

Community, Economic, and Human Development (CEHD) Committee

List of Public Comments

Received **after** 5pm on Wednesday, June 3, 2026

	Date	Sender Name	Organization	Subject Matter
Agenda Item #5 – SB 79 Approach and Methodology				
1.	June 3, 2026	George Yang	West Hollywood resident	All of the proposed/approved Metro K-Line Northern Extension stops should be excluded at this time!
2.	June 3, 2026	Vincent P. Bertoni	Director of Planning, City of LA Planning Department	Comments on SB79 mapping approach and methodology and TOD stop locations
3.	June 3, 2026	Jasmine Whitney		I support SCAG's current evidence-based methodology and urging the agency to continue requiring: <ol style="list-style-type: none">1. Demonstrated project certainty2. Finalized station locations3. Full environmental clearance under CEQA and, where applicable, NEPA before adding the four proposed stations affecting West Hollywood to future SB 79 maps. All of the proposed/approved Metro K-Line Northern Extension stops should be excluded at this time!
4.	June 3, 2026	Ingie Markovich		support SCAG's decision to include only future transit projects with sufficiently certain station locations and completed environmental clearance in its regional planning maps.



Against SP79

From George Yang <georgeyang01@hotmail.com>
Date Wed 2026-06-03 5:06 PM
To ePublic Comment Group <ePublicComment@scag.ca.gov>

This Message Is From an Untrusted Sender

You have not previously corresponded with this sender.

Report Suspicious

To whom it may concern,

All of the proposed/approved Metro K-Line Northern Extension stops should be excluded at this time!

sincerely, George Yang
WeHo Resident.

Get [Outlook for iOS](#)

From: [Blair Smith](#)
To: [ePublic Comment Group](#); [Maggie Aguilar](#); [Elizabeth Carvajal](#); [Alexis Murillo Felix](#); [Philip Law](#); [SB79](#)
Cc: [Jenna Monterrosa](#); [Theadora Trindle](#)
Subject: Item 5 Comment City of Los Angeles.
Date: Wednesday, June 3, 2026 5:18:50 PM
Attachments: [06.03.2026 Letter to SCAG \(1\).pdf](#)

This Message Is From an External Sender

EXTERNAL: This email message was sent from outside our organization. Proceed with caution when opening links or attachments. Submit as spam if you are not sure it is safe.

[Report Suspicious](#)

Thank you for the opportunity to provide comment on the SB 79 methodology and mapping (item 5). Please find the City of Los Angeles Planning Department's comments attached.

--



Blair Smith

Pronouns: She, Her, Hers

Senior City Planner, Citywide Housing Policy

Los Angeles City Planning

200 N. Spring St., Room 750, Los Angeles, CA 90012

T: (213) 978-1886 | [Planning4LA.org](#)



CITY OF LOS ANGELES
CALIFORNIA



KAREN BASS
MAYOR

June 3, 2026

Community, Economic, and Human Development Committee
Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700
Los Angeles, California 90017
Email: aguilarm@scag.ca.gov, sb79@scag.ca.gov

Dear Mayor Bass:

CITY OF LOS ANGELES PUBLIC COMMENTS ON SENATE BILL 79 (SB 79) MAPPING AND METHODOLOGY

On behalf of the City of Los Angeles (the City), we would like to thank the Southern California Association of Governments (SCAG) for the opportunity to provide comments on SCAG's SB 79 implementation. The following comments are from Los Angeles City Planning regarding the recently released "Draft SB 79 Mapping Approach and Methodology" document, dated May 22, 2026, and draft "Senate Bill 79: Transit Oriented Development Map" published on June 1, 2026. With almost 150 potential Transit Oriented Development (TOD) Zones in the City of Los Angeles, our jurisdiction is uniquely impacted by the identification and classification of Tier 1 and Tier 2 TOD stops. The City of Los Angeles is currently advancing an approach to local implementation of SB 79 that generally includes the proposed SB 79 Phased Implementation and Low-Rise Ordinances, which at its core rely exclusively on mapping that is consistent with statutory requirements, taking into account unique regional planning considerations. With this in mind, we appreciate the opportunity to offer technical feedback to ensure that the final regional map and its associated methodology supports jurisdictions in their ability to implement this transformative bill consistent with the legislative intent and policies set forth in SB 79.

