

## Communication from Public

**Name:**

**Date Submitted:** 03/20/2026 08:05 PM

**Council File No:** 25-1083

**Comments for Public Posting:** I am writing to support Approach C, Option 1 (C-1), as described in the Planning Department recommendation letter of February 18, 2026, for the implementation of SB79 by the City of Los Angeles. In addition, I request that the City Council stand firm and further require the following in conjunction with Option C-1:

1. Clarification that all properties within the boundaries of all HPOZs, City designated Historic Districts and sites/areas designated on the National Register of Historic Places will be fully protected from SB 79 development. As this protection may last for only three (3) years, the City must also allocate all necessary resources to immediately initiate the development of Alternative Plans to ensure these sensitive areas remain protected on-going.
2. Notification by mail to all single-family property owners currently or potentially affected by SB 79 that their single-family properties may be reclassified with incentives to permit higher density uses. Under SB79, close to 66% of single family properties may be reclassified with these incentives. It is unconscionable to initiate such a massive de facto "upzoning" without actively informing all affected individuals that their fundamental quality of life is at stake.
3. Assurance, by ordinance, that there will be no changes to zoning classifications (e.g, R-1, etc.) made by allowing the "incentives" in (2) above, and if SB79 is repealed or amended, in whole or in part, that these incentive(s) be revoked.
4. Stipulation that any City SB 79 implementation actions include written justification for the position that the action taken is exempt from California Environmental Quality Act (CEQA) regardless of the Planning Department's interpretation that SB 79 implementation is exempt from the provisions of CEQA. A full CEQA analysis would likely disclose potentially significant impacts on air quality, transportation, and the City's aging infrastructure systems.

## Communication from Public

**Name:** Andrew Salimian

**Date Submitted:** 03/20/2026 08:21 PM

**Council File No:** 25-1083

**Comments for Public Posting:** I am writing on behalf of the Los Angeles Conservancy to support Option C1 to facilitate local implementation of SB 79, with a key change: we strongly urge the City to exclude all HPOZs, regardless of when they were adopted. Please see letter attached.



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

213 623 2489 OFFICE  
213 623 3909 FAX  
laconservancy.org

March 20, 2026

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

Los Angeles City Council  
200 North Spring Street, Room 340  
Los Angeles, CA 90012

**Re: Impacts of SB 79 (Wiener)**  
**CF: 25-1083**

Dear Members of the City Council,

I am writing on behalf of the Los Angeles Conservancy to **support Option C1** to facilitate local implementation of SB 79, with a key change: ***we strongly urge the City to exclude all HPOZs, regardless of when they were adopted.*** We commend City Planning staff and members of the PLUM Committee for taking swift action and for providing a viable local alternative that can be implemented before July 1, 2026.

Through the legislative process, the Conservancy opposed the Senate Bill 79 unless amended. Unfortunately, the bill's authors rejected good faith efforts by us and other preservationists to incorporate language that would have protected and planned for California's historic places. We are especially concerned about the 10% exemption cap on historic resources within any transit-oriented development zone and the lack of protections for California and National Register listed resources.

We expect that Senate Bill 79 will be amended within the coming years to address implementation confusion and we hope additional clarification on historic resources will be included as part of those efforts. However, the bill does expressly allow Los Angeles to delay effectuation in all of its designated HPOZs.



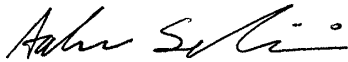
Based upon our analysis and community feedback from historic neighborhoods we serve, we believe Option C1 with an exclusion of all HPOZs is warranted. This more cautious approach better protects historic resources citywide, more evenly expands opportunities for compatible infill housing, and aligns with Los Angeles' broader planning efforts, including ongoing Community Plan Updates in the San Fernando Valley and Westside.

We thank you for considering our concerns.

