

Communication from Public

Name: C. Grose

Date Submitted: 02/24/2026 01:27 PM

Council File No: 25-1083

Comments for Public Posting: How SB79 is implemented in very-high-fire-risk areas, especially on the city's east side, has not been a significant part of the discussion. Hillside very-high-fire-risk areas like Mt. Washington, Highland Park, Cypress Park - L.A. neighborhoods that have historically been some of the city's most diverse and less affluent than other hillside communities in southern California and Los Angeles - will be directly impacted. Please exempt very-high-fire-risk areas and carefully consider these areas that have often been neglected by the city - they should be exempted from implementation and minimally the delay in effectuation must look closely at these areas to determine where it is simply not effective or possible to build due to hillside geography and fire risk. I am especially concerned about deleterious impacts to areas within ~1 mile radius but over 0.25-to-0.5 mile walking to transit stops such as Heritage Square, Southwest Museum Station, and Highland Park light rail stations. In the 0.5 to 1 mile radius in particular, and even closer in many parts, there are steep hills and cliffs near some of these transit stops, little road access once one gets even 0.2 miles or more off the main roads into the very-high-fire-risk hillsides by these transit stops. There is also no infrastructure to safely implement this bill due to the very-high-fire-risk nature of the areas. Adding more buildings to areas in which fire trucks have trouble with access, and which will cause residents to have no way out of their apartments and homes during a wildfire or road will put people's lives at risk. For example, near the very edge of the 1-mile radius of the Southwest Museum transit stop on the SB79 map up a very steep hill in Mt. Washington, a neighbor within the SB79 radius who lived at the end of a very-high-fire-risk area died after his home burned and fire vehicles could not access the steep very-high-fire severity roads due to construction and extensive vehicle blockage lower down the road on the hill in the fire zone area. Please exempt places at risk of fire to protect residents. I favor building new housing in areas that are feasibly walkable to these and other light rail transit stops (on major roads such as Figueroa St. outside of fire-risk areas), but do not favor large buildings in very-high-fire-risk areas as residents will realistically not walk up the hills from transit, there is not enough infrastructure to support in the very-high-fire-risk areas, and people will be harmed and

lose their lives in the very-high-fire-severity zones. I hope the implementation considers these differences carefully as much of L.A. is an area that is not high-fire risk and new housing can easily be built; but much of these east side areas are very-high-fire-severity risk need lower density for fire safety.

Communication from Public

Name: ERIN WRIGHT
Date Submitted: 02/24/2026 10:24 AM
Council File No: 25-1083

Comments for Public Posting: While affordable housing is needed in Los Angeles, implementation of SB79 needs to be done with community safety in mind. Allowing significantly increased housing density in Very High Fire Severity Hazard Zones puts lives at risk. Los Angeles needs to delay implementation and evaluate alternative options under SB79 to protect residents in fire zones. The existing infrastructure in hillside fire zones does not allow emergency responders to access the neighborhoods or residents to evacuate. The City must address these realities. Please delay implementation of SB 79 and thoroughly evaluate alternative options which keep residents safe.

Communication from Public

Name: Jenna blaustein

Date Submitted: 02/24/2026 10:24 AM

Council File No: 25-1083

Comments for Public Posting: While affordable housing is needed in Los Angeles, FIRST AND FOREMOST, the implementation of SB79 needs to be done with community safety in mind. Allowing significantly increased housing density in Very High Fire Severity Hazard Zones puts lives at risk. Just come and look at the roads in Mount Washington, evacuation will already be extremely difficult due to the nature of the roads, a LARGE building at the mouth of those exits means traffic backed up ALL the way to the top of the hill. Los Angeles needs to delay implementation and evaluate alternative options under SB79 to protect residents in fire zones. The existing infrastructure in hillside fire zones does not allow emergency responders to access the neighborhoods or residents to evacuate. The City must address these realities. Please delay implementation of SB 79 and thoroughly evaluate alternative options which keep residents safe."

Communication from Public

Name:

Date Submitted: 02/24/2026 10:48 AM

Council File No: 25-1083

Comments for Public Posting: I'm writing as a resident in the Sawtelle neighborhood, with concerns about the remaining single-family homes that fall within the ½-mile TOD radius of the Expo/Bundy light-rail station. According to the Los Angeles Department of City Planning's February 2026 report, Expo/Bundy is classified as 100% exempt under SB 79 because the majority of parcels already meet the state-mandated density thresholds. The report lists 95,000 maximum-unit potential for the Expo/Bundy station—far higher than any other station in CD 11. Additionally, CD 11, while geographically huge and economically and politically influential, appears to carry minimal weight in terms of SB 79 densification outside of Expo/Bundy, a fact that should not be overlooked in the interest of equitable outcomes. Despite this exemption, the Planning Department's recommendations still call for additional up-zoning of the remaining single-family blocks within the Expo/Bundy TOD. Because the station is fully exempt, the state does not require any further density increase. Adding a new up-zoning rule would duplicate a requirement that the law has already satisfied. The remaining single-family parcels provide the only non-apartment housing option within the TOD. Removing them eliminates the possibility of townhouses or duplexes that can accommodate families or multigenerational households. It should be noted that given the environmental concerns surrounding densification, family and multigenerational households are actually more environmentally friendly than studios and one bedrooms; each studio or one bedroom uses a set of appliances to service its one to two occupants, while family households use the same one set of appliances to service anywhere from four to six people. Under current market conditions, developers are incentivized to build high-rise, high-density apartments that maximize revenue per square foot. Without explicit protections, the city's up-zoning will almost certainly result in large towers of studios and one-bedrooms, further eroding the socioeconomic mix of the neighborhood. Sawtelle has already absorbed the bulk of densification within CD 11 over the decades (not just one round), while other parts of the district remain dominated by single-family homes. Continuing to push density exclusively into the already-dense Sawtelle corridor exacerbates spatial inequity and concentrates development pressures in one sub-area. The

consequence is that over time, each new round of densification is simply justified by the previous round. The bill's intent is to increase affordable housing near transit while promoting equitable lived outcomes. For an exempt station, the appropriate action is to preserve the equitable existing mix, not to impose new density that the law does not require. Requested actions

1. Formally recognize the 100% exemption for Expo/Bundy as a permanent, binding condition that precludes any additional mandatory up-zoning of the remaining single-family parcels.
2. Adopt a Housing Diversity Preservation Overlay for the few non-exempt single-family blocks within the TOD that:
 - Caps building height at existing R?1/R?2 limits.
 - Requires that any new housing introduced on these parcels be mixed-type (e.g., townhouses, duplexes, ADUs) rather than monolithic high-rise apartments.
3. Tie any future density bonuses for the Expo/Bundy station to explicit diversity metrics, such as that at least 10% of new units must be owner-occupied or multigenerational-friendly (e.g., three-bedroom units, ADUs).
4. Require a community-benefit agreement that funds public amenities (parks, playgrounds, pedestrian-scale streetscape improvements) proportional to any additional density that is ultimately approved.
5. Provide a transparent reporting dashboard that tracks:
 - Total units added in the Expo/Bundy TOD.
 - Unit mix (studio, 1?BR, 2?BR, townhouses, ADUs).
 - Affordability share and ownership status.