SB 79 Mapping Approach and Methodology

1. **Future Transit Oriented Development (TOD) Stops.** Though the proposed methodology clarifies that the SB 79 map will be revised on an annual basis, the document does not clearly indicate how stops will be added to the map, except in the case of a county that is newly designated an "urban transit county". Los Angeles City Planning maintains an interpretation, as detailed in Table 1 below, that Tier 2 TOD qualify as a TOD Stop once the stop becomes operational, whereas Tier 1 stops are eligible either at the selection of a preferred alternative or when in operation.

Table 1: Senate Bill 79 Transit Eligibility for Planned and Operational Service

RTP Status	Stop Status (Tier 1 and Tier 2)			
	Operational/ Existing	Planned in RTP, without a Preferred Alternative selected and not in RTIP	Planned with a Preferred Alternative selected	Planned in RTIP
If project is in the RTP before 1/1/26 (i.e., it is in the current RTP)	✓	-	✓	✓
If project is NOT in the RTP before 1/1/26 (i.e., it is not in the current RTP)	✓	-	✓* *only if stop qualifies as Tier 1 TOD stop	✓* *only if stop qualifies as Tier 1 TOD stop

- 2. Transit Hub Methodology.** To simplify mapping for purposes of making calculations associated with Phased Implementation (Government Code Section 65912.161(b)) and future TOD Alternative Plans (Government Code Section 65912.161(a)), it is recommended that TOD stops served by intersecting transit lines are consolidated and counted as one TOD stop. If the transit lines are of differing TOD tiers (e.g., an intersection of Tier 1 heavy rail and Tier 2 light rail), the higher applicable tier should be applied. In these instances, the outermost boundaries of the overlapping TOD zones would determine the TOD zone perimeter for the purpose of identifying eligible parcels within the TOD zone. In instances where stations do not share entrances, but stations are located at the same intersection or approximate location, for example stations with an at grade bus stop and subterranean heavy rail; stations should be combined to one TOD zone. For a list of stations that were combined into a single station hub, see Appendix 1 attached below.
- 3. Pedestrian Access Points.** Los Angeles City Planning recommends updating the methodology associated with identifying pedestrian access points to maintain consistency with statutory requirements, which state that distances shall be measured “to a pedestrian access point for the transit-oriented development stop” (Government Code Section 65912.157(b)). Specifically, it is recommended that the methodology qualifies points for station portals or station entrances, rather than points for platform locations, as pedestrian access points for the purpose of establishing TOD Zones

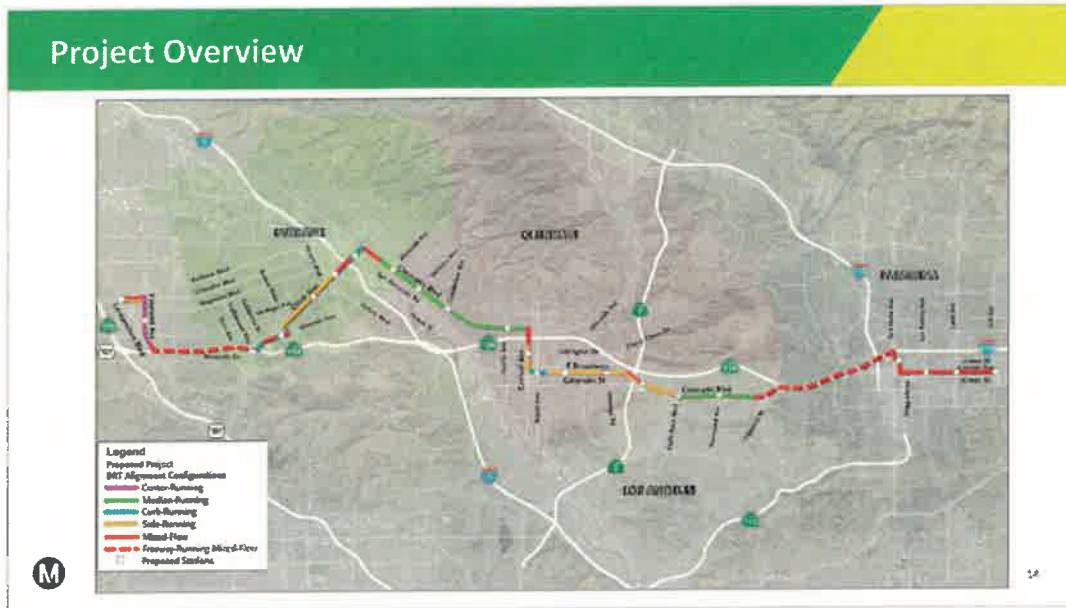
4. **Bus Service.** The methodology should further clarify that the full-time dedicated bus-only lane must exist between two stops. Stations with a portion of a bus-only lane between it and the next station that requires shared traffic to get to the next station are not eligible under SB 79. For example, the J (Silver) Line bus has separate rights-of-way at its stations, however between stations it shares the Express Lanes with other vehicles and therefore does not have a full-time dedicated bus lane.
5. **Map Disclaimer Language.** SCAG's map is the authority on qualifying TOD stops and TOD zones consistent with the Government Code Section 65912.160.(f). While it is appropriate for the disclaimer language on the splash screen of the map adopted by the SCAG Regional Council, to facilitate and encourage coordination with local agencies regarding the facts and conditions of specific sites, site conditions, and applicable local laws, given the need for a centralized database, City Planning recommends that verification of transit service, transit project plans, and current transit service levels not be referred to local agencies and remain a SCAG function.

