting in California's housing shortage. It will also provide a crucial ridership base to public transportation in Los Angeles, making our city more vibrant and affordable. This bill also protects existing tenants from displacement following amendments made in legislature. Finally, projections have shown that SB 79 would generate mass amounts of property tax revenue for the city of LA. For a city undergoing a fiscal crisis, SB 79 is an excellent financial decision. For all these reasons, I am highly alarmed that LA city is considering going against its neighboring cities and opposing this bill, and I urge the council to change its stance. Thank you, Yonatan Ahituv UCLA

Communication from Public

Name: Shana Fitzpatrick
Date Submitted: 08/18/2025 07:10 PM
Council File No: 25-0002-S19

Comments for Public Posting: I am writing to oppose this motion and in support of SB 79. As a renter living in an apartment on a mostly single-family street near transit, I strongly urge the City of Los Angeles to support SB 79. This is one of the most important housing bills we've seen in decades, and our city desperately needs it. Los Angeles is facing overlapping crises—housing affordability, homelessness, traffic congestion, and climate change. All of these problems share a common solution: more housing, built where people can actually live car-light, near jobs and transit. Homelessness: Every credible study shows we cannot address homelessness without significantly expanding housing supply. Until we legalize more housing, we will keep falling further behind. Affordability: Renters like me see our communities hollowed out by displacement and rising costs. Increasing supply is essential to stabilizing rents. Climate & traffic: LA cannot meet its climate goals if we continue to force most residents into long car commutes. Housing near transit reduces congestion, improves air quality, and cuts emissions. City budget: Research from California YIMBY found that upzoning a fraction of LA's residential land could generate hundreds of millions in new property tax revenue annually—money that could prevent service cuts and support critical programs. SB 79 is our best bet to move forward. Without bold action like this, LA will remain stuck in a cycle of scarcity and crisis.

Communication from Public

Name: Anders Johnson
Date Submitted: 08/18/2025 07:11 PM
Council File No: 25-0002-S19

Comments for Public Posting: Dear City Council, I am making this comment in favor of SB 79. Inaction across California and the Los Angeles region has led to a massively damaging housing crisis, which is hurting students and young professionals like me as they navigate the workforce and start building their careers. It makes sense that the necessary housing we need in Los Angeles will be built around our greatest public transit assets, like the light rail near USC. Billions of dollars have been spent on these systems, yet they are underused, largely because it is expensive to find appropriate housing near these stops, which have been zoned to prevent more housing from being constructed. Los Angeles also suffers from a failure in local leadership because it has yet to undo harmful exclusionary policies of the past that continue to hurt communities today, whether you are a student, a young family, or a descendant of folks directly harmed through redlining and housing discrimination. Recent amendments have made displacement much less likely, so this should not be a reason to oppose SB 79. Progressive cities across our region have continued to support SB 79 and its vision of the future, and by considering opposing the bill, Los Angeles is out of touch with the needs of the majority of the city's residents. Please support SB 79 and fight for students, affordability, and the future of our city.

Communication from Public

Name: BL

Date Submitted: 08/18/2025 07:21 PM

Council File No: 25-0002-S19

Comments for Public Posting: Hello, I am urging the City Council to vote YES on council file 25-0002-S19 to OPPOSE SB 79. SB 79 and its "YIMBY" proponents claim it is about addressing affordability, but this is mere pretext. SB 79 and other "YIMBY" proposals will only add burdensome density that reduces quality of life and alters the character of California neighborhoods without enhancing affordability. Schemes to densify neighborhoods by confiscating local control through so-called "zoning reform" will only flood our housing stock with smaller, yet still expensive market rate "units." This will only increase the prices of actual houses, putting the dream of homeownership further out of reach for the next generation, and relegating more people to permanent renter status. The people of LA and California want houses, not "housing units." Please, vote YES on council file 25-0002-S19 to OPPOSE SB 79. Thank you. -BL, lifelong LA resident

Communication from Public

Name: Benjamin Lord

Date Submitted: 08/18/2025 07:29 PM

Council File No: 25-0002-S19

Comments for Public Posting: I am writing in support of SB 79. I am deeply concerned that the City appears to be considering opposing this bill. We know that that one of the best ways to build safe, low-carbon cities is to increase density at transit nodes. LA has invested billions in transit. Given the current housing shortage, it is now time to adjust zoning practices so that we can make no-car and low-car living a reality for more LA residents. As long as this policy is implemented with protections for existing tenants, there is simply no good reason not to build more densely at major transit stops, especially rail. Thanks for listening. Benjamin Lord, Los Angeles, 90016

Communication from Public

Name: Chris Tokita

Date Submitted: 08/18/2025 07:30 PM

Council File No: 25-0002-S19

Comments for Public Posting: Dear Los Angeles City Councilmembers, I urge you to vote against Council File 25-0002-S19, which opposes SB 79 (Wiener) in the State Legislature. Los Angeles is in a deep housing shortage that fuels homelessness, displacement, and rising rents. The solution is not to block more homes, but to allow them—especially near transit where they reduce car dependence, cut emissions, and make our city more affordable and livable. SB 79 is a pro-housing, pro-transit, pro-climate bill. It enables more apartments and mixed-income housing near our rail lines and major bus lines while still allowing cities flexibility through alternative plans. Voting to oppose it sends the wrong message: that Los Angeles wants to keep saying “no” to new homes even in the middle of a housing emergency. We need to be a city that says “yes in my backyard.” Yes to more homes, yes to more neighbors, and yes to a more inclusive Los Angeles. Please vote no on Council File 25-0002-S19. Support SB 79 and more housing near our transit!

Communication from Public

Name: Ross Weistroffer

Date Submitted: 08/18/2025 07:31 PM

Council File No: 25-0002-S19

Comments for Public Posting: To members of the Los Angeles City Council: The proposed motion appears to endorse a position in contradiction to the needs -- and actual opinions -- of Angelenos. I ask all Councilmembers to vote NO on the motion to oppose Senate Bill 79 (SB 79). Even as the City copes with a crushing, close to \$1 billion budget shortfall, analysis completed by Streets for All shows that SB 79 would create the capacity needed to close that gap in annual property tax income, while only impacting roughly 3.3% of the City's total land area, and 7.5% of residential zoning in LA. Moreover, in 2023, the Los Angeles Quality of Life Index surveyed respondents across the whole of the city. As Professor Zachary Steinert-Threlkeld writes in the attached brief: "When listening to all Angelenos, a clear picture emerges. A large majority want more apartment buildings all over the city, even on streets with single-family homes and even in their own neighborhoods. It is rare for any policy option to poll with so much support, so it is time for city policy to reflect the fact that Angelenos want more housing in their backyard." This attempt for the City of Los Angeles to officially oppose legislation that would not only achieve the desired aims of a majority of Angelenos, but would solve its crippling budget woes, stands in stark contrast to the official support of Santa Monica and West Hollywood. Our neighbors, at least, seem to know that SB 79 offers a unique opportunity for LA to once more achieve a bright fiscal future that it should not ignore, let alone oppose.

A Large Majority of Angelenos Want More Apartments — Even on Single-Family Streets

Zachary Steinert-Threlkeld • 2025

Recognizing the severe shortage of affordable housing in Los Angeles, Mayor Bass issued Executive Directive 1 (ED1) on Dec. 16, 2022 — just four days after her swearing-in ceremony. The executive order dramatically streamlined the approval process for 100% affordable housing, cutting what had been a multi-year approval process to 60 days.

Private developers soon realized that a cooperative bureaucracy could be combined with state density bonuses to build thousands of affordable apartments without any government subsidies.

The order had an immediate impact: In 2023, developers filed 13,770 applications for affordable units with the city’s planning department, more than the previous three years combined. But ED1’s rapid success sparked a quick backlash. On June 12, 2023, the mayor scaled back the order, limiting it only to areas already zoned for multifamily housing. Subsequent updates have further reduced ED1’s scope and impact.

At the 2024 UCLA Luskin Summit, an audience member asked the mayor to explain why ED1 had been repeatedly diluted. “As a politician,” Bass responded, “you have to listen to your constituents. We were getting a lot of pushback against ED1 for leading to housing where it was not expected.”

Politicians should listen to their constituents. But it is also true that not all voices are heard equally. Those with time and knowledge to contact their City Council member or the Mayor’s office often have outsized influence. Indeed, had the mayor’s team taken the time to survey a representative

cross-section of Angelenos about their views, a very different picture would have emerged.