Preserving the limited single-family housing that remains within the Expo/Bundy TOD is essential to maintaining housing choice and intergenerational stability in Sawtelle. Because the station is already fully exempt under SB 79, the city has a clear legal basis to protect these parcels rather than compel additional up-zoning that the law does not require. I respectfully ask the Council to adopt the measures outlined above and to keep the Expo/Bundy TOD a model of balanced, diverse, and equitable transit-oriented development.

Communication from Public

Name: Clara Solis

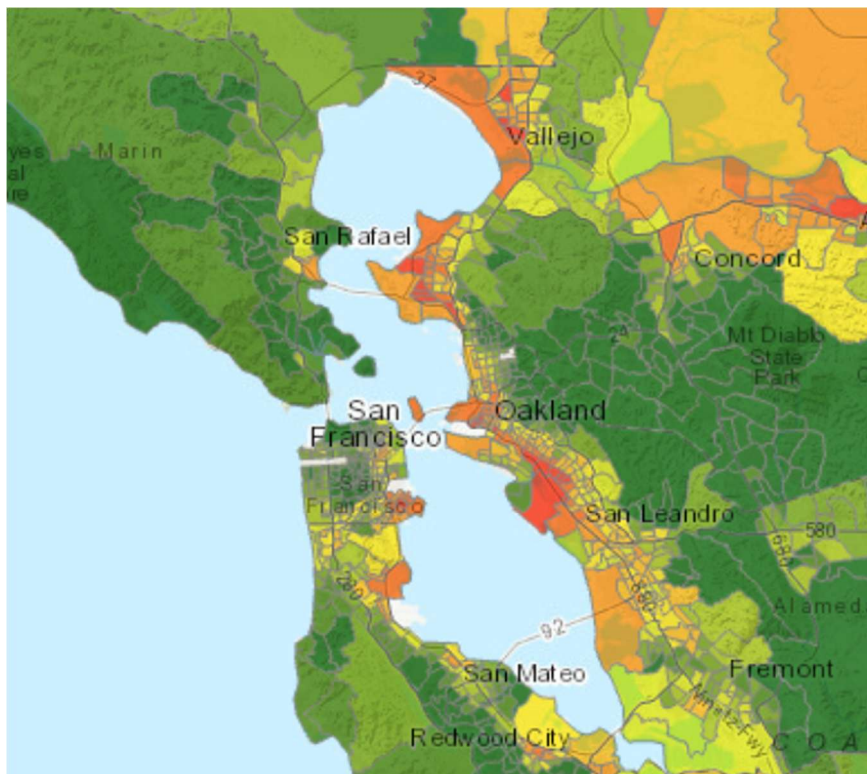
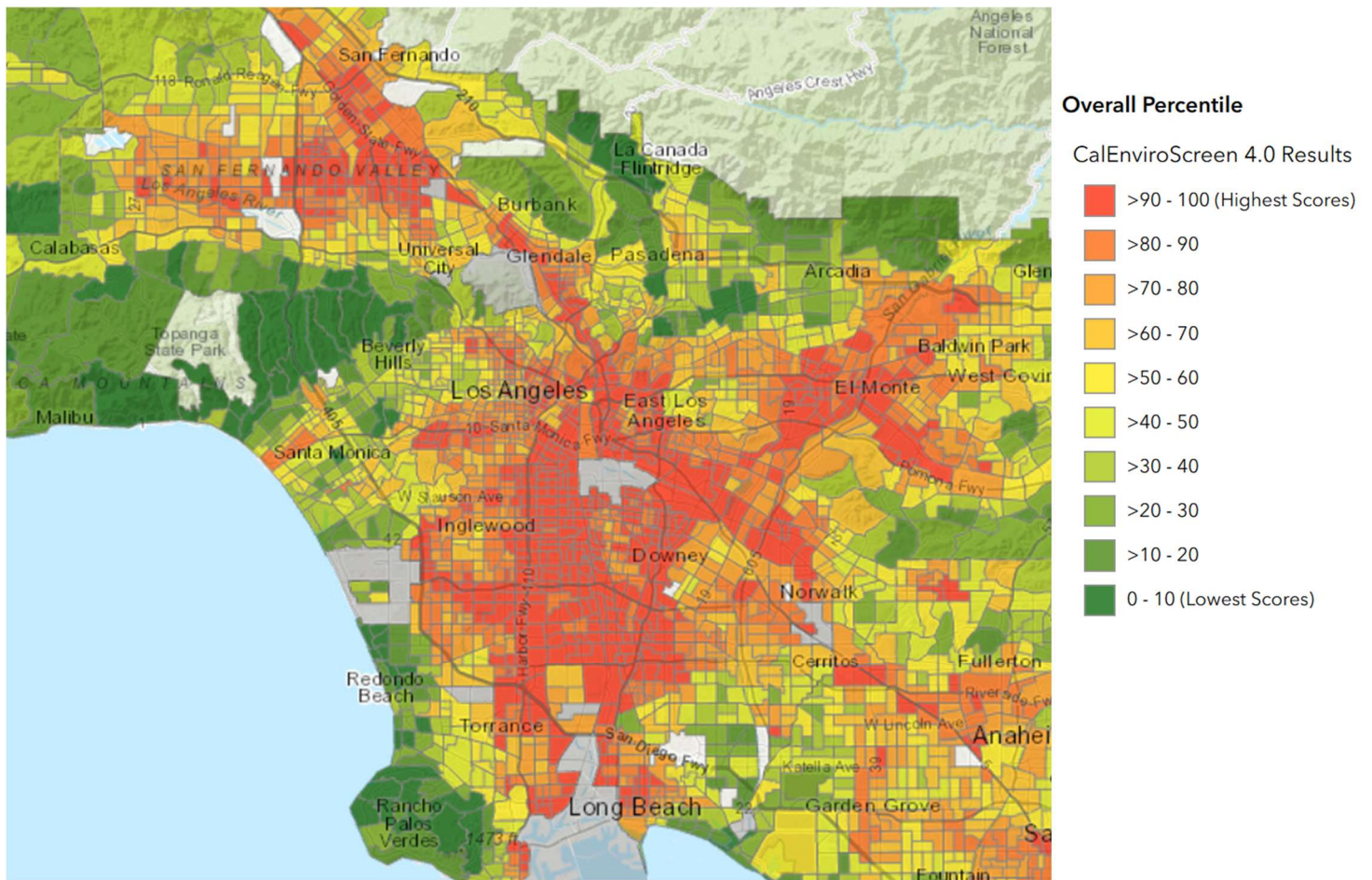
Date Submitted: 02/24/2026 03:55 PM