Comments on TOD Stop Locations

1. **Sepulveda Boulevard/Saticoy Street.** The Metro 234 bus stop on Sepulveda Blvd at Saticoy St was not included in the draft SCAG SB 79 map. Metro 234 meets frequency, bus only lane, and major transit stop requirements and should therefore be included in the draft map. Specifically, the LADOT DASH Panorama City/Van Nuys¹ intersects the Metro 234 with 20-minute frequencies compliant with Major Transit Stop definitions.
2. **Olive/Riverside Station.** The NoHo to Pasadena BRT includes segments between stations of shared freeway lanes and rights of way. The Olive/Riverside (WB) station requires shared rights of ways to travel to neighboring stations in both its eastbound and westbound segments, including the use of the 134 freeway. As shared rights of ways are required for travel, the station is ineligible under the statute.

¹ <https://cdn.ladottransit.com/pdf/dash/pcvn.pdf>

Image 1: North Hollywood to Pasadena Bus Rapid Transit Alignment Configurations



Source, Metro Los Angeles, Slide 14, 07.10.2025 Community Meeting - NoHo to Pas (1)²

Conclusion

The City of Los Angeles appreciates this opportunity to provide input on SB 79 implementation. Should there be any questions regarding the comments provided in this letter, please contact Blair Smith at City Planning at blair.smith@lacity.org.

Sincerely,

VINCENT P. BERTONI, AICP
Director of Planning

VPB:AV:jm:bs:tt:cb

Enclosures: Station Hubs of Intersecting Lines

² [https://www.dropbox.com/scl/fo/3tlwsvsfogwi83gxbp3lj/AOaPeeG-h1UKaZfD_Avvp-Y/Previous%20Meetings/7-10-25%20Community%20Meeting/07.10.2025%20Community%20Meeting%20-%20NoHo%20to%20Pas%20\(1\).pdf?rlkey=ohch4ad06e5nin5r4kbcqlihi&e=2&st=tiw1lfzf&dl=0](https://www.dropbox.com/scl/fo/3tlwsvsfogwi83gxbp3lj/AOaPeeG-h1UKaZfD_Avvp-Y/Previous%20Meetings/7-10-25%20Community%20Meeting/07.10.2025%20Community%20Meeting%20-%20NoHo%20to%20Pas%20(1).pdf?rlkey=ohch4ad06e5nin5r4kbcqlihi&e=2&st=tiw1lfzf&dl=0)

Station Hubs of Intersecting Lines:

- A/B/D/Metrolink-Union Station
- A/E/B/D-7th St/Metro Center
- B/G-North Hollywood
- B/Vermont BRT-Vermont/Santa Monica
- B/Vermont BRT-Vermont/Sunset
- A/C-Willowbrook/Rosa Parks
- B/D/Vermont BRT-Wilshire/Vermont
- E/SP-Expo/Sepulveda
- D/SP-Westwood UCLA
- D/K-Wilshire/La Brea
- B/K-Hollywood/Highland
- B/D-Civic Center/Grand Park
- B/D-Pershing Square
- B/D-Westlake/Macarthur Park
- C/K-Aviation/96th St
- C/K-Aviation/Century
- ESFV/SP-Van Nuys
- D/K-Wilshire/Fairfax
- ESFV/SP-Van Nuys/Oxnard (Orange)

From: J
To: [ePublic Comment Group](#)
Subject: SCAG
Date: Wednesday, June 