

Communication from Public

Name:

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Council File No: 25-1083

Comments for Public Posting: I am writing to respectfully oppose the recent public comments submitted regarding the implementation of SB 79 west of Bundy Drive in the Sawtelle area and to urge the City to proceed decisively with upzoning in this location. West of Bundy Drive is, by objective planning standards, one of the most appropriate areas in Council District 11 for increased residential density. It is a designated high-opportunity area with exceptional access to regional employment centers, multiple mass-transit bus corridors, and the Expo Line station at Bundy. The area is further served by four nearby I-10 freeway on- and off-ramps, flat terrain, and the absence of wildfire, flood, or other environmental hazard risks. These characteristics are precisely those SB 79 was designed to prioritize. The existing housing stock west of Bundy is overwhelmingly low density and antiquated, with many structures dating back to the 1930s and built under long-obsolete safety and seismic codes. Many parcels house only one or two residents on full residential lots, representing an extreme underutilization of land in a transit-rich, infrastructure-ready corridor. Retaining this pattern indefinitely is neither sustainable nor consistent with the City's housing, climate, or mobility goals. While concerns have been raised about neighborhood stability, it is important to recognize that many current residents are effectively trapped in place due to property tax constraints and the prohibitive cost of relocating within Los Angeles. Carefully planned redevelopment provides an opportunity to modernize housing stock, improve safety, and increase supply without forcing displacement through speculative pressure alone. Maintaining outdated single-family zoning does not protect these residents; it simply delays inevitable change while worsening housing scarcity citywide. Arguments in favor of preserving a "mixed" patchwork of single-family homes interspersed with apartments, light industrial uses, and commercial development overlook basic planning principles. A fragmented land-use environment produces the worst outcomes: traffic conflicts, infrastructure strain, incompatible uses, and incoherent urban form. A more rational approach is to create clear, intentional districts—areas planned comprehensively for multifamily residential use, with supporting infrastructure and services—rather than forcing incompatible uses to coexist on undersized streets. The local street network west of Bundy

already experiences significant cut-through traffic due to regional congestion. Rather than treating this as a reason to avoid rezoning, it should be viewed as further justification for coordinated redevelopment that allows for street improvements, traffic calming, and modern infrastructure upgrades that piecemeal preservation cannot deliver. Finally, framing Sawtelle as having borne an unfair share of growth ignores the reality that much of the surrounding Westside remains heavily protected by low-density zoning despite having fewer transit assets and greater environmental constraints. SB 79 is intended to correct precisely this imbalance by aligning housing capacity with access, safety, and opportunity. For these reasons, I strongly encourage the City Council to move forward with SB 79 implementation west of Bundy Drive and to resist calls for delay or exclusion that would perpetuate outdated land-use patterns and worsen the regional housing crisis. Respectfully submitted,