Council File No: 25-1083

Comments for Public Posting: This document was only released 6 days ago. Only 4 Neighborhood Councils submitted comments on this item. I request this item be continued if it is possible without losing the opportunity to delay implementation of SB 79. The document from Planning is long and dense. If possible NC's should have the opportunity to see how the recommendations will impact our neighborhoods. I also encourage litigation. SB 79 obviously is biased towards wealthy coastal communities and poses safety concerns to our neighborhoods. Additionally, I am concerned how low resource neighborhoods were designated in the State Treasurer's map. Instead of using CalEnviroScreen 4.0 to determine low resource census tract the Treasurer's map ranks communities within urban districts against each other. This hurts environmental justice communities in cities like Los Angeles that are highly impacted by pollution and benefits wealthy cities like San Francisco.

From Cal Enviro Screen 4.0

The CalEnviroScreen 4.0 tool shows cumulative impacts in California communities by census tract.



Communication from Public

Name: Kathleen

Date Submitted: 02/24/2026 04:38 PM

Council File No: 25-1083

Comments for Public Posting: I am a lifetime resident of Mt Washington there is no room for further development! "While affordable housing is needed in Los Angeles, implementation of SB79 needs to be done with community safety in mind. Allowing significantly increased housing density in Very High Fire Severity Hazard Zones puts lives at risk. Los Angeles needs to delay implementation and evaluate alternative options under SB79 to protect residents in fire zones. The existing infrastructure in hillside fire zones does not allow emergency responders to access the neighborhoods or residents to evacuate. The City must address these realities. Please delay implementation of SB 79 and thoroughly evaluate alternative options which keep residents safe

Communication from Public

Name: Keith Hiorns

Date Submitted: 02/24/2026 10:41 PM

Council File No: 25-1083

Comments for Public Posting: While affordable housing is needed in Los Angeles, implementation of SB79 needs to be done with community safety in mind. Allowing significantly increased housing density in Very High Fire Severity Hazard Zones puts lives at risk. Los Angeles needs to delay implementation and evaluate alternative options under SB79 to protect residents in fire zones. The existing infrastructure in hillside fire zones does not allow emergency responders to access the neighborhoods or residents to evacuate. The City must address these realities. Please delay implementation of SB 79 and thoroughly evaluate alternative options which keep residents safe.

Communication from Public

Name: Julia Collins

Date Submitted: 02/24/2026 12:18 PM

Council File No: 25-1083

Comments for Public Posting: This comment is regarding implementation of SB 79. While more housing is needed in California, SB 79 does not consider the quality of neighborhoods that make Los Angeles a unique and wonderful place to live. Implementation should be deferred until tailor made options for historic neighborhoods are available. All historic-cultural monuments (HCMs) and Historic Preservation Overlay Zones should be included in a citywide delayed-effectuation ordinance under the provisions of SB 79. This would allow the city and local neighborhoods to save the unique character that makes places like Los Feliz and Larchmont so charming and desirable. Stripping the character of these neighborhoods degrades the quality of life for both renters and home owners alike. As a renter, I have specifically sought out neighborhoods in Los Angeles that retain their historic character and I would hate to see that destroyed by a misguided bill that gives a handout to gentrifiers and developers. We need time to evaluate up-zoning on a case by case, neighborhood by neighborhood. Thank you so much!

Communication from Public

Name: Dominique Generaux
Date Submitted: 02/24/2026 08:59 AM
Council File No: 25-1083

Comments for Public Posting: While affordable housing is needed in Los Angeles, implementation of SB79 needs to be done with community safety in mind. Allowing significantly increased housing density in Very High Fire Severity Hazard Zones puts lives at risk. Los Angeles needs to delay implementation and evaluate alternative options under SB79 to protect residents in fire zones. The existing infrastructure in hillside fire zones does not allow emergency responders to access the neighborhoods or residents to evacuate. The City must address these realities. Please delay implementation of SB 79 and thoroughly evaluate alternative options which keep residents safe.

Communication from Public

Name: Sandra Madera

Date Submitted: 02/23/2026 06:23 PM

Council File No: 25-1083

Comments for Public Posting: PLUM Committee City Clerk, I am writing as part of YIMBY Los Angeles to urge the City of Los Angeles to adopt Option 3 for the implementation of SB 79. Los Angeles must take meaningful action to expand housing in transit-rich areas so more residents can live near jobs, schools, and essential services. Opening up access to these high-opportunity neighborhoods is critical to addressing our housing shortage and ensuring that more Angelenos can benefit from the City's investments in public transportation. Option 3 provides the strongest path forward to increase housing feasibility near transit while ensuring the City remains in compliance with state law. Option 3 most closely aligns with the intent as well as the letter of SB 79. Expanding housing opportunities in transit-accessible communities also advances the City's obligation to Affirmatively Further Fair Housing by helping address historic patterns of exclusion and improving access to opportunity. For these reasons, we strongly support the adoption of Option 3 to expand housing near transit and ensure Los Angeles meets its obligations under SB 79.
Sandra Madera smadera76@gmail.com 1122 W Kensington Rd
Los Angeles, California 90026