**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:** Chris Tokita

**Date Submitted:** 03/20/2026 08:27 PM

**Council File No:** 25-1083

**Comments for Public Posting:** As a lifelong Angeleno—born and raised in Eagle Rock, now renting in Sawtelle Japantown—I'm writing to express my strong support for Option 3 in the Department of City Planning's report on implementing SB 79, the Abundant & Affordable Homes Near Transit Act. I have a two-year-old daughter, and I think constantly about whether she'll be able to afford to live in the city where her family has had roots for generations. Housing costs in LA are pushing out the people who make this city what it is, and we can't keep doing the same thing and expecting different results. SB 79 takes effect July 1, and Option 3 is the approach that actually rises to the moment. It gives the City the best chance of meeting our RHNA goals, advancing fair housing obligations, and making housing more feasible in high-opportunity neighborhoods near transit, areas that have historically resisted the kind of multifamily development our city desperately needs. Option 3 therefore makes sure the entire city does its fair share to address our severe housing shortage and resulting affordability crisis. Just as importantly, Option 3 is the legally durable choice. It keeps LA in compliance with SB 79 regardless of how HCD issues its guidance on capacity calculations. Options 1 and 2 gamble on assumptions that may not hold up, and if the City is later found out of compliance, SB 79 would apply across all transit zones — stripping the City of any ability to tailor implementation to local context. That's the opposite of what the city council wants, I'm sure. Option 1 in particular is so minimal that it essentially doubles down on the status quo of housing scarcity. That status quo is what's harming families like mine and thousands of others who are struggling to find an affordable place to live in this city. I want to thank the Department of City Planning for its thorough work on this proposal. Please adopt Option 3 to ensure LA meets its obligations under SB 79 and affirmatively furthers fair housing in a way that's both meaningful and legally defensible.

## Communication from Public

**Name:** Tom Hodges

**Date Submitted:** 03/19/2026 05:38 PM

**Council File No:** 25-1083

**Comments for Public Posting:** I am writing in support of Approach C, Option1 (C-1), as described in the Planning Department recommendation letter of February 18, 2026, for the implementation of SB79 by the City of Los Angeles. In addition, I request that the City Council stand firm and further require the following in conjunction with Option C-1: 1. Clarification that all properties within the boundaries of all HPOZs, City designated Historic Districts and sites/areas designated on the National Register of Historic Places will be fully protected from SB 79 development. As this protection may last for only three (3) years, the City must also allocate all necessary resources to immediately initiate the development of Alternative Plans to ensure these sensitive areas remain protected on-going. 2. Notification by mail to all single-family property owners currently or potentially affected by SB 79 that their single-family properties may be reclassified with incentives to permit higher density uses. Under SB79, close to 66% of single family properties may be reclassified with these incentives. It is unconscionable to initiate such a massive de facto "upzoning" without actively informing all affected individuals that their fundamental quality of life is at stake. 3. Assurance, by ordinance, that there will be no changes to zoning classifications (e.g, R-1, etc.) made by allowing the "incentives" in (2) above, and if SB79 is repealed or amended, in whole or in part, that these incentive(s) be revoked. 4. Stipulation that any City SB 79 implementation actions include written justification for the position that the action taken is exempt from California Environmental Quality Act (CEQA) regardless of the Planning Department's interpretation that SB 79 implementation is exempt from the provisions of CEQA. A full CEQA analysis would likely disclose potentially significant impacts on air quality, transportation, and the City's aging infrastructure systems. Tom Hodges 90025

## Communication from Public

**Name:** Sharon Blake

**Date Submitted:** 03/19/2026 09:36 PM

**Council File No:** 25-1083

**Comments for Public Posting:** I am writing in support of Approach C, Option1 (C-1), as described in the Planning Department recommendation letter of February 18, 2026, for the implementation of SB79 by the City of Los Angeles. In addition, I request that the City Council stand firm and further require the following in conjunction with Option C-1: 1. Clarification that all properties within the boundaries of all HPOZs, City designated Historic Districts and sites/areas designated on the National Register of Historic Places will be fully protected from SB 79 development. As this protection may last for only three (3) years, the City must also allocate all necessary resources to immediately initiate the development of Alternative Plans to ensure these sensitive areas remain protected on-going. 2. Notification by mail to all single-family property owners currently or potentially affected by SB 79 that their single-family properties may be reclassified with incentives to permit higher density uses. Under SB79, close to 66% of single family properties may be reclassified with these incentives. It is unconscionable to initiate such a massive de facto "upzoning" without actively informing all affected individuals that their fundamental quality of life is at stake. 3. Assurance, by ordinance, that there will be no changes to zoning classifications (e.g, R-1, etc.) made by allowing the "incentives" in (2) above, and if SB79 is repealed or amended, in whole or in part, that these incentive(s) be revoked. 4. Stipulation that any City SB 79 implementation actions include written justification for the position that the action taken is exempt from California Environmental Quality Act (CEQA) regardless of the Planning Department's interpretation that SB 79 implementation is exempt from the provisions of CEQA. A full CEQA analysis would likely disclose potentially significant impacts on air quality, transportation, and the City's aging infrastructure systems. Sharon Blake zip code: 90025