Fortunately for policymakers, such a tool exists: the Los Angeles Quality of Life Index (QLI). And the story it tells is clear: Across L.A., a large majority of residents want more housing, they want it to be multifamily, and they want it in their own neighborhoods.

Since 2016, the QLI has surveyed approximately 1,500 Los Angeles County residents each year. Respondents are reached via random telephone dialing and online probability sampling so that the answers reflect the city’s economic, geographic, and ethnic diversity. The survey asks a recurring set of questions about satisfaction toward public safety, education, ethnic and racial relations, transportation and traffic, jobs and the economy, health care, the environment, the respondent’s neighborhood, and cost of living. It also includes one-time questions responding to current events. From 2017-2020 and again in 2023, the QLI specifically asked about support for new development and where it could go. By analyzing responses to these questions in relation to concerns about cost of living and mapping them to City Council districts, a clear pattern emerges: a majority of Angelenos from everywhere in the city want to see more multifamily housing constructed.

In 2023, respondents were presented with a question about their support for the location of new multifamily housing. Specifically, question 27 asks:

Next, I am going to mention some locations where new apartment buildings could be built to make housing more available. For each one, please tell me if you would support or oppose new apartments being built there.

The locations included “your neighborhood”, “streets that primarily have single-family houses”, and “streets that primarily have retail stores, office buildings and other commercial uses”. Half of respondents were also given the location “streets that primarily have apartment or

condominium buildings”, while the other half were told “streets that primarily have apartment or condominium buildings allowing taller buildings there with more housing units”. Each respondent therefore gave four answers, one for each hypothetical location. Responses range from 1 for strongly support to 4 for strongly oppose, in addition to 5 for do not know. In the following analysis, “do not know” responses were excluded.

A full 86% of respondents support building apartments in one or more of these areas. That number is not a typo. This level of agreement is unheard of in politics and should be enough of a reason to build more housing immediately.

Even more compelling: this majority is not just limited to apartment or commercial locations. Sixty-five percent of respondents support building apartments on streets that primarily have single-family houses, and 57% support apartments in their own neighborhoods.

In other words, almost two-thirds of Angelenos support building multifamily housing in the areas ED1 initially allowed and that the mayor later exempted. A clear majority support building apartments where they live. In electoral terms, a candidate that wins more than 55% of the vote is considered to have won in a landslide. No matter how the data are sliced, there is overwhelming support for more apartments in Los Angeles.

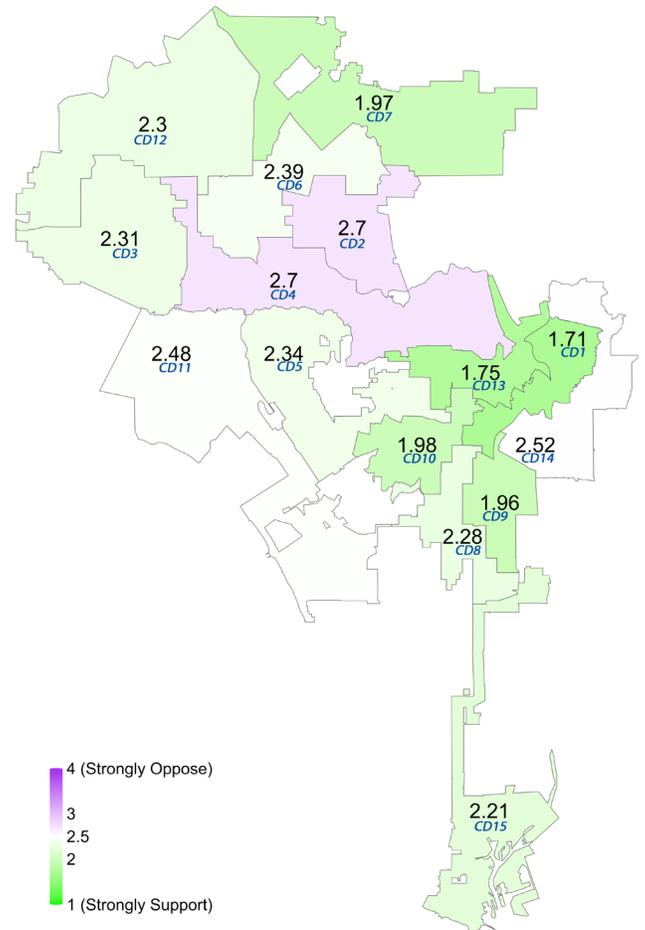
Support is also widespread. **Figure 1** below maps support for new apartments in single-family neighborhoods by district. A 1 (bright green) means strongly support and 4 (dark purple) strongly oppose. A 2.5 (white) is neutral. The map shows that 10 out of 15 districts favor building apartment buildings on streets with single-family homes. Only two districts — CD2 and CD4 — indicated modest opposition. Even in districts often labeled as NIMBY strongholds, such as CD5 and CD11, residents are neutral or slightly in favor. Overall, most people in most districts were comfortable with the idea of more apartments on single-family streets.

Support measured on a four-point scale can be difficult to understand in political terms. After all, political decisions are a binary: when it comes time to vote, voters or elected officials either support a policy or they don’t. In other words, a voter who somewhat supports multifamily housing counts just as much as one who strongly supports it.

To understand public opinion about new apartment buildings, I recoded the survey responses to better reflect an opinion

Figure 1.

Average Response for New Apartments in “Streets that primarily have single-family houses”



poll. Anyone who answers that they somewhat or strongly support new apartment buildings was coded as a 1. Those who somewhat or strongly oppose were coded as a 0, and those who do not know were excluded.

Figure 2 shows the percent of respondents who support new apartment buildings in streets zoned for single-family housing. The results are unequivocal: In every district except for CD2, a majority of Angelenos support new apartment construction on streets zoned for single-family homes. In three districts — CD4 (51.1%), CD14 (50.8%), and CD11 (54.3%) — the support is narrow but still over 50%. In the remaining 11 districts, a large majority of respondents support the construction of apartments on single-family streets. The most support is in CD1, where 87.2% of respondents back new apartment buildings in single-family zones.

Figure 2.

Percent of Respondents Who Support New Apartments in “Streets that primarily have single-family houses”

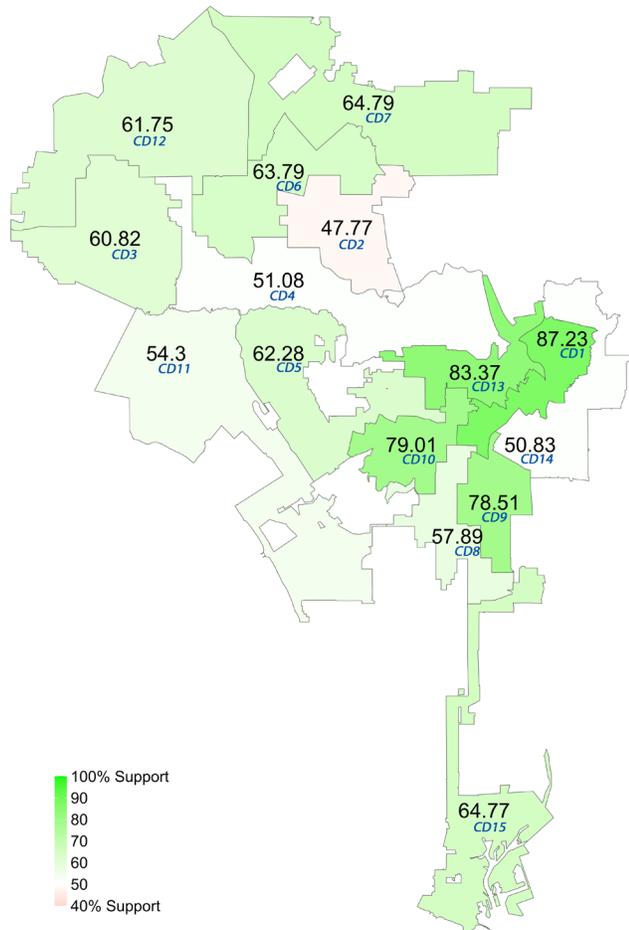
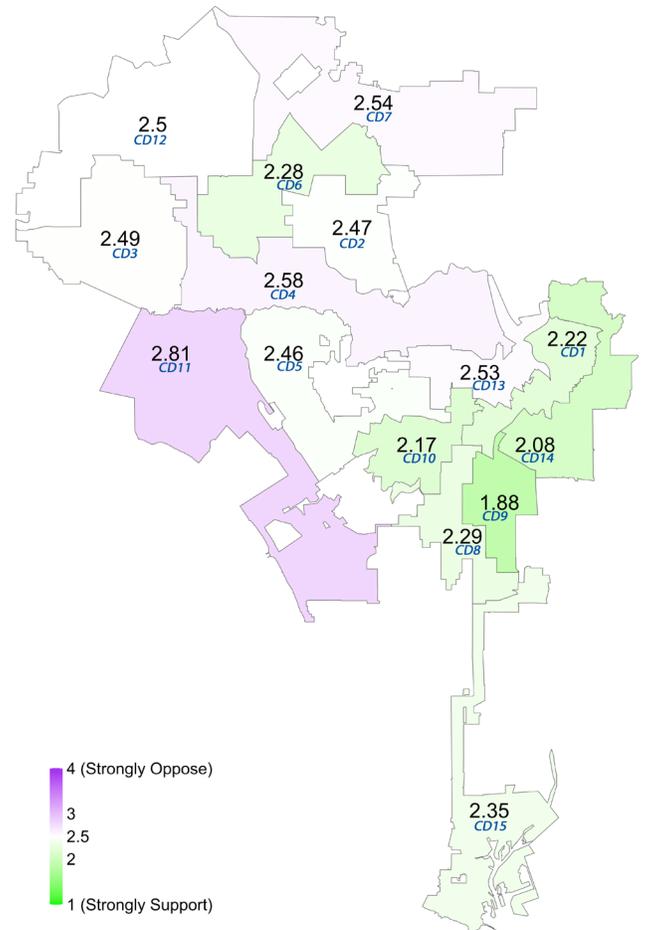