Communication from Public

Name: Yael Pardess

Date Submitted: 02/24/2026 11:42 AM

Council File No: 25-1083

Comments for Public Posting: I am urgently asking PLUM to delay implementation of SB 79 in Very High Severity Fire Zones. City committee members need to see what our lives here are daily, with our deteriorating infrastructure and narrow streets. We have heavy trucks blocking our narrow streets daily, impacting traffic and our safety. These trucks are damaging and breaking our streets further each day and causing accidents. This is dangerous and unsustainable. The city must delay this impractical and dangerous expansion on hillside areas, and spend time studying and improving our streets and evacuation routes before you embark and irresponsible densification of our hillsides. Poor street condition, lack of proper repair and maintenance, "Paper streets", inaccurate maps, along with systematic environmental degradation and lack of foreseeing the health future and safety of hillside communities, are contributing to the growing dangers we face from fires. We are experiencing loss of our quality of life, with congestion, noise pollution, fires, accidents and mudslides, or tragically-loss of lives. It affects all of us! In the last few years we have seen a rise in construction allowed on the hills. Mount Washington alone has over 300 active construction sites on a few square miles. SB 79 will exacerbate all this problems many times over! Architects are using every possible loophole to build larger and larger homes using heavy trucks over our crumbling infrastructure, adding to its congestion, accidents, and road destruction without being liable to the repairs. Badly maintained construction sites and even after home is complete, are causing mudslides or debris, daily especially in heavy rains. In Mount Washington most other streets are substandard (under 20'W). Most streets are 16', patched and broken. Most have parking on one side and a 2 way traffic. It is dangerous. We have a handful of streets that are serving as the main thoroughfare for all residents to and from work, school and daily deliveries and construction. These streets were not built to sustain such a volume of commuters and especially not LAFD trucks or heavy-duty construction vehicles. LAFD has recommended we shelter in place in the event of fire. We cannot evacuate safely. We've had several fires already on our hill. Lives and properties were lost. Home density is the number one factor in the spread of fires. You cannot play with our lives. We have written and petitioned and yet, the city is not listening. This is not

a YMBY or NYMBY issue. These are our lives at stake. I am asking again- SB79(and SB9) are too dangerous for our hills. Please revisit your decisions carefully thinking about safety first and not how to cram more homes in an area that is not safe! The city must consider the hillside's unique environment before approving SB79 Thank you Please see few images out of the many many examples I have of our roads, our daily lives and accidents caused by our hillsides condition. For a larger presentation I would need to send separately.

I.TRAFFIC on substandard streets

4683-4691 Glenalbyn Dr

construction site



A few cars had to to wait till truck moved to let us pass. This construction was told to always leave 16 feet free passage. That is clearly not the case. The street is 16'. They **got a waiver not to widen the street!** If there was an emergency we would be stuck!

I.TRAFFIC on substandard streets

4825 Glenalbyn Dr

A year of obstructions and delays during construction of one retaining wall



I. TRAFFIC on substandard streets

Street blocked by construction vehicles



I. TRAFFIC on substandard streets- SCHOOL TRAFFIC

San Rafael Ave

Urgent repair needed



San Rafael is a major thoroughfare each day for hundreds of vehicles



I. TRAFFIC on substandard streets

TRUCKS STUCK ON NARROW STREET

Fire truck getting stuck on **Quail Dr** unable to get to a gas leak incident



I. TRAFFIC on substandard streets

TRUCKS accidents on NARROW STREET

Trucks that could not make a turn get stuck



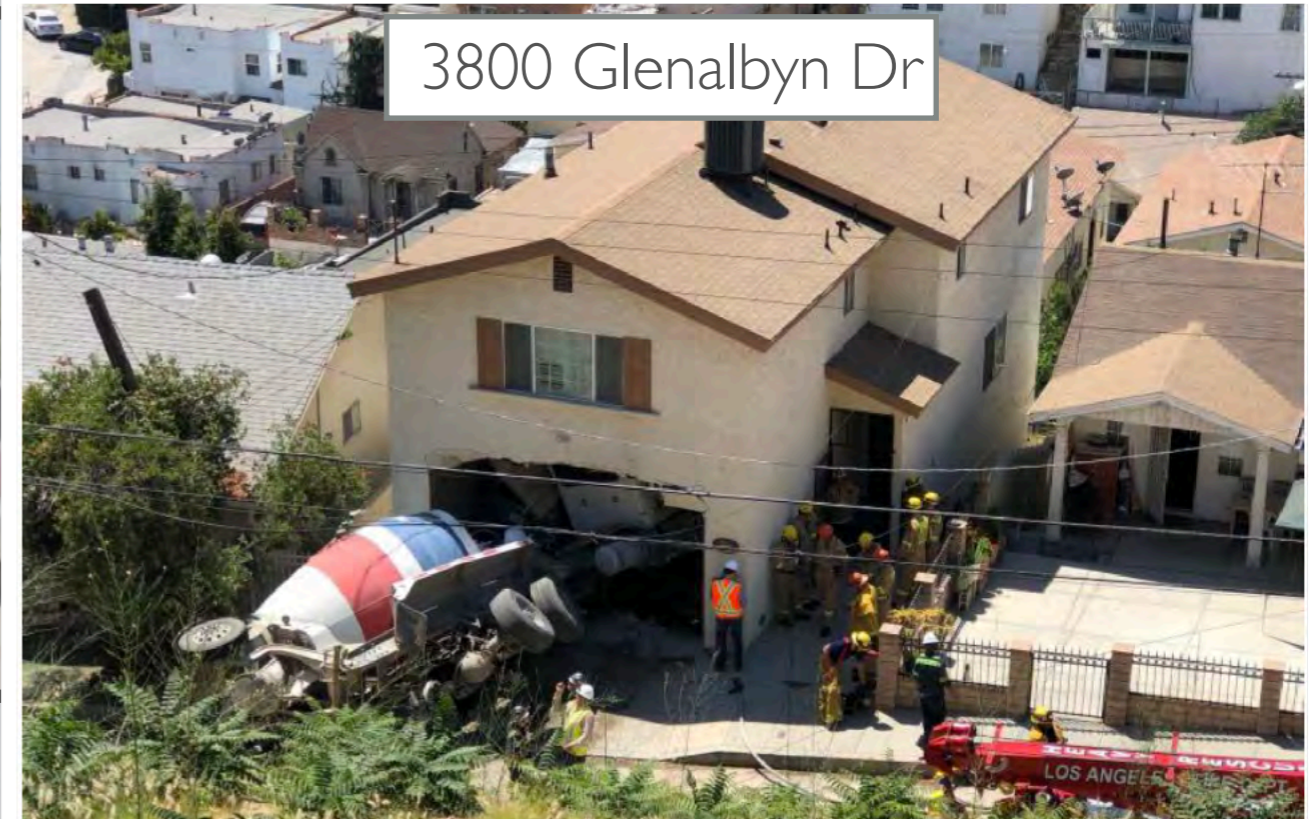
CONCRETE MIXER TRUCK PULLED TO SAFETY

Friday, May 22, 2020 Central Bureau
LAFD Spokesperson: Margaret Stewart



Teamwork and expert skills ensured the truck was brought safely back to the road
Photo Credits: Creative Commons licensed for your use | LAFD Photo by David Ortiz