## Communication from Public

**Name:** James (Tony) Malinda

**Date Submitted:** 03/20/2026 09:04 AM

**Council File No:** 25-1083

**Comments for Public Posting:** am writing in support of Approach C, Option1 (C-1), as described in the Planning Department recommendation letter of February 18, 2026, for the implementation of SB79 by the City of Los Angeles. In addition, I request that the City Council stand firm and further require the following in conjunction with Option C-1:

1. Clarification that all properties within the boundaries of all HPOZs, City designated Historic Districts and sites/areas designated on the National Register of Historic Places will be fully protected from SB 79 development. As this protection may last for only three (3) years, the City must also allocate all necessary resources to immediately initiate the development of Alternative Plans to ensure these sensitive areas remain protected on-going.
2. Notification by mail to all single-family property owners currently or potentially affected by SB 79 that their single-family properties may be reclassified with incentives to permit higher density uses. Under SB79, close to 66% of single family properties may be reclassified with these incentives. It is unconscionable to initiate such a massive de facto "upzoning" without actively informing all affected individuals that their fundamental quality of life is at stake.
3. Assurance, by ordinance, that there will be no changes to zoning classifications (e.g, R-1, etc.) made by allowing the "incentives" in (2) above, and if SB79 is repealed or amended, in whole or in part, that these incentive(s) be revoked.
4. Stipulation that any City SB 79 implementation actions include written justification for the position that the action taken is exempt from California Environmental Quality Act (CEQA) regardless of the Planning Department's interpretation that SB 79 implementation is exempt from the provisions of CEQA. A full CEQA analysis would likely disclose potentially significant impacts on air quality, transportation, and the City's aging infrastructure systems.

## Communication from Public

**Name:**

**Date Submitted:** 03/20/2026 12:05 PM

**Council File No:** 25-1083

**Comments for Public Posting:** I'm writing to provide a follow-up to prior comments regarding SB 79 implementation and the City's proposed Options C1, C2, and C3. I remain opposed to further densification in Sawtelle. The February 18, 2026 Planning Department report clearly indicates that the Expo/Bundy station area already exceeds the State's delayed-effectuation threshold based on existing zoning capacity. This is not an area where the City can credibly claim a lack of theoretical capacity under current zoning. I'd also like to highlight a contradiction in how Sawtelle is being described in the public record. The neighborhood is characterized as both a high-opportunity area to justify additional upzoning while also being described as containing antiquated, obsolete, or functionally unjustified homes. The repeated use of terms such as obsolete, antiquated, or underutilized to describe existing homes is particularly concerning as it has direct roots in the exact language historically used to justify urban renewal. In the mid-20th century, communities were first labeled as blighted or obsolete, and then that designation was used to legitimize large-scale clearance and redevelopment. In essence, the same voices invoking equity and inclusion as reasons for densification are also relying on rhetoric that has historically been used to displace diverse, working-class communities. Further, describing a neighborhood as both high opportunity and obsolete is the precise combination of conditions that has traditionally been used to justify redevelopment at scale. This predictably creates a clear pathway in the popular discourse toward erasing existing communities under the banner of forward looking progress, while those resisting these changes are dismissed as backwards and obstinate. I also want to flag repeated misuse of the term "nearby" in several submissions. Multiple comments cite Snap Inc. as being near the Expo/Bundy station. According to planners and multiple peer reviewed studies, transit-oriented development is evaluated within a 0.5-mile walkable radius and anything further away will result in a drop off of public transit use. Snap's headquarters is approximately 1.5 miles from Expo/Bundy station, well outside the walking radius. Using its location to justify transit-adjacent density overstates walkable access and understates car dependence. More broadly, several submissions rely on citations and references that couldn't be verified in the form presented. In some cases, the cited