Figure 3.

Average Response for New Apartments in “Your neighborhood”



Support for new housing is a little less clear, however, when the 2023 survey question asks about support for apartments in “your neighborhood”. As **Figure 3** shows, the map features more white and purple colors, indicating less support. For example, while CD11 supports new housing in single-family home zones, it becomes the most opposed district when the new apartment buildings are located in their own neighborhoods. Residents of CD4 shift from slight support to slight opposition to new apartment buildings, though residents are less opposed to new apartments in their neighborhood than they are in single-family neighborhoods. CD7 and CD13 also shift to slightly oppose when asked about their own neighborhoods. The biggest swing is in CD13, which is one of the strongest supporters of new apartment buildings on single-family streets but is slightly opposed when those buildings are in their neighborhood.

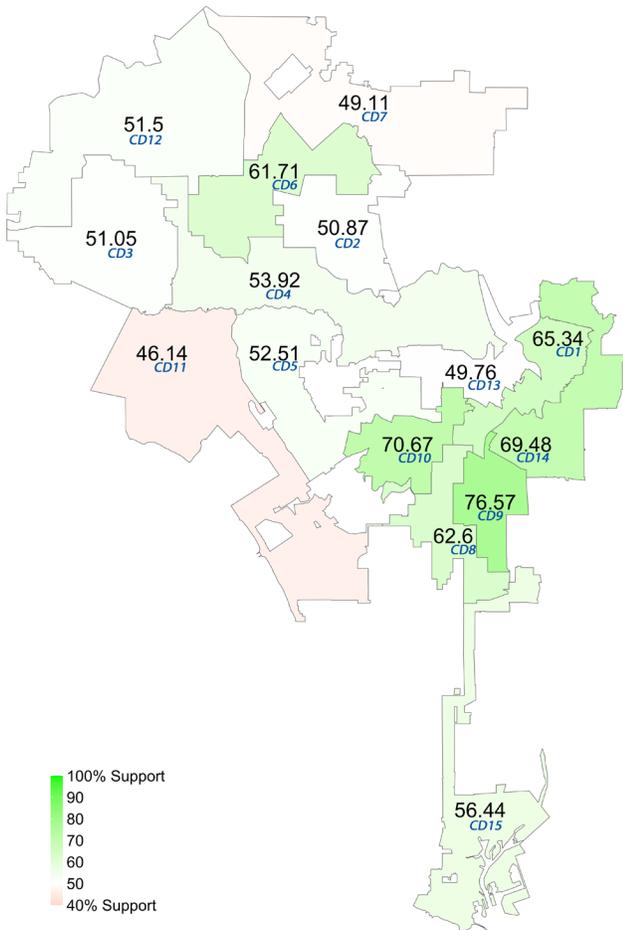
A majority of districts still support new apartments, even when they would be built in respondents’ backyards. Seven of the 15 are colored green, and three more have average values less than 2.5, the midpoint of the 1-4 scale.

Moreover, although respondents in many districts are less supportive of apartments built in their neighborhood than on single-family home streets generally, many are more supportive. CD14 is more supportive of apartment buildings in their neighborhood than on single-family streets, as are CD9, CD6, and CD4. Even when faced with the prospect of apartment buildings in their neighborhood, a majority of Angelenos in a majority of Council districts say “yes, in my backyard.”

Figure 4 shows the public opinion analysis for new apartments in the respondent’s neighborhood. As with the 4-point

Figure 4.

Percent of Respondents Who Support New Apartments in “Your neighborhood”



ratings, support for housing perceived as directly impacting a respondent is less widespread. But it is still a widespread majority. Now, three council districts — CD4, CD6, and CD 11 — do not have a majority in support of apartments, but the lowest percent of support is 46.1% (CD11) and over 49% of respondents in CD4 and CD7 favor apartments in their neighborhood. In seven districts, the plurality, more than 55% of respondents support apartments in their neighborhood.

To better understand what drives support for new housing at an individual level, I used the 2023 survey data to run statistical regression analyses. Regression analysis allows us to examine how support for apartment buildings correlates with factors such as age, income, and gender. Renters are more supportive of building apartments than homeowners — about 0.35–0.5 points higher on the 4-point scale. Older residents are less

supportive. Surprisingly, higher-income respondents are more supportive of building apartments.

While policymakers are smart to listen to their constituents, they must also be careful to avoid selection bias. The data in front of us — for example, the people calling their council member or mayor to complain about ED1 — may not accurately reflect the world we are trying to understand, which in this case is citywide attitudes toward new housing construction. In policy terms, this selection effect means that the people who have the time and wherewithal to contact their elected officials likely do not represent the broader constituency. People who make their voice heard tend to be older, more educated, have higher incomes, and be homeowners, and their opinions often differ from those of people with different backgrounds. Inferring public opinion only from people who proactively make their voices heard leads to selection bias and eventually biased policy. High-quality surveys such as the Los Angeles Quality of Life Index are much more likely to be representative of the broader population.

Applied to housing, selection bias means that Mayor Bass should not listen only to the people from whom she hears. She also needs to pay attention to those who make their voice heard elsewhere, especially in surveys that are designed to be representative. When listening to all Angelenos, a clear picture emerges. A large majority want more apartment buildings all over the city, even on streets with single-family homes and even in their own neighborhoods. It is rare for any policy option to poll with so much support, so it is time for city policy to reflect the fact that Angelenos want more housing in their backyard.

About the Author

Zachary Steinert-Threlkeld is an associate professor of public policy at the UCLA Luskin School of Public Affairs.

References

Los Angeles Initiative, UCLA Luskin School of Public Affairs (2025) *Quality of Life Survey 2018 - 2025* [Data set] Lewis Center for Regional Policy Studies. <https://www.lewis.ucla.edu/programs/data/qualityoflife/>

Communication from Public

Name: Joan Ehrlich

Date Submitted: 08/18/2025 07:41 PM

Council File No: 25-0002-S19

Comments for Public Posting: Please do not pass this. High density housing belongs downtown in high rises-Not in neighborhoods with narrower streets And public transit, yes, but very, very, very substandard Public transport. Especially in Hollywood, which is already overcrowded as AND it is a fire zone Witness the footage of the fires last winter in Hollywood Hills and the people in the existing buildings could not get out could not get out. In addition to fires, there are earthquakes. How would all the people in these buildings ever escape during an earthquake? If you could explain that to me, I would consider the remote possibility that it would be OK. This is an normous, enormous safety issue. Please explain to me how in buildings without parking, how people would evacuate in an emergency with everything they own on a bicycle or carry it on their backs

Communication from Public

Name: Amanda McDaniel

Date Submitted: 08/18/2025 07:41 PM

Council File No: 25-0002-S19

Comments for Public Posting: I am urging the city council to do the right thing for the city of LA and SUPPORT SB79. It is absolutely ridiculous, in our deep deep housing crisis, that our leaders are even considering opposing this bill. Any excuses about affordable housing requirements or anything else are NIMBYs hiding behind the guise of equity. Our city is in a severe deficit and this bill will help ease that. You our are leaders are yet you do NOTHING to actually help everyday Angelenos. Support SB 79 or we will be sure to vote you all out when you are up for reelection. Thank you.