3800 Glenalbyn Dr



Concrete trucks on Burnell blocking all access

I. TRAFFIC on substandard streets

TRUCKS STUCK ON NARROW STREET

656 Quail

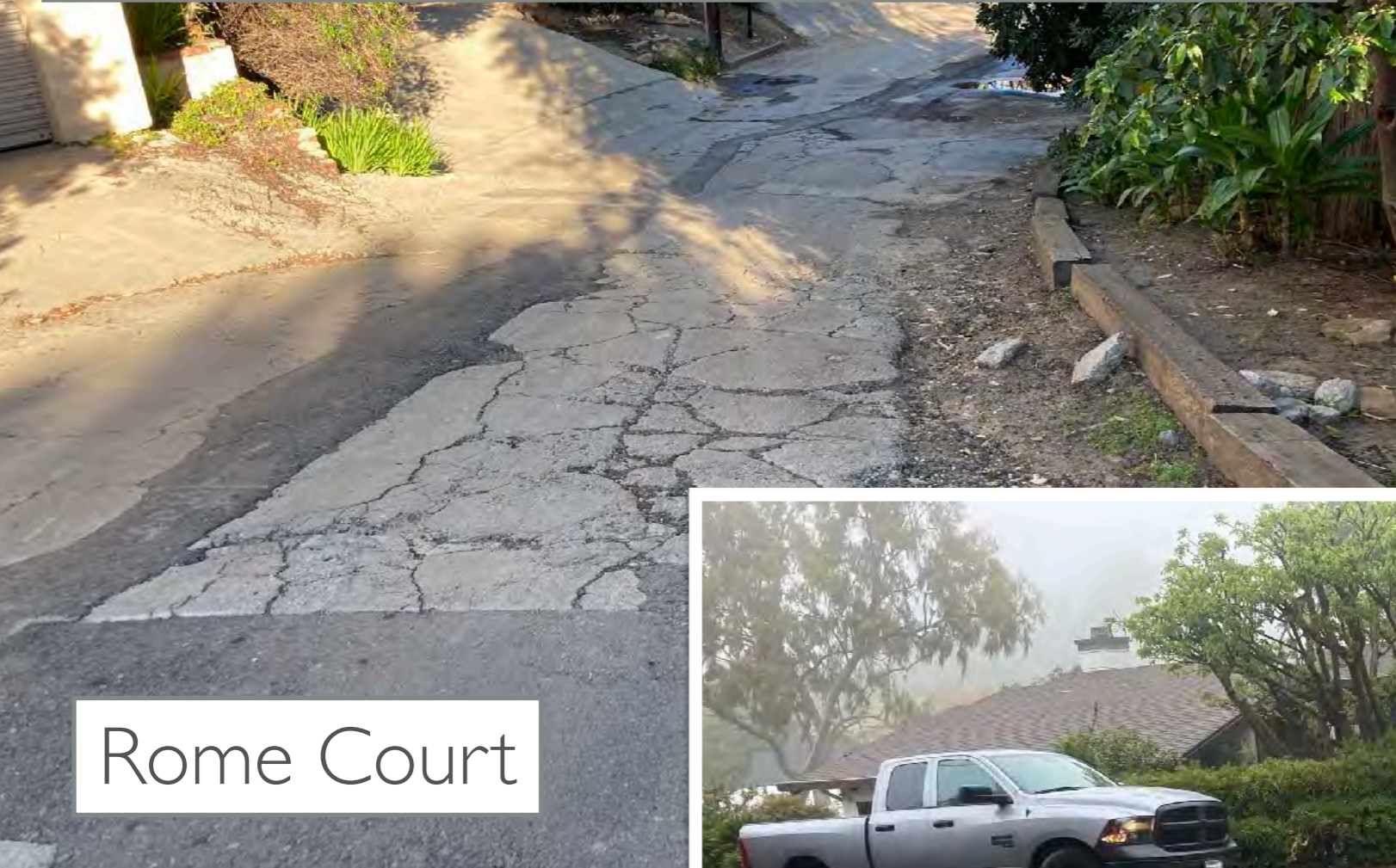


Precarious leaning of cement truck trying to pass



2. Street condition **BROKEN SUBSTANDARD STREETS**

Most of our streets are broken and patched



Rome Court



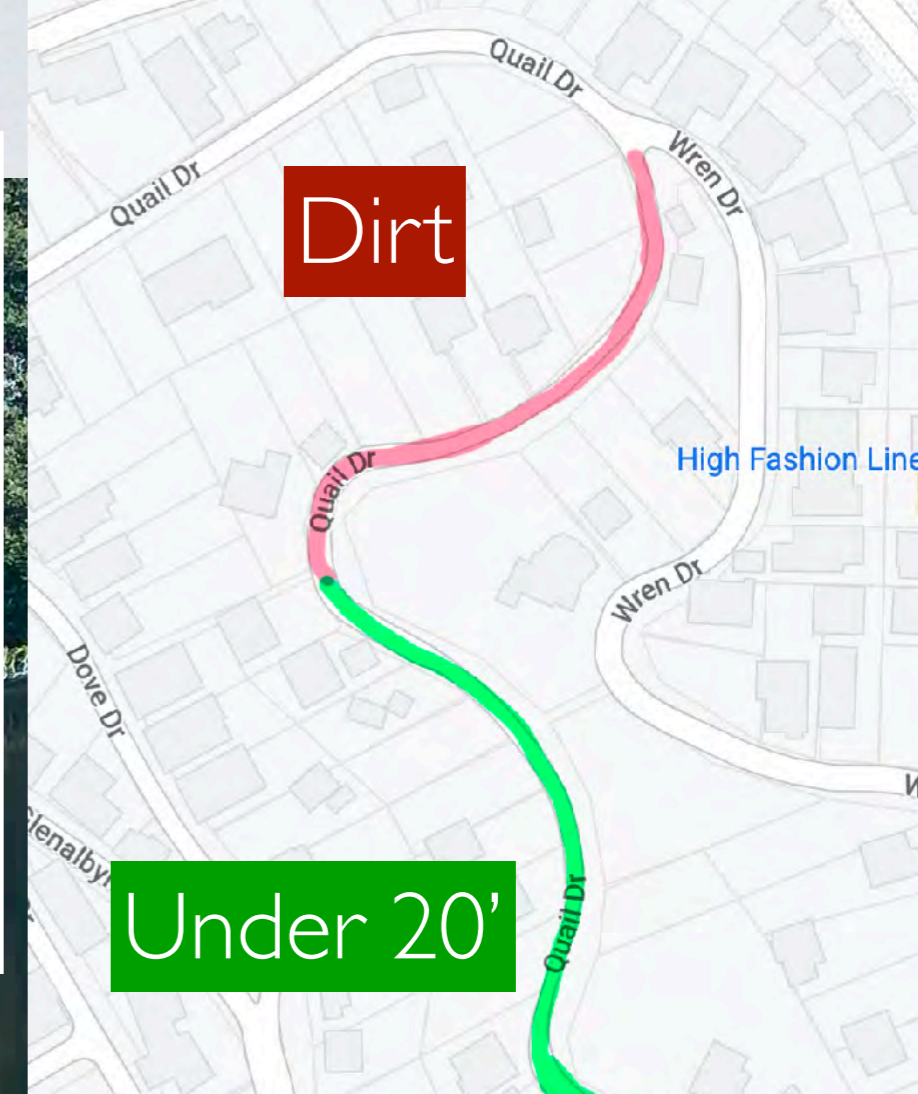
Glenalbyn Dr- a main thoroughfare daily

2. Street condition

DIRT STREETS

This portion of **Quail dr** is very damaged and the city has never paved it. If a builder plans to do a home there they could be required to improve a very large road section. The city has ignored repairing many such roads on the hill. A **few homes are planned on this street**

This one of many dirt streets used daily by cars , trucks and city services

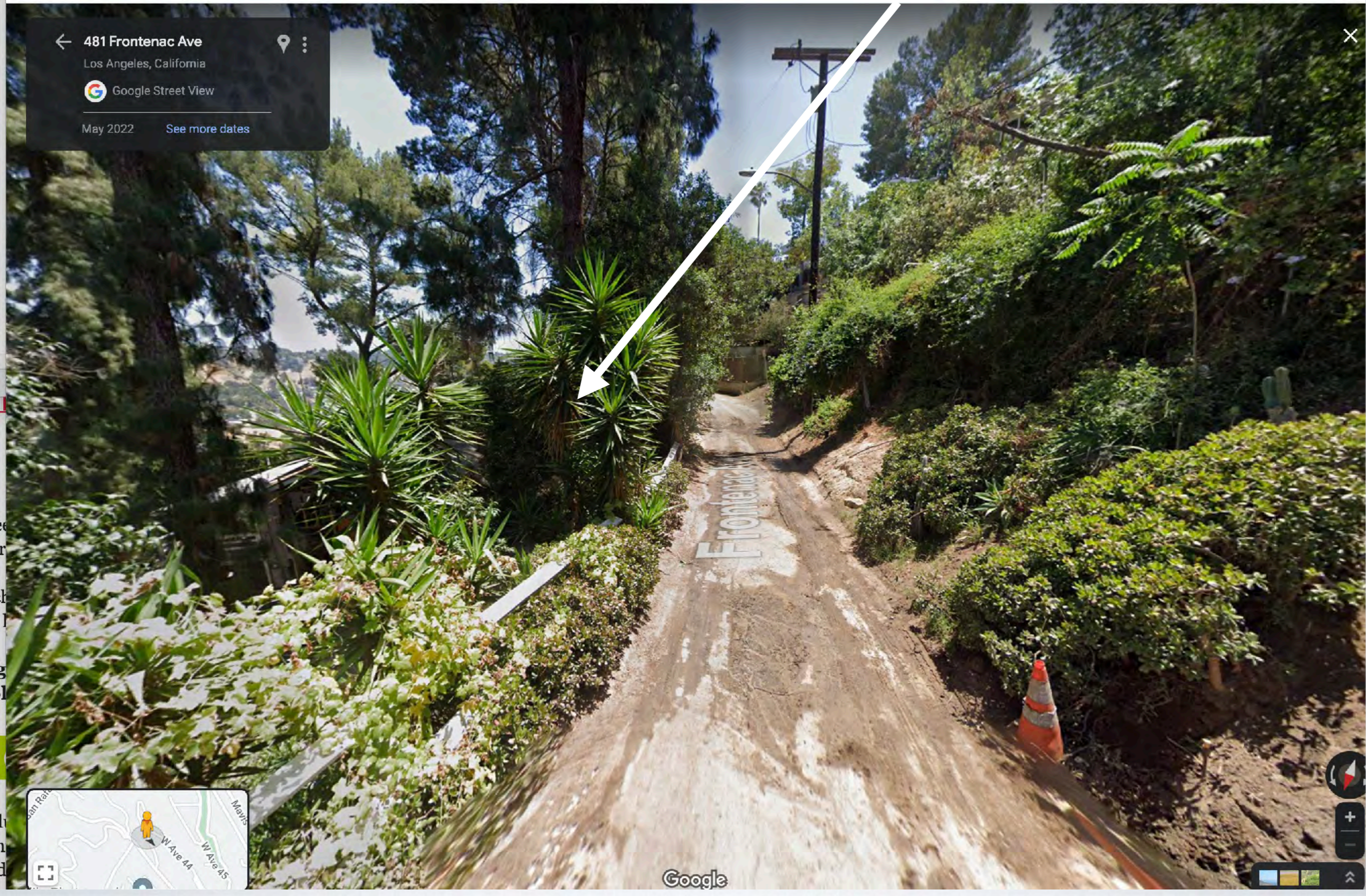


2. Street condition

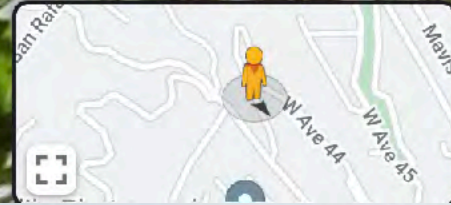
DIRT STREETS

481 Frontenac

Cars drive it daily. A home will be built here



← 481 Frontenac Ave
Los Angeles, California
Google Street View
May 2022 See more dates



Google

2. Street condition MUDSLIDES

1551 Cliff Dr Mount Washington

old streets, without curbs and drainage and improper grading leading to a massive mud slide



The damage was caused by Kilarney Cliff and Future lack of curbs and improper construction site



Communication from Public

Name: Jon von Leden

Date Submitted: 02/24/2026 12:40 PM

Council File No: 25-1083

Comments for Public Posting: While affordable housing is needed in Los Angeles, implementation of SB79 needs to be done with community safety in mind. Allowing significantly increased housing density in Very High Fire Severity Hazard Zones puts lives at risk. Los Angeles needs to delay implementation and evaluate alternative options under SB79 to protect residents in fire zones. The existing infrastructure in hillside fire zones does not allow emergency responders to access the neighborhoods or residents to evacuate; loading more people into these already overstressed areas without major infrastructure improvements is a disaster in the making. The City must address these realities. Please delay implementation of SB 79 and thoroughly evaluate alternative options which keep residents safe.