institution is real, but the specific report title does not exist. In other cases, references appear to conflate or approximate multiple sources. In one instance, Berkeley Business Center in West Los Angeles does not exist at all, despite being cited as a local employment hub. The Council should be cautious about relying on a record that includes imprecise, unverifiable or nonexistent references. It is also notable that some of the most vocal advocates for full densification of Sawtelle do not even reside within the half-mile station area that would be directly affected. Finally, I must reject the characterization of upzoning as a universally beneficial expansion of choice. Prominent pro-density advocates, including Edward Glaeser and Marc Andreessen, have themselves resisted similar changes in their own communities. If seven-story development in single-family zones were truly universally viewed as an unqualified benefit brought on by a generous expansion of choice, we would expect widespread voluntary adoption in the highest-resource neighborhoods across California. That is not what we observe in practice. I respectfully ask that the Council evaluate the factual record with care, distinguish between verified evidence and repeated talking points, and consider existing on-the-ground conditions in Sawtelle before advancing additional upzoning in an area that already meets the State's capacity thresholds.

| <b>Pro-Density Claim / Citation</b>   | <b>Verified Reality</b>   |
|---|---|
| <b>Berkeley Business Center (cited as a local employment hub)</b>                         | The reference appears inaccurate or misapplied and should be clarified with a specific address.   |
| <b>Snap Inc. headquarters cited as “near” Expo/Bundy</b>                                  | Snap’s headquarters is ~1.5 miles from Expo/Bundy. This exceeds the typical ~0.5-mile TOD walk radius used in planning analysis.            |
| <b>California Housing Partnership, Confronting the Housing Affordability Crisis, 2023</b> | The organization publishes affordability analyses, but the citation appears imprecise.  |
| <b>Keyser Marston Associates, Affordable Housing Feasibility Analysis, 2022</b>           | KMA performs feasibility work, but the citation as written appears incomplete or inaccurate.  |
| <b>Terner Center (2023), Exclusionary Zoning and Family Displacement</b>                  | The Terner Center studies these topics, but the citation appears to be a composite or misnamed reference.                                   |
| <b>UCLA Lewis Center (2022), Entitlement Delay and Housing Production</b>                 | UCLA Lewis Center publishes on related topics, but the citation appears inaccurate or incomplete.   |
| <b>UCLA Lewis Center (2021), Housing Demand and Household Formation</b>                   | Likely a generalized reference to multiple publications.  |
| <b>SCAG Connect SoCal (2020) used to justify specific building heights</b>                | Misapplied. Connect SoCal is a regional strategy document and does not mandate parcel-level heights such as 7-story development on R1 lots. |
| <b>CA HCD, “APR Review, 2023”</b>   | HCD provides APR data and dashboards, but the standalone document with this exact title doesn’t appear to exist.                            |
| <b>LAHD, Affordable Housing Pipeline Report, 2023</b>                                     | Unclear if a report exists under this exact name and year; citation should be clarified.  |
| <b>LAUSD, Enrollment Trends Report, 2023</b>  | Enrollment decline is documented, but a report with this exact title doesn’t appear to exist  |
| <b>LA Planning Dept., Housing Element Implementation Progress Report, 2024</b>            | A 2024 Annual Progress Report exists, but the cited title appears imprecise.  |
| <b>PPIC, California’s Housing Shortage, 2022</b>  | PPIC has related publications under different names.  |
| <b>“Antiquated / obsolete structures” characterization</b>                                | If buildings are being described as substandard or obsolete, commenters should cite objective criteria or code-based definitions.           |
| <b>“Extreme underutilization” based on household size</b>                                 | Parcel-level household size data is not publicly available; such claims are not verifiable without clear methodology.                       |

## Communication from Public

**Name:**

**Date Submitted:** 03/20/2026 03:54 PM

**Council File No:** 25-1083

**Comments for Public Posting:** I am writing in support of Approach C, Option1 (C-1), as described in the Planning Department recommendation letter of February 18, 2026, for the implementation of SB79 by the City of Los Angeles. In addition, I request that the City Council stand firm and further require the following in conjunction with Option C-1: 1. Clarification that all properties within the boundaries of all HPOZs, City designated Historic Districts and sites/areas designated on the National Register of Historic Places will be fully protected from SB 79 development. As this protection may last for only three (3) years, the City must also allocate all necessary resources to immediately initiate the development of Alternative Plans to ensure these sensitive areas remain protected on-going. 2. Notification by mail to all single-family property owners currently or potentially affected by SB 79 that their single-family properties may be reclassified with incentives to permit higher density uses. Under SB79, close to 66% of single family properties may be reclassified with these incentives. It is unconscionable to initiate such a massive de facto "upzoning" without actively informing all affected individuals that their fundamental quality of life is at stake. 3. Assurance, by ordinance, that there will be no changes to zoning classifications (e.g, R-1, etc.) made by allowing the "incentives" in (2) above, and if SB79 is repealed or amended, in whole or in part, that these incentive(s) be revoked. 4. Stipulation that any City SB 79 implementation actions include written justification for the position that the action taken is exempt from California Environmental Quality Act (CEQA) regardless of the Planning Department's interpretation that SB 79 implementation is exempt from the provisions of CEQA. A full CEQA analysis would likely disclose potentially significant impacts on air quality, transportation, and the City's aging infrastructure systems.