Communication from Public

Name: AM

Date Submitted: 08/18/2025 08:01 PM

Council File No: 25-0002-S19

Comments for Public Posting: Why would anyone oppose making the city denser, more livable, more accessible and better for all? Of course SB-79 is long overdue - no one in the 2nd largest city in the US wants to live or continue living in in a borderline car-dependent limited-to-single-fam-homes surburban hellscape...

Communication from Public

Name: Andrea Rojas

Date Submitted: 08/18/2025 08:06 PM

Council File No: 25-0002-S19

Comments for Public Posting: Dear Councilmembers, I am writing to urge the City Council to VOTE Yes on this item to oppose Senate Bill 79 (SB 79), as it fails to account for the historical and socio-economic realities of the existing working-class and low-income neighborhoods located near transit hubs and corridors. This bill paves the way for corporate developers to drive up housing costs and threaten the security of communities that have worked tirelessly to establish roots and build long-term stability. This bill proposed a misdiagnosed solution for a problem that is not caused by a lack of dense housing. California does not have a housing availability issue - it has a housing affordability problem. Across the state, we've seen numerous luxury apartment projects with hundreds of units approved, often with a single-digit number of units designated as Section 8 or "affordable" housing. SB 79 overlooks the direct impact of upzoning, eliminating the necessary protections and processes that typically enable low-income and working-class communities to hold developers and elected leaders accountable to accommodate community needs. Furthermore, the impact of SB 79 will directly contradict the intention of the classification of "transit-oriented communities". In many regions, low-income residents make up the majority of public transit riders, yet overall ridership has been declining. According to UCLA researchers, as dense urban neighborhoods become more expensive, lower- and moderate-income renters—those most likely to rely on buses—are being pushed out. They're often replaced by higher-income residents who are more likely to drive than use public transit. In order for SB 79 to be equitably applied throughout the state, amendments should also include: a.) a public comment period during planning and proposal of a development, and before demolition for communities that: (i.) experienced historical and systemic oppression (e.g. historically redlined communities) (ii.) where the demographics are majority working class, low-income, and extremely low-income This public comment period should be done to inform local leaders where upzoning would cause more harm and where the focus should be on housing affordability. In the exemption class above, a community benefit agreement (CBA) should be filed to create a mutual understanding between the transit municipality and region to identify how to best accommodate the community, the least of

which should include: - Plans demonstrating the ability to fulfill the needs of the community's economic demographics, with a minimum of 80% of units priced to house and serve working-class, low-income, and extremely low-income individuals who historically rely on transit the most. - Any developments/housing structures must be culturally and aesthetically similar to those in the existing neighborhood. I'm urging the Council to vote Yes on this item to oppose Senate Bill 79 (SB 79) in its existing form and advocate for the above amendments. This bill does not serve the interests of historically under-resourced neighborhoods and instead reinforces existing housing inequities. Sincerely, Andrea Rojas Los Angeles, CA 90018

Communication from Public

Name: MBZ

Date Submitted: 08/18/2025 01:12 PM

Council File No: 25-0002-S19

Comments for Public Posting: Dear Members of the Los Angeles City Council: I urge you to OPPOSE SB 79. Are you paying any attention to the unintended consequences of SB 79? It will be a disaster for the major asset that single-family homeowners possess, and it will not provide affordable housing that we so badly need. Local communities like the SF Valley have a plan for low-income housing along well-traveled corridors with bus transportation. Why not approve those plans before forcing this down our throats? My specific issues with SB 79 are: 1. SB 79 does not increase the supply of AFFORDABLE housing. 2. SB 79 preempts each community's carefully planned Housing Element. 3. SB 79 disregards infrastructure and environmental consequences. 4. SB 79's incentivizes market-rate construction which targets the tenant group least likely to use public transit. 5. California needs affordable multi-family and single-family housing; SB 79 steamrolls over that in favor of incentivizing market-rate housing. Vote YES on CF 25-0002-S19

Communication from Public

Name: Diane Bedrosian

Date Submitted: 08/18/2025 01:18 PM

Council File No: 25-0002-S19

Comments for Public Posting: Please support the resolution to OPPOSE SB79. SB79 does nothing to improve affordability of housing in our community. It uses a sledgehammer to demolish our existing Laws. Makes no exception for older neighborhoods, such as Boyle Heights and Highland Park, where residence would be displaced by these expensive high rises, most of which will be luxury, housing and unaffordable. Please do not let Sacramento wrest control of our housing laws. Local control should remain here in Los Angeles.

Communication from Public

Name: Lori B.

Date Submitted: 08/18/2025 01:21 PM

Council File No: 25-0002-S19

Comments for Public Posting: As a lifelong Angelino, I urge you to support the resolution to OPPOSE SB79. SB79 does nothing to improve affordability of housing in our community. These decisions should not be made by Wall Street corporations or expensive lobbyists. Please keep housing decisions in Los Angeles. No on SB79.

Communication from Public

Name: Helene B

Date Submitted: 08/18/2025 01:25 PM

Council File No: 25-0002-S19

Comments for Public Posting: I was born and raised in Los Angeles and continue to live here to this day. I urge you to support the resolution to OPPOSE SB79. SB79 does nothing to improve affordability of housing in our community. It uses a sledgehammer to demolish our existing laws. Makes no exception for older neighborhoods, such as Boyle Heights and Highland Park, where residents would be displaced by unaffordable expensive high rises. Moreover, cities will be responsible for the infrastructure to support these gigantic projects. The developers will pay nothing. It is unsustainable for a city to be able to survive with this type of draconian law. Please, NO on SB79 and thank you for supporting the resolution.

Communication from Public

Name: Patty

Date Submitted: 08/18/2025 01:58 PM

Council File No: 25-0002-S19

Comments for Public Posting: Dear Councilmember Raman and Mayor Bass: I urge you to OPPOSE SB 79. My specific issues with SB 79 are: 1. SB 79 does not increase the supply of AFFORDABLE housing. 2. SB 79 preempts each community's carefully planned Housing Element. 3. SB 79 disregards infrastructure and environmental consequences. 4. SB 79's incentivizes market-rate construction which targets the tenant group least likely to use public transit. 5. California needs affordable multi-family and single-family housing; SB 79 steamrolls over that in favor of incentivizing market-rate housing. Vote YES on CF 25-0002-S19

Communication from Public

Name: Aaron Kamin

Date Submitted: 08/18/2025 02:11 PM

Council File No: 25-0002-S19

Comments for Public Posting: August 18, 2025 Los Angeles City Council 200 N. Spring Street Los Angeles, CA 90012 Councilmember Nithya Raman, Council District 4 City Hall, Room 415 Los Angeles, CA 90012 RE: VOTE YES on Resolution 25-0002-S19 (Oppose SB 79) on Wednesday, August 20 Dear Honorable Councilmembers and Councilmember Raman, I'm writing to you today as a native Angeleno and a resident of Council District 4. I need you to vote YES on Resolution 25-0002-S19 this Wednesday to formally oppose SB 79. This isn't just an abstract policy issue for me. I'm deeply invested in this community. I serve on the boards of the Doheny Sunset Plaza Neighborhood Association and the Bel Air Beverly Crest Neighborhood Council, and I can tell you that this state-level overreach is a massive concern for my neighbors. For us. This bill could have a direct, negative impact right on my own street. Let's be honest, SB 79 is a dangerously blunt instrument. It completely undermines local planning—even for cities like ours that have a compliant Housing Element—and for what? To encourage market-rate housing that won't even touch our real affordability crisis. My biggest fear here is public safety. It's just common sense. Much of our district is in a Very High Fire Hazard Severity Zone. We live with that threat every single year. The idea that SB 79 would permit by-right, dense development in these fire-prone hillsides without any real requirements for infrastructure, for water, for power, or for evacuation capacity... it's just reckless. You can't just add thousands of people to an area with narrow roads and pretend it will be fine when the next fire sweeps through. It's a disaster waiting to happen. We all want more housing. But this isn't the way. We need thoughtful, community-driven solutions, not top-down mandates from Sacramento that ignore local conditions and put people's lives at risk. Los Angeles needs to retain control over its own land use. Please, stand up for our city and for the safety of our neighborhoods. Vote YES on Resolution 25-0002-S19. Sincerely, Aaron Kamin