Communication from Public

Name: Bruce E Mitchell

Date Submitted: 02/24/2026 09:28 AM

Council File No: 25-1083

Comments for Public Posting: "While affordable housing is needed in Los Angeles, implementation of SB79 needs to be done with community safety in mind. Allowing significantly increased housing density in Very High Fire Severity Hazard Zones puts lives at risk. Los Angeles needs to delay implementation and evaluate alternative options under SB79 to protect residents in fire zones. The existing infrastructure in hillside fire zones does not allow emergency responders to access the neighborhoods or residents to evacuate. The hill roads often have only one travel lane, with one parking lane. Residents will be fleeing down that one lane while fire engines are trying to come up. In the Palisades fire many people abandoned their cars and ran, blocking the road. Often, the twisting roads are too narrow for large fire trucks. The City must address these realities. Please delay implementation of SB 79 and thoroughly evaluate alternative options which keep residents safe." Thank you!

Communication from Public

Name: Mount Washington Resident

Date Submitted: 02/24/2026 09:30 AM

Council File No: 25-1083

Comments for Public Posting: While affordable housing is needed in Los Angeles, implementation of SB79 needs to be done with community safety in mind. Allowing significantly increased housing density in Very High Fire Severity Hazard Zones puts lives at risk. Los Angeles needs to delay implementation and evaluate alternative options under SB79 to protect residents in fire zones. The existing infrastructure in hillside fire zones does not allow emergency responders to access the neighborhoods or residents to evacuate. The City must address these realities. Please delay implementation of SB 79 and thoroughly evaluate alternative options which keep residents safe.

Communication from Public

Name: Marissa Ayala

Date Submitted: 02/24/2026 09:45 AM

Council File No: 25-1083

Comments for Public Posting: The ACT-LA coalition submits the following letter outlining our recommendations for local implementation of SB 79, supportive of Option 3 as laid out in the City Planning Department's report.



February 24, 2026

To: Planning and Land Use Management Committee, clerk.plumcommittee@lacity.org

CC:

Councilmember Bob Blumenfield, Chair
Councilmember Heather Hutt, Vice Chair
Councilmember Adrin Nazarian
Councilmember John S. Lee
Councilmember Nithya Raman

RE: Support for SB 79 delayed effectuation and upzoning code amendment. (CF 25-1083)

Dear Honorable Members:

ACT-LA is writing in support of the recommendations proposed by the Department of City Planning to initiate a code amendment to upzone single-family and low-density parcels in high-opportunity areas and to enact an ordinance to equitably delay effectuation of SB 79 citywide. Specifically, we support moving forward with **Option Three**, while removing low and moderate opportunity areas eligible for delayed implementation. With thoughtful implementation, SB79 can help the city address our housing crisis by spurring production of mixed-income multifamily housing in high-resource areas near transit, including in areas that currently allow only single family development. The City should complete this work before July 1.

- 1. ACT-LA supports the Department of City Planning's recommendation to expand eligibility for the City's existing mixed-income housing programs and enact an ordinance to equitably delay effectuation of SB 79 citywide before July 1.**

ACT-LA supports the proactive approach recommended by the Department, which will allow the City to maintain control over its built environment and zoning standards while greatly expanding the capacity and incentives to build mixed-income and affordable housing near the City's most significant transit investments. By undertaking intentional upzoning and adopting an equitable delayed effectuation ordinance the City can advance its obligations under AFFH through development of mixed-income multifamily housing on high resource sites near transit, and meaningfully increase the supply of mixed-income multifamily housing in high resource neighborhoods.

We urge the committee to move this item forward so that the City can complete this work before SB 79 takes effect on July 1.

2. Option Three is the City's best option to serve lower income residents, affirmatively further fair housing, and equitably delay SB 79 citywide.

The committee should recommend Option Three and encourage housing that will serve the needs of our lowest-income residents. Option Three will apply the city's existing transit-oriented incentive area (TOIA) program to Opportunity Stations, encouraging mixed-income development that will often include units at the deepest affordability levels. The incentives in the TOIA program are designed to encourage deeply affordable units, and expanding this program to include high-resource low-density sites near high quality transit will generate significantly more deeply-affordable housing than Options One or Two. Options One and Two emphasize the Corridor Transition area program, which includes incentives for "moderate-income" units at rents that most tenants cannot afford. And the Corridor Transition program does not include incentives for developers to include units at the extremely low-income level. Option Three will lead to far more housing at the affordability levels needed by struggling renters and the overwhelming majority of transit riders in Los Angeles.

Moving forward with Option Three will allow the City to equitably delay effectuation of SB 79 citywide and expand housing opportunities in the highest opportunity areas of the city for the city's lowest income renters. Applying the TOIA will result in projects that are consistent with existing local programs, carefully designed with the city's built environment and renters in mind. It will also offer incentives based on proximity to transit, quality of transit, and opportunity area.

The TOIA program has proven effective at encouraging the production of mixed-income housing and expanding this program to SB 79 Opportunity Stations will build on that success and create more deeply affordable housing near transit.

3. Remove low and moderate opportunity areas eligible for equitable delayed effectuation, but do not otherwise reduce the capacity under Option 3.

While the city should significantly increase housing capacity by moving forward with Option Three, ACT-LA recommends that low and moderate opportunity areas eligible for delayed effectuation be removed from the upzoning code amendment. As the Department's report acknowledges, low and moderate opportunity census tracts near Opportunity Stations tend to be in gentrifying areas experiencing rapid racial and economic change. Removing these areas will allow these communities to craft local implementation strategies that reduce displacement, secure meaningful community benefits, and respect the self-determination of residents in historically marginalized areas. If the City does not delay effectuation of SB79 in these areas, we will likely see increased gentrification and displacement in these neighborhoods and risk undermining local crafted community benefit requirements. We do not recommend that PLUM moves forward any other modifications to reduce the capacity under Option 3.

We appreciate the Department's desire to achieve consistency in the built environment by considering the station area in its entirety. We do not believe that removing low and moderate opportunity areas from the upzoning code amendment is inconsistent with this goal. The Department need not adhere strictly to census tract boundaries and could instead use functional boundaries around station areas that result in the vast majority of low and moderate opportunity areas rightfully being excluded from the upzoning code amendment while still achieving consistency in the build environment.

We urge the City to move forward with **Option Three**, removing low and moderate resource census tracts from the delay effectuation while maximizing affordable developments near transit.