## Communication from Public

**Name:** Angelo Mike

**Date Submitted:** 03/20/2026 03:59 PM

**Council File No:** 25-1083

**Comments for Public Posting:** Hello Councilmember Hutt and City Clerk Lattimore, Homeowners associations, wealthy white homeowners, and reactionaries who want to keep it illegal to live near them are fighting a losing battle. Too many people are immiserated with inadequate or no housing, high rents, long commutes, and high car ownership costs. Too many people are dealing with the misery the city having given over so much space for cars, which treat neighborhoods like no man's lands which decay and are disinvested in, yet are congested and noisy with traffic. That's why I support SB 79. 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 for your leadership on this critical issue. Sincerely, Mr. Angelo Mike 2020 S Garth Ave Apt 2 Los Angeles, CA 90034-1525 mmike10371@msn.com

## Communication from Public

**Name:** Alex V Kennedy

**Date Submitted:** 03/20/2026 04:06 PM

**Council File No:** 25-1083

**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.

## Communication from Public

**Name:** Thomas Irwin

**Date Submitted:** 03/20/2026 04:59 PM

**Council File No:** 25-1083

**Comments for Public Posting:** The attached letter indicates support from Eastside Housing for All, Urban Environmentalists, DTLA for All, Abundant Housing Koreatown, Westside for Everyone, Sunset Abundant Housing, South Bay Forward, and San Fernando Valley for All for Option 3 in the Planning staff report



**March 20, 2026**

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

**RE: Council File 25-1083 – Impacts of SB 79 (Wiener)**

**Dear Members of the Los Angeles City Council,**

We write in response to the Los Angeles Department of City Planning's February 18, 2026, report on implementation of SB 79, and to **strongly support the adoption of Option 3**, as recommended by the Department.

Los Angeles is in an acute housing crisis. Far too many Angelenos are experiencing homelessness, renters are severely cost-burdened, and homeownership is increasingly out of reach for families across the income spectrum. The City must act with urgency, and SB 79 implementation is one of the most important near-term opportunities to expand housing near high-quality transit, strengthen return on transit investments, and reduce displacement pressures over time.

**Option 3 best balances ambitious housing outcomes with a locally administered implementation framework.** The City's identified Opportunity Stations are located not only near transit, but near jobs, parks, and other amenities. Decades of housing research show that enabling new homes in high-opportunity areas is among the most effective ways to reduce scarcity and moderate rent growth citywide. New housing in higher-cost neighborhoods also helps relieve pressure on lower-income neighborhoods by expanding overall supply and offering alternatives to households that would otherwise compete for limited existing homes.

We cannot meaningfully reduce displacement pressures in lower-income neighborhoods without allowing substantially more housing in high-opportunity areas. Otherwise, we will continue the slow erosion of our naturally affordable housing stock in working-class neighborhoods. **Option 3** is the strongest path to ensure SB 79 implementation produces housing at the scale warranted

around the [hundreds of billions](#) we have invested in Los Angeles' major transit, especially in high-opportunity parts of the City. Thus, option 3 advances zoning fairness, supports the City's affirmative furtherance of fair housing obligations, and helps protect vulnerable tenants.

By contrast, the other options, particularly Option 1, present significant legal and practical risks. First, it is unclear whether the allowed density and capacity assumptions would be sufficient under evolving HCD guidance and enforcement expectations. Second, the Corridor Transition Program has not yet demonstrated meaningful housing production. LA City Planning's own [reporting on CHIP implementation](#) noted [zero housing proposals under the Corridor Transition Program](#) as of last fall. Finally, because full SB 79 density would not take effect until 2030 under that approach, the City risks several years of minimal project activity, which could lead to land speculation in the very places where housing near transit is most needed.