Communication from Public

Name: Ronald Rosen

Date Submitted: 08/18/2025 02:15 PM

Council File No: 25-0002-S19

Comments for Public Posting: Often times an initial concept or proposal seems right and easy to adopt. I have found, however, from scores of years in dealing with major development issues, that with a little more reflection and thought you can achieve a better result with less adverse impact. I think SB79 is an example of an initial concept that could be implemented without large negative affects with more reflection and planning. IDEA: Lets see how up zoning of the major street arteries adjacent to R1 zones to accommodate multiple family dwellings with appropriate density and height and setbacks works to meet the expected housing demand over the next 5 years. This would be a phased approach that would give the City more housing without decimating the character of single family neighborhoods, which also have a right to their housing type. The major street arteries around me include Santa Monica., Olympic, Pico, Overland and Westwood Blvds. I am informed that recent City determinations have concluded that such an approach for such streets could provide substantial additional housing. It remains to be seen to what extent placing housing close to transportation corridors or metro will generate use of those public transportation facilities as was intended when new apartments that are being built now without code parking will actually operate. Thank you for considering these comments.
Sincerely,

Communication from Public

Name: Bill Milner

Date Submitted: 08/18/2025 02:22 PM

Council File No: 25-0002-S19

Comments for Public Posting: The number of times Century Glen mine owners association, and it's single family homeowners have been given assurances that densifying our neighborhoods with the most aggressive and egregious would not happen are countless. Put the monstrous buildings on the major thoroughfares please. I live on the corner of Orton Ave and Fox Hills in a 1423 sq. Ft. Home. My wellness would be absolutely shot if a six story apartment is built 3 feet from my property line. It would be inhumane to be tortured with excavation, months of building, trucks galore, constant irrepressible noise. Have heart please. Vote against this proposed bill. Thank you for considering not supporting this!

Communication from Public

Name: Andrew Salimian

Date Submitted: 08/18/2025 02:24 PM

Council File No: 25-0002-S19

Comments for Public Posting: I am writing to you on behalf of the Los Angeles Conservancy to ask you to oppose Senate Bill 79 unless it is amended to protect historic neighborhoods and provide greater flexibility for local planning efforts.



523 West Sixth Street, Suite 826
Los Angeles, CA 90014

213 623 2489 OFFICE
213 623 3909 FAX
laconservancy.org

August 18, 2025

Submitted electronically via
<https://cityclerk.lacity.org/publiccomment/>

Los Angeles City Council
John Ferraro Council Chamber
Room 340, City Hall
200 North Spring Street
Los Angeles, CA 90012

**Re: Consideration of Resolution to Oppose Senate Bill 79
CF-25-0002-S19**

Dear Members of the City Council,

I am writing to you on behalf of the Los Angeles Conservancy to ask you to oppose Senate Bill 79 unless it is amended to protect historic neighborhoods and provide greater flexibility for local planning efforts. We thank the Council for giving this state bill deserved scrutiny.

We believe that the bill will lead to increased demolition of Federal, State, and Local Historic Resources. Currently, the bill does not allow jurisdictions to deny such projects, merely requiring them to go through the California Environmental Quality Act (CEQA) process. Historic neighborhoods like the Highland Park – Garvanza and Carthay HPOZs fall squarely within the SB-79 affected areas. Designated HCMs and National Register listed properties in places in Little Tokyo, Hollywood and Westlake – all areas that have experienced gentrification and displacement – are under threat.

In addition to the increased development threat on historic places, this bill upends years of both planning and preservation efforts across Los Angeles County. These plans were composed with countless hours of community input, and approved by the California Department of Housing & Community Development (HCD) through the Housing Element adoption



process. Earlier this year, Los Angeles adopted a Citywide Housing Incentive Program, or CHIP Ordinance, which rezoned in a way that reinforced existing development patterns, prioritized high resource areas, and protected historic resources. Los Angeles also recently approved three Community Plan Updates in Downtown, Hollywood and Boyle Heights that incorporate strong community benefits. SB-79 directly contradicts these efforts by providing a state mandated alternative that negates the hard-earned protections that communities asked for through the planning process.

We thank the City Council taking a stand on this bill, and hope you can push for amendments that will address these concerns. We ask you to oppose the bill until these issues are sufficiently addressed.

About the Los Angeles Conservancy:

The Los Angeles Conservancy is the largest local historic preservation organization in the United States, with nearly 5,000 member households throughout the Los Angeles area. Established in 1978, the Conservancy works to preserve and revitalize the significant architectural and cultural heritage of Los Angeles County through advocacy and education.

Sincerely,



Andrew Salimian
Director of Advocacy



Communication from Public

Name: Marsue MacNicol

Date Submitted: 08/18/2025 02:27 PM

Council File No: 25-0002-S19

Comments for Public Posting: I am writing in opposition to SB79. Please vote to stand up in opposition to this bill that will destroy single-family neighborhoods in Los Angeles from South Central to the Valley to the Westside. It's hard to imagine that any of you would want a 5 to 6 story apartment building being built next door to your house. Especially when there are many places in the city where these buildings can be built without disrupting our historic neighborhoods. Thank you for considering this request.

Communication from Public

Name: Donna Stillo
Date Submitted: 08/17/2025 01:00 AM
Council File No: 25-0002-S19
Comments for Public Posting: Please support Item #44!

Communication from Public

Name: Jan Yonan
Date Submitted: 08/17/2025 02:10 AM
Council File No: 25-0002-S19

Comments for Public Posting: I am writing today to stand with Abundant Housing LA opposing CF 25-0002-S19, a resolution for the City of Los Angeles to oppose SB 79 (Wiener). SB 79 will allow critical zoning reforms to facilitate much-needed housing development near transit stops across California. By doing so, SB 79 will help address the state's ongoing housing shortage while promoting sustainable development, reducing traffic congestion, and supporting public transit systems. It should be no secret that Los Angeles is in the midst of a historic housing crisis. Nearly half of all households pay unaffordable levels of rent, and over 45,000 people experience homelessness on any given night. Our message is simple: for too long cities across our state, including Los Angeles, have effectively made it illegal to build the housing we need through apartment bans and single-family zoning restrictions. These low-density zoning restrictions have not only directly contributed to our housing crisis, but have also led to urban sprawl which has in turn led to traffic congestion, air pollution, and carbon emissions which have degraded our climate. If we hope to bring down the cost of housing, and get people out of their cars in order to reduce traffic and mitigate climate change, we must build more housing near transit. Further, LA Metro is in the process of a major expansion of rail transit infrastructure. As residents of Los Angeles, we are all investing in this expansion through our taxes, and it is imperative that we ensure the long-term success and viability of this multi-billion-dollar investment. Transit systems rely on sustainable and reliable ridership in order to succeed, and a significant source of the ridership comes from the residents of transit-oriented development near stations. SB 79 will both respond to our housing crisis by facilitating more housing development and ensure the long-term success of our transit investments by allowing transit riders to live near stations. We hope that you will not only oppose this resolution, but that you will wholeheartedly support SB 79 as a critical tool to build the housing we desperately need near the transit infrastructure that all Angelenos are investing in. Thank you, Jan Yonan

Communication from Public

Name:

Date Submitted: 08/17/2025 11:37 AM

Council File No: 25-0002-S19

Comments for Public Posting: As a home owner in Colfax Meadows I am asking that you vote NO on SB79. I strongly feel that this will hurt communities, not help them. There are so many areas that housing can be built. Large apartment buildings do not belong in single family home communities. Congesting the streets with cars and traffic making it unsafe for the children that now play in our streets. And the list goes on and on as to why this is a bad bill. I also may be personally affected. I have lived here for 33 years enjoying the privacy and quiet of our home and neighborhood. The property next door to our home was sold a year ago to a multi unit developer. He hasn't done anything to the property. My guess he is waiting for the bill to pass. A 6 story apartment building does not belong on our streets. Without the necessary upgrade in the infrastructure, no on site parking to name a few of the negatives this brings to the street. It will take away our right to privacy with a large building looming over our home. There are no positives about it. None. My question to those who are voting on this bill, is would you want a 6 story apartment building next door to you? I think the answer would be no.