Thank you for your consideration.

Sincerely,

The ACT-LA Coalition

Communication from Public

Name: Priscilla Johnston
Date Submitted: 02/24/2026 10:05 AM
Council File No: 25-1083

Comments for Public Posting: While affordable housing is needed in Los Angeles, implementation of SB79 needs to be done with community safety in mind. Allowing significantly increased housing density in Very High Fire Severity Hazard Zones puts lives at risk. Los Angeles needs to delay implementation and evaluate alternative options under SB79 to protect residents in fire zones. The existing infrastructure in hillside fire zones does not allow emergency responders to access the neighborhoods or residents to evacuate. The City must address these realities. Please delay implementation of SB 79 and thoroughly evaluate alternative options which keep residents safe.

Communication from Public

Name: Theo Swerissen

Date Submitted: 02/24/2026 01:33 PM

Council File No: 25-1083

Comments for Public Posting: See Attached Letter: “Option 3 doesn’t force change — it gives homeowners options and lets the market decide, while finally putting housing near jobs and rail where the City already planned for growth.” I support Option 3 because it provides certainty, focuses growth where the City already planned for it, and preserves homeowner choice. The Bundy/Expo area is a high-opportunity location within walking distance of rail, major employment centers like Riot and Snap, and existing transit plans under the Exposition Corridor Transit Neighborhood Plan. There are no fire or environmental constraints. Many homes within the half-mile radius are nearly 100 years old and no longer meet the needs of current owners. Upzoning does not force anyone to move—it simply gives homeowners the option to stay, redevelop, or sell and downsize locally. Without this option, many residents are effectively trapped. Option 1 creates years of uncertainty and will require more rezoning later. Option 3 allows gradual, market-driven redevelopment, supports housing near jobs and transit, improves air quality, and helps local businesses. The City should adopt Option 3 and allow SB 79-consistent redevelopment in high-opportunity station areas like Bundy/Expo.

To: Los Angeles City Council and Planning and Land Use Management (PLUM) Committee:

“Option 3 doesn’t force change — it gives homeowners options and lets the market decide, while finally putting housing near jobs and rail where the City already planned for growth.”

Dear Honorable Councilmembers and PLUM Committee:

I am writing to urge the City to adopt **Option 3** for local implementation of SB 79 and to allow full TOIA capacity within Opportunity Stations such as the **Bundy/Expo area**.

This comment focuses on three priorities that align with the City’s goals: **certainty, homeowner choice, and housing production in high-opportunity transit locations.**

1. Option 3 Provides Certainty and Avoids a Cycle of Future Rezoning

Option 3 is the only approach that meaningfully aligns local zoning capacity with SB 79 and reduces the need for additional rezoning before 2030.

Option 1, by contrast, creates limited capacity and virtually guarantees that many areas will need to be rezoned again during the Local Alternative Plan process. This prolongs uncertainty for:

- Homeowners
- Residents
- Small property owners
- Local businesses
- The housing market

Delay without sufficient capacity leaves communities in **long-term planning limbo**, discouraging reinvestment and slowing housing production at a time when the City faces a severe housing shortage.

If the City intends to focus growth in high-opportunity transit areas, Option 3 provides the **predictability and policy clarity** needed to achieve that goal.

2. Growth Should Occur Where the City Has Already Planned for It

The Bundy/Expo station area is exactly the type of location identified in the Housing Element for additional housing:

- High-opportunity census tracts
- Within walking distance of high-quality rail transit
- No Very High Fire Hazard or environmental constraints
- Located within existing planning frameworks, including:
 - **Exposition Corridor Transit Neighborhood Plan (ZI-2490)**
 - **West Los Angeles Transportation Improvement and Mitigation Specific Plan (ZI-2192)**

A significant portion of the surrounding area is **already designated as a transit-oriented planning area**. Option 3 does not introduce a new planning concept—it simply allows zoning capacity to align with long-standing City policy and infrastructure investment.

3. Homeowner Choice — Not Displacement

Upzoning does **not require anyone to move**. It gives property owners options.

Many homes within the half-mile radius of Bundy/Expo are small structures approaching **100 years of age**. For many long-time owners, these properties no longer match their needs due to:

- High maintenance and repair costs
- Rising insurance and property taxes
- Aging-in-place challenges
- Changing household sizes

Option 3 allows homeowners to decide whether to:

- Remain in their home
- Add units or redevelop
- Sell at a premium to a builder
- Downsize into newer housing nearby
- Unlock equity for retirement

Without these options, many residents are effectively **trapped in housing that no longer serves them**.

4. Redevelopment Will Be Gradual and Market-Driven

There is significant uncertainty regarding how many property owners will actually choose to participate in redevelopment.

Not every homeowner will sell. Assemblage requires:

- Multiple willing sellers
- Market feasibility
- Financing
- Long timelines

This uncertainty is a strength. It ensures:

- Incremental, organic neighborhood change
- No sudden or widespread displacement
- Development that reflects real demand rather than speculative overbuilding

Option 3 creates opportunity—not obligation.

5. Delay Without Capacity Restricts Housing

If the City delays SB 79 but limits zoning capacity:

- Property owners cannot act
- Developers cannot assemble viable projects
- Housing production is suppressed
- Residents remain uncertain about future zoning

In practice, delay becomes a **barrier to housing**, not a planning tool.

6. Bundy/Expo Is a Major Employment-Transit Node

Within walking distance of the station are thousands of jobs, including:

- Riot Games campus
- Snap Inc. headquarters
- Berkeley Business Center
- Numerous technology, media, and creative firms

Option 3 would:

- Allow employees to live near work
- Reduce regional commuting and vehicle miles traveled
- Improve air quality
- Support local retail, restaurants, and small businesses
- Attract younger households and strengthen the local economy

Transit-adjacent housing is essential for the continued success of this employment district.

7. Maximizing Public Investment in Transit

The Expo Line represents billions of dollars in public investment. Limiting housing within walking distance of stations undermines the return on that investment.

Transit-accessible land should serve the greatest number of residents possible.

Conclusion

Option 3:

- Aligns with the Housing Element's focus on high-opportunity areas
- Provides certainty and reduces future rezoning needs
- Preserves homeowner choice
- Allows gradual, market-driven redevelopment
- Supports jobs, transit use, air quality, and local economic vitality

Rather than prolong uncertainty through limited upzoning and delay, the City should adopt Option 3 and allow SB 79-consistent redevelopment opportunities in Opportunity Stations such as Bundy/Expo.

Thank you for your consideration.

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