Therefore, **we strongly urge the City Council to adopt Option 3**. Thank you for your attention to this important matter

Signed,

Thomas Irwin  
Co-Chair  
Eastside Housing for all

Toby Muresianu  
Co-Chair  
Westside for Everyone

Chris Rhie  
Co-Chair  
Urban Environmentalists Los Angeles

Joshua Seawell  
Co-Chair  
Sunset Abundant Housing

Leslie Riddings  
Chair  
DTLA for All

Sheana Ahlqvist  
Chair  
South Bay Forward

Davis Read  
Co-Chair  
Abundant Housing Koreatown

Brandon Whalen-Castellanos, AICP  
Chapter Lead  
San Fernando Valley for All

## Communication from Public

**Name:** Joshua S Silver

**Date Submitted:** 03/20/2026 05:03 PM

**Council File No:** 25-1083

**Comments for Public Posting:** I am writing in support of Approach C, Option1 (C-1), as described in the Planning Department recommendation letter of February 18, 2026, for the implementation of SB79 by the City of Los Angeles. In addition, I request that the City Council stand firm and further require the following in conjunction with Option C-1: 1. Clarification that all properties within the boundaries of all HPOZs, City designated Historic Districts and sites/areas designated on the National Register of Historic Places will be fully protected from SB 79 development. As this protection may last for only three (3) years, the City must also allocate all necessary resources to immediately initiate the development of Alternative Plans to ensure these sensitive areas remain protected on-going. 2. Notification by mail to all single-family property owners currently or potentially affected by SB 79 that their single-family properties may be reclassified with incentives to permit higher density uses. Under SB79, close to 66% of single family properties may be reclassified with these incentives. It is unconscionable to initiate such a massive de facto "upzoning" without actively informing all affected individuals that their fundamental quality of life is at stake. 3. Assurance, by ordinance, that there will be no changes to zoning classifications (e.g, R-1, etc.) made by allowing the "incentives" in (2) above, and if SB79 is repealed or amended, in whole or in part, that these incentive(s) be revoked. 4. Stipulation that any City SB 79 implementation actions include written justification for the position that the action taken is exempt from California Environmental Quality Act (CEQA) regardless of the Planning Department's interpretation that SB 79 implementation is exempt from the provisions of CEQA. A full CEQA analysis would likely disclose potentially significant impacts on air quality, transportation, and the City's aging infrastructure systems. JOSHUA SILVER LA 90025

## Communication from Public

**Name:** One Voice Westchester

**Date Submitted:** 03/20/2026 05:18 PM

**Council File No:** 25-1083

**Comments for Public Posting:** On behalf of One Voice Westchester, we write to express our support for Citywide SB79 Implementation Option C1. Please see attached.



March 20, 2026

Public Comment: *Council File 25-1083*

To the Honorable Los Angeles City Council,

On behalf of One Voice Westchester, we write to express our support for Citywide SB79 Implementation **Option C1** under Council File 25-1083.

One Voice Westchester is a community organization representing residents of Westchester and surrounding neighborhoods directly affected by land use, planning, and housing policy decisions. Upon consideration of the available implementation options, we believe Option C1 represents the more equitable path forward for Los Angeles communities.

Option C1 would delay implementation of SB 79 in low-resource areas, high fire severity zones, Historic Preservation Overlay Zones, and low sea level areas until 2030. It would also proactively incentivize qualifying single-family and low-density neighborhoods to accommodate three-story multifamily development of approximately 4 to 16 units, rather than the seven-story apartment buildings otherwise contemplated under SB 79, and extend these incentives to neighborhoods near rail stops that are not exempt under C2.

Our support for Option C1 is conditioned on the following:

1. The proposed density changes must be clearly defined as an incentive program, not a rezoning or upzoning of these neighborhoods, so that such incentives may be withdrawn if SB 79 is amended or repealed.
2. All existing setback requirements of the underlying zoning must be maintained.
3. All affected property owners and residents must receive mailed notice of the proposed changes to ensure robust outreach beyond online notification methods.

We appreciate the City's consideration of a more balanced and equitable implementation approach and respectfully urge support for Option C1, subject to the conditions outlined above.

Sincerely,  
Sarah Howard and Jolie Delja



<https://linktr.ee/onevoicewestchester>



[@onevoicewestchester](https://www.instagram.com/onevoicewestchester)



[@onevoicewestchester](https://www.facebook.com/onevoicewestchester)