Communication from Public

Name:

Date Submitted: 08/17/2025 01:06 PM

Council File No: 25-0002-S19

Comments for Public Posting: My specific issues with SB 79 are: 1. SB 79 does not increase the supply of AFFORDABLE housing. 2. SB 79 preempts each community's carefully planned Housing Element. 3. SB 79 disregards infrastructure and environmental consequences. 4. SB 79's incentivizes market-rate construction which targets the tenant group least likely to use public transit. 5. California needs affordable multi-family and single-family housing; SB 79 steamrolls over that in favor of incentivizing market-rate housing.

Communication from Public

Name:

Date Submitted: 08/17/2025 02:03 PM

Council File No: 25-0002-S19

Comments for Public Posting: I urge you to OPPOSE SB 79. My specific issues with SB 79 are:
1. SB 79 does not increase the supply of AFFORDABLE housing.
2. SB 79 preempts each community's carefully planned Housing Element.
3. SB 79 disregards infrastructure and environmental consequences.
4. SB 79's incentivizes market-rate construction which targets the tenant group least likely to use public transit.
5. California needs affordable multi-family and single-family housing; SB 79 steamrolls over that in favor of incentivizing market-rate housing. Vote YES on CF 25-0002-S19

Communication from Public

Name:

Date Submitted: 08/17/2025 05:15 PM

Council File No: 25-0002-S19

Comments for Public Posting: Please do not allow high rise buildings up to 7 stories to be built next to single family residences in Encino. Encino is already overcrowded and we have already major traffic issues.

Communication from Public

Name: Nicholas Todd

Date Submitted: 08/18/2025 09:24 AM

Council File No: 25-0002-S19

Comments for Public Posting: I urge you to OPPOSE SB 79. My specific issues with SB 79 are:
1. SB 79 does not increase the supply of AFFORDABLE housing.
2. SB 79 preempts each community's carefully planned Housing Element.
3. SB 79 disregards infrastructure and environmental consequences.
4. SB 79's incentivizes market-rate construction which targets the tenant group least likely to use public transit.
5. California needs affordable multi-family and single-family housing; SB 79 steamrolls over that in favor of incentivizing market-rate housing. Vote YES on CF 25-0002-S19

Communication from Public

Name: Alma Vorst

Date Submitted: 08/18/2025 09:25 AM

Council File No: 25-0002-S19

Comments for Public Posting: Mayor Bass and Councilwoman Raman: I vehemently oppose SB79. Please do not support it! It will destroy neighborhoods as we know them and do not align with each communities master plan.

Communication from Public

Name: Kyle Rebar

Date Submitted: 08/16/2025 07:29 AM

Council File No: 25-0002-S19

Comments for Public Posting: All of our major problems in Los Angeles stem from lack of housing and sprawl. I support SB79. Upzoning around transit lines allows desperately needed housing and alternatives to driving. Everyone wins. Kids who grew up in LA can't afford to live here...unless we build housing.

Communication from Public

Name: Michael FRaser

Date Submitted: 08/16/2025 10:55 AM

Council File No: 25-0002-S19

Comments for Public Posting: I strongly urge the council to SUPPORT SB79. Homelessness is a housing problem. To permanently address it, Los Angeles must build homes at a rate far beyond what we've produced over the last several decades. SB79 offers one of the most significant opportunities in decades to fix this problem. By upzoning land within a half-mile of Bus Rapid Transit, heavy rail, light rail, and commuter rail stops, the bill aligns new housing with the transit system Angelenos have already voted to fund with billions of tax dollars. It means more housing where it is most sustainable—near jobs, services, and the transit infrastructure we've invested in. Passing SB79 is not just a housing policy; it is a moral, fiscal, and environmental imperative. Please, vote to SUPPORT SB79 and give Los Angeles the tools it needs to solve its housing crisis.

Communication from Public

Name: Robert Meer

Date Submitted: 08/18/2025 09:57 AM

Council File No: 25-0002-S19

Comments for Public Posting: The city council, in their desperate attempts to make up for years of inaction or failed actions and millions of blown taxpayer money and trying to force rules and regulations upon their unwilling constituents, without public discussion. This is ridiculous, and there has been absolutely no show of accountability for their past actions or current unpopular unilateral decisions.

Communication from Public

Name: Steve Richards

Date Submitted: 08/18/2025 11:53 AM

Council File No: 25-0002-S19

Comments for Public Posting: This will absolutely ruin existing family neighborhoods, by increasing crime and already bogged traffic, destroying privacy and the peace of effected areas, blocking views, increasing noise, and forcing many people to park their cars blocks or miles from their homes. Bad idea for everyone, except the developers and the council members they own, slowly and surely turning once tranquil neighborhoods into hellholes, the opposite of what you were elected to do.

Communication from Public

Name: Andrew de Mello

Date Submitted: 08/18/2025 12:17 PM

Council File No: 25-0002-S19

Comments for Public Posting: I am writing in strong opposition to Los Angeles taking a stand to oppose SB 79. Enough is enough - build the housing we've desperately needed for decades.

Communication from Public

Name: Leslie Benbassat

Date Submitted: 08/18/2025 12:26 PM

Council File No: 25-0002-S19

Comments for Public Posting: I am strongly opposed to SB 79. It will only increase traffic woes in the area, which is already very high density. It will do nothing to increase affordability in the area as landlords will only build if the market lets them make a profit. Population density will soar. PLEASE VOTE AGAINST THIS! No on SB 79. Leslie Benbassat
17540 Margate Street Encino, Ca. 91316

Communication from Public

Name: Deborah Zumerling

Date Submitted: 08/18/2025 02:54 PM

Council File No: 25-0002-S19

Comments for Public Posting: In regards to SB79- I urge you to consider the negative impact this bill will have in single family housing neighborhoods. It is obvious in our area what damage can be done by overbuilding in areas that should NOT be tampered with - it literally destroys the character of an area that generations worked hard to create. Please vote NO on SB79. Sincerely Deb Zumerling Chatsworth CA.

Communication from Public

Name: Noah Schneider
Date Submitted: 08/18/2025 02:58 PM
Council File No: 25-0002-S19

Comments for Public Posting: My name is Noah Schneider, and I am studying Political Economy and Urban Sustainable Planning at USC. I oppose the motion to have the City take an opposition stance on Senate Bill 79. We are in the middle of a serious housing shortage nationwide and particularly in California, and there is arguably no city with a more dire and fixable shortage than Los Angeles. Senate Bill 79 will create more market-rate housing, which experts agree drives down housing costs in a city that has become unaffordable for many. The new changes to zoning will allow local inclusionary zoning ordinance to be triggered, creating more deed-restricted affordable housing as well. There is no displacement risk as replacement units for affordable housing is required in developments under SB 79; the only displacement we risk is from inaction, as wealthier people will outbid working class Angelenos for existing units if we oppose adding new units. As someone who cares about the environment, I see Senate Bill 79 as instrumental for boosting transit ridership by allowing people to live next to metro stations. If the City makes a multi-billion dollar investment in public transit, we must allow people to live close enough to rely on it rather than only cars. The only alternative to new housing growth in existing cities in housing growth is suburban sprawl, which destroys natural environments and requires even more energy consumption and commitments to car-dependency. The City Attorney's analysis that development increases infrastructure costs is true, but standard existing development fees and taxes will more than pay for it, according to a study done on the impact of SB 79 on the City's budget. Experts agree that the recent CHIP ordinances will not produce enough housing on their own, and Los Angeles is already far behind their RHNA goals for the previous or current cycle.

