

Communication from Public

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Comments for Public Posting: I am writing in response to recent comments urging the City to limit or avoid SB 79 implementation west of Bundy Drive near the Expo/Bundy Station. While those comments are framed as concerns about planning integrity and neighborhood stability, they ultimately argue for preserving exclusionary land-use patterns in one of the most transit-rich, opportunity-dense, and infrastructure-ready locations in Los Angeles. The area west of Bundy Drive surrounding the Expo/Bundy Station is, by any objective measure, the ****single most valuable and appropriate location for rezoning and re-housing in this portion of the Westside****. It combines direct rail access, multiple high-frequency bus corridors, proximity to major regional employment centers, flat terrain, existing utilities, freeway access, and designation as a high-resource area. SB 79 was explicitly designed to prioritize exactly these conditions so that housing growth occurs where opportunity, services, and mobility already exist—rather than pushing growth outward or concentrating it in less connected communities. Opponents argue that SB 79 lacks comprehensive planning safeguards and therefore should not apply to single-family parcels west of Bundy. This argument misstates the problem. Los Angeles’ housing crisis is not the result of too much by-right housing capacity near transit—it is the result of decades of discretionary downzoning, parcel-level veto power, and selective preservation of low-density enclaves adjacent to the region’s most valuable public investments. SB 79 exists precisely because relying on aspirational plans and discretionary processes has consistently failed to produce sufficient housing, even in places where transit and infrastructure already exist. The claim that Sawtelle has already “absorbed its fair share” of growth also requires context. Much of the density cited—along corridors, commercial parcels, or isolated projects—exists ****despite****, not because of, a coherent district-wide housing strategy. Meanwhile, large areas immediately adjacent to one of the Westside’s most significant rail stations remain locked into R1 zoning, preventing housing from locating where it produces the greatest public benefit. Preserving these single-family pockets does not distribute growth equitably; it ****concentrates scarcity**** by shielding the highest-opportunity land from contributing to regional housing

needs. Concerns about past inward-facing developments or campus-style projects are not an argument against upzoning; they are an argument for continuing to refine design standards and public-realm expectations. They do not justify freezing land use patterns that severely underutilize a once-in-a-generation transit investment. Preventing housing near Expo/Bundy does not produce better planning outcomes—it guarantees fewer homes, higher rents, longer commutes, and greater displacement pressures elsewhere. Similarly, framing single-family stability as incompatible with rezoning ignores the broader reality that maintaining extreme low density in high-resource, transit-adjacent areas actively worsens displacement citywide. When housing is blocked in the most desirable, well-served neighborhoods, demand does not disappear—it shifts to lower-income communities with fewer protections and fewer resources. SB 79 is meant to reverse that dynamic by aligning housing capacity with opportunity. West of Bundy is not a marginal or speculative candidate for rezoning. It is ****the strongest candidate****: the place where each additional home delivers the greatest return in reduced vehicle miles traveled, increased transit use, access to jobs and schools, and long-term housing stability. Choosing to exempt this area would fundamentally undermine the purpose of SB 79 and signal that even the most transit-rich neighborhoods are off-limits if opposition is loud enough. For these reasons, I urge the City to resist efforts to dilute, delay, or geographically exclude SB 79 implementation west of Bundy Drive. Protecting single-family zoning around a major rail station does not protect communities—it protects scarcity. Los Angeles cannot meet its housing, climate, or equity goals while treating its most valuable land as untouchable. Respectfully submitted,