

Communication from Public

Name:

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Comments for Public Posting: As a Los Angeles resident, I write to you regarding the implementation of SB 79, the Abundant & Affordable Homes Near Transit Act. I would like to express strong support for Option 3 in the Department of City Planning's recent report recommendations. This state law, which takes effect July 1, is critical to creating more affordable housing, meeting our city's RHNA goals, and providing options for Angelenos to get around our City without a car. Option 3 is the only option that ensures that the City of LA can further its goal of tailoring state policies to local context, while implementing SB 79 in a manner that is legally defensible. From a values perspective, this option also most fully advances the City's obligations to affirmatively further fair housing (AFFH), and it increases project feasibility in high-opportunity neighborhoods. Transit-rich areas—particularly in higher-resource communities—have historically been underutilized for multifamily housing. A robust implementation of SB 79 furthers the City's goals to increase access to opportunity, jobs, and transit and still allows for deferrals of eligible parcels. Moreover, Option 3 ensures that LA will remain in compliance with SB 79, regardless of how the Department of Housing and Community Development (HCD) issues guidance on capacity analysis and calculations. It is critical that the City adopt an approach that provides sufficient legal durability and a reasonable compliance buffer to stand up in court. The report's other two options—particularly Option 1—will potentially expose the City to findings of noncompliance and risk litigation if state guidance diverges from local capacity assumptions. If Los Angeles chooses to proceed down one of these other paths and is later found out of compliance, SB 79 would take effect throughout all transit zones in the City and eliminate the City's ability to tailor implementation to neighborhood context. A durable, forward-looking implementation strategy today preserves City Hall's ability to adopt strategies that further both state and local goals. It's worth highlighting that the Planning Land Use Management Committee (PLUM) heard this item, resulting in a chair recommendation for Option 2, which would still represent a significant upzoning around high-opportunity train stations. It is far more ambitious than Option 1, which includes so little upzoning that it would likely put the city in legal jeopardy. By

doubling down on the status quo of housing scarcity, it would also further the harm inflicted on the thousands of families struggling to find an affordable place to live. I would like to thank the Department of City Planning for its careful work on this proposal and strongly support adoption of Option 3 to ensure the City meets its obligations under SB 79 and AFFH in a durable and defensible manner. Thank you