Communication from Public

Name: John D
Date Submitted: 08/18/2025 03:33 PM
Council File No: 25-0002-S19
Comments for Public Posting: Dear City Council Members, Please preserve the communities we love and oppose SB79 in Los Angeles. Thank you, John D

Communication from Public

Name: Eric Ritter

Date Submitted: 08/18/2025 03:50 PM

Council File No: 25-0002-S19

Comments for Public Posting: RE Item 44 on August 19, 2025 Council agenda (CF 25-00025 S19): I request opposition to SB 79: it takes away local land use powers, blindly blows up established single family zoning, creates inconsistent uses, undermines established community plans, creates unmitigated land uses and environmental impacts, overwhelms existing City infrastructure - in short it's an undemocratic usurpation of municipal rights by the State. Rather, the State should assist local governments in creating incentives to redevelop under utilized Commercial office and retail properties along major transit corridors. Such sites are ready to receive new affordable housing projects at minimum cost, disruption of existing housing, while creating a higher and better use of existing dormant parcels.

Communication from Public

Name: Tyler Laferriere
Date Submitted: 08/18/2025 04:41 PM
Council File No: 25-0002-S19

Comments for Public Posting: Dear LA City Councilmembers, I urge you to vote against Council File 25-0002-S19, reverse course, and support SB 79 (Wiener), which further builds on substantial progress both the City and state have made to encourage transit-oriented development. SB 79 does not require additional density near transit, but allows it. The bill also allows the City to delay full implementation until the next RHNA cycle. Finally, the bill is specific in its definition of which transportation stops would qualify and disallows implementation in very high fire severity zones. Los Angeles is in a housing crisis and a fiscal crisis, and SB 79 addresses both concerns. Broad market affordability is a function of supply. Lower-income households are less likely to own a car and rely on transit. Adding substantial supply near transit accomplishes two goals: by adding supply, it puts downward pressure on prices, allowing more transit dependent households access to housing near public transportation. Streets for All also estimated that SB 79 could add as much as \$1 billion in new revenues to the City through redevelopment and improvement of building sites near SB 79-eligible transit stops. Moreover, the bill allows further local refinements, including on inclusionary zoning requirements, and upholds previously-implemented anti-displacement requirements under SB 330 and the Housing Crisis Act. Finally, advocates for local control have yet to provide any definable solutions or plans to address our affordability crisis. They often cite the Housing Element as the blueprint for housing policy in the City, but the Housing Element took almost half of the current RHNA cycle to approve and is currently being litigated as potentially noncompliant. Opposing state legislation like SB 79 does not further the pursuit of affordability and abundance in the City of LA. It perpetuates the benefits enjoyed by a minority of Angelenos who can afford a home while spreading the costs of an unaffordable, undersupplied city on us all. Please oppose this motion of opposition to SB 79 and focus on real solutions which will improve opportunity and access for all city residents.

Communication from Public

Name: Jeffrey Hartsough
Date Submitted: 08/18/2025 05:09 PM
Council File No: 25-0002-S19

Comments for Public Posting: (Does anyone actually read these things?) Vote Yes to Oppose to SB 79 I'm for thoughtful local control of land use planning. Planning that thinks about the future, local planning that considers what communities should look like and function in 2100. What makes Sacramento think this bill will help? It's detached from reality, from how it will affect daily lives of local communities. No affordable housing. No infrastructure. No parking. No functional transportation. SB 79 is a kneejerk response to a housing problem that benefits developers in the short-term and destroys communities in the long-term. The Department of City Planning has developed a Housing Element that addresses RHNA numbers and has been approved by the State. Why won't the State allow LA City to use the Housing Element and see how successful it will be? Please think about local planning, local communities, and what LA City should be in the year 2100. Local planning is critical; planning by developers isn't planning, it's a free-for-all without the future in mind. Please do what is best for the City and the future, VOTE YES to oppose SB 79. Thanks for doing the right thing. You'll sleep better.

Communication from Public

Name: Jan Reichmann

Date Submitted: 08/18/2025 05:12 PM

Council File No: 25-0002-S19

Comments for Public Posting: To all who have the power of the vote in City Council, please vote YES on CF 25-0002-S19. As written, SB79 (Wiener) does nothing to increase affordable housing while incentivizing market rate construction. No one hears about the huge vacancy factor yet developers are anxious to use bonuses while disregarding infrastructure and environmental consequences. The idea of providing units near transit, especially in Century City, is nothing more than a giveaway to developers since those who can afford market rate units are not likely to use public transit. And the 10% affordable units are most likely not offered parking. I am grateful that Councilmember Yaroslavsky supports CF 25-0002-S19. Hope Mayor Bass will show her support, too. It's the right thing to do.

Communication from Public

Name: Penelope Newmark

Date Submitted: 08/18/2025 05:17 PM

Council File No: 25-0002-S19

Comments for Public Posting: Dear Mayor Bass and Members of the Los Angeles City Council: Tomorrow, August 19, Item (#44) 25-0002-S19 is on the meeting Agenda for consideration to adopt City Council Members John Lee's and Tracy Park's Resolution opposing SB79. . I OPPOSE SB79 and urge every council member to SUPPORT the March 28, 2025 Lee/Park Resolution and Council Member Yaroslavsky's letter to CA State Assembly Member Buffy Wicks to maintain local control over land use issues thereby allowing the City and our communities to work together without State interference to preserve and protect the unique qualities of our individual neighborhoods. Thank you for your consideration, Penelope W. Newmark WHNC Board Member Zoning & Planning Committee Member

Communication from Public

Name:

Date Submitted: 08/18/2025 05:21 PM

Council File No: 25-0002-S19

Comments for Public Posting: I urge you to support CF-25-0002-S19 in opposing SB79.

Communication from Public

Name:

Date Submitted: 08/18/2025 05:38 PM

Council File No: 25-0002-S19

Comments for Public Posting: I urge you to OPPOSE SB 79. My specific issues with SB 79 are:
1. SB 79 does not increase the supply of AFFORDABLE housing.
2. SB 79 preempts each community's carefully planned Housing Element.
3. SB 79 disregards infrastructure and environmental consequences.
4. SB 79's incentivizes market-rate construction which targets the tenant group least likely to use public transit.
5. California needs affordable multi-family and single-family housing; SB 79 steamrolls over that in favor of incentivizing market-rate housing. Vote YES on CF 25-0002-S19

Communication from Public

Name: Emmett Florence
Date Submitted: 08/18/2025 05:39 PM
Council File No: 25-0002-S19
Comments for Public Posting: LA needs SB 79! Please support this bill. Let people building more housing around our new transit network. This is less car-dependent more affordable version of LA the people want!!!

Communication from Public

Name: E.

Date Submitted: 08/18/2025 05:39 PM

Council File No: 25-0002-S19

Comments for Public Posting: PLEASE support SB-79! I really want to be able to continue living in LA. It's incredibly expensive and this would help alleviate a lot of costs - first of all, it will support the development of housing which could slow rent growth. Second, it would allow me more opportunities to use transit to get to places I need to go to, since more stuff will exist near accessible transit. This will reduce the costs associated with owning a car! And also, it will get more people using transit, which will help reduce pollution (both noise and air)! It's a win-win-win-etc.!!! We need to try something new, the status quo is clearly not working

Communication from Public

Name: Anthony Burton
Date Submitted: 08/18/2025 05:41 PM
Council File No: 25-0002-S19

Comments for Public Posting: Please take a support position on SB 79. LA has a huge shortage of housing in addition to terrible transportation options. This bill can help address both issues at once by helping to address housing affordability through creating more housing, and building it around our major transit stops to allow the new residents to get around without using a car for every trip. Our county has spent billions of dollars on transit expansion but it has relatively low ridership because of our dispersed and sprawling development style. This bill will allow us to create more transit accessible housing. In addition, LA has consistently failed to end exclusionary zoning in its plans to build more housing. We must stop this failure of leadership and do what we all know is right - create more housing and create it near quality transit. Further, recent amendments incorporate tenant protections to reduce displacement. Many progressive cities around Los Angeles and the state support SB 79, LA would show itself to be out of touch with our neighbors and would fall behind if it opposed this critical bill. Thank you for your leadership and for doing what is right for the future of our city.

Communication from Public

Name: Adam Faruqi

Date Submitted: 08/18/2025 05:41 PM

Council File No: 25-0002-S19

Comments for Public Posting: We DESPERATELY need to upzone all throughout the city, not just near transit. But SB-79 is a good start. You should unambiguously support it! To even consider opposing a bill like this during a housing crisis is so brain dead. Please stop listening to whatever corporate slugs have your ear and listen to the people. We want, no, NEED more density to fix our housing crisis. You're playing with lives here and the future of our city. Make the right choice. Support SB-79.

Communication from Public

Name: David Fenn

Date Submitted: 08/18/2025 05:41 PM

Council File No: 25-0002-S19

Comments for Public Posting: Los Angeles is facing a critical housing shortage and continues to invest billions in transit expansion. SB 79 is a common-sense reform to make our expanding transit network part of the solution to the housing crisis that has been made stronger by recently added displacement protections. Our region has succeeded when we've worked together, and the City of Los Angeles would be out of step with our neighbors if it were to formally oppose SB-79. Please do the responsible thing and support this progressive bill, as many of our progressive neighbor jurisdictions, community-based organizations, and advocacy groups already have. Thank you for your time and consideration. David Fenn 416 S Spring Street Los Angeles CA 90013

Communication from Public

Name: Matt Ruscigno

Date Submitted: 08/18/2025 05:42 PM

Council File No: 25-0002-S19

Comments for Public Posting: Please support SB79 !! Here's why: Housing shortage – LA has a huge problem with housing affordability, and it makes sense to build more units, with less parking, around our major transit stops. Transit connection – We spent BILLIONS of dollars on transit, let's build apartments nearby for people to use it more often. Seems like a no-brainer! Sb79 has displacement protections – Recent amendments incorporate tenant protections that progressives asked for previously. Regional support – Many progressive cities around Los Angeles support SB 79, LA shouldn't be leading the way on progressive housing bills, not falling behind.

Communication from Public

Name: Derrick Huey

Date Submitted: 08/18/2025 05:44 PM

Council File No: 25-0002-S19

Comments for Public Posting: Los Angeles is facing an unprecedented housing affordability crisis, and we cannot continue with the status quo. A key part of the solution is to allow more housing to be built around our major transit stops. We have invested billions of public dollars into our transit system. It makes no sense to exclude people from living near it through outdated land use policies. Yet LA has consistently failed to address exclusionary zoning in its housing plans — a failure we can no longer afford, especially in areas best served by transit. Importantly, recent amendments to SB 79 include strong tenant protections. This ensures new housing can be added without displacing existing residents. The bill is designed to expand opportunity, not to uproot communities. Progressive cities across the region support SB 79. By opposing it, Los Angeles is out of step with our neighbors and undermining our own housing and climate goals. I urge you to support SB 79 and commit to policies that create more affordable housing options, reduce displacement, and connect residents to the transit investments we have already made.

Communication from Public

Name: Jennifer Luce

Date Submitted: 08/18/2025 05:47 PM

Council File No: 25-0002-S19

Comments for Public Posting: Dear Councilmember Raman and Mayor Bass: I urge you to OPPOSE SB 79. My specific issues with SB 79 are: 1. SB 79 does not increase the supply of AFFORDABLE housing. 2. SB 79 preempts each community's carefully planned Housing Element. 3. SB 79 disregards infrastructure and environmental consequences. 4. SB 79's incentivizes market-rate construction which targets the tenant group least likely to use public transit. 5. California needs affordable multi-family and single-family housing; SB 79 steamrolls over that in favor of incentivizing market-rate housing. Vote YES on CF 25-0002-S19 Jennifer Luce
4424 Petit Avenue Encino, CA

Communication from Public

Name: Britney

Date Submitted: 08/18/2025 05:48 PM

Council File No: 25-0002-S19

Comments for Public Posting: Comment in SUPPORT of SB-79!! Housing shortage – LA has a huge problem with housing affordability, and it makes sense to build more around our major transit stops Transit connection – We spend billions of dollars on transit – why would we exclude people from using it through land use Local leadership failure – LA has consistently failed to end exclusionary zoning in its plans to build more housing – we can no longer afford to do this, especially around major transit stops Displacement protections – Recent amendments incorporate tenant protections and won't lead to displacement Regional support – Many progressive cities around Los Angeles support SB 79, LA is out of touch with our neighbors by opposing this critical bill

Communication from Public

Name: Adam Bohlson

Date Submitted: 08/18/2025 05:48 PM

Council File No: 25-0002-S19

Comments for Public Posting: SB 79 is a critical must-pass bill - we must be willing to build more housing near transit if we are to be taken seriously as a city that stands for equality and the environment. SB 79 would focus development in the places that are most equipped to handle it - near major transit centers. It would compliment our rapidly expanding metro system by creating housing opportunities nearby, help with affordability by creating more housing, and break some of our historic segregationist housing practices that are still felt today.

Communication from Public

Name: Eisha Shakeel

Date Submitted: 08/18/2025 06:00 PM

Council File No: 25-0002-S19

Comments for Public Posting: I support SB 79 because LA is in a housing crisis, and it just makes sense to build more homes near major transit stops. We've spent billions on transit, but zoning laws still keep people from living close to it. This bill also includes tenant protections, so it won't cause displacement. Other cities are moving forward on housing near transit and LA shouldn't fall behind.

Communication from Public

Name: Violet

Date Submitted: 08/18/2025 06:02 PM

Council File No: 25-0002-S19

Comments for Public Posting: I'm writing to ask the city of LA to support SB 79, especially since tenant protections have been added. We can't solve homelessness without homes!

Communication from Public

Name:

Date Submitted: 08/18/2025 06:07 PM

Council File No: 25-0002-S19

Comments for Public Posting: The Hancock Park HOA urges the LA City Council to SUPPORT the RESOLUTION (Lee/Park) to include in the City's 2025-26 State Legislative Program OPPOSITION for SB 79 (Wiener) unless amended to exempt municipalities with a state-approved and compliant Housing Element. Cynthia Chvatal-Keane
President Hancock Park HOA

Communication from Public

Name: Kim Silverstein

Date Submitted: 08/18/2025 06:23 PM

Council File No: 25-0002-S19

Comments for Public Posting: LA has a huge problem with housing affordability, and it makes sense to build more around our major transit stops. We spend billions of dollars on transit – why would we exclude people from using it through land use? LA has consistently failed to end exclusionary zoning in its plans to build more housing – we can no longer afford to do this, especially around major transit stops. Recent amendments incorporate tenant protections and won't lead to displacement. Many progressive cities around Los Angeles support SB 79, LA is out of touch with our neighbors by opposing this critical bill.

Communication from Public

Name: Brent Daugherty

Date Submitted: 08/18/2025 06:26 PM

Council File No: 25-0002-S19

Comments for Public Posting: I'm all for building up the main streets near transit with taller apartment buildings but scattering them out in the interior streets where a single family home is next to a 7 story building is hurting the whole neighborhood. Develop the main streets and put businesses on the first floor of large apartments for the neighborhood. Everyone wins. And we need more green space every time we increase density.

Communication from Public

Name:

Date Submitted: 08/18/2025 06:27 PM

Council File No: 25-0002-S19

Comments for Public Posting: SUPPORT SB 79 in the City of LA Housing shortage – LA has a huge problem with housing affordability, and it makes sense to build more around our major transit stops. Transit connection – We spend billions of dollars on transit – why would we exclude people from using it through land use Local leadership failure – LA has consistently failed to end exclusionary zoning in its plans to build more housing – we can no longer afford to do this, especially around major transit stops Displacement protections – Recent amendments incorporate tenant protections and won't lead to displacement Regional support – Many progressive cities around Los Angeles support SB 79, LA is out of touch with our neighbors by opposing this critical bill

Communication from Public

Name: Griffin Faye

Date Submitted: 08/18/2025 10:23 AM

Council File No: 25-0002-S19

Comments for Public Posting: My name is Griffin Faye, and I am strongly encouraging the city council to support CA SB 79 and other initiatives to upzone Los Angeles and California. As a native Angeleno, I have seen housing prices skyrocket during my time living here. Along with the increased cost of living expenses, we have made it more difficult for people to live in our city, and I want to build a Los Angeles that is accessible to all. Our city and state can not handle any more inaction regarding housing. We need to build more units and encourage public transit ridership to lower commute times and make our city more environmentally friendly. Los Angeles has been on the wrong side of housing for far too long, and it's time to make things right. Building more units near transit will bring more people onto our transit systems, encourage walking and alternative transportation methods, and bring more community to our city, which is growing more divided and alienated each year. I am tired of people leaving California because of artificially raised prices. We can build a city and state that welcomes all, and SB 79 is a start. Thank you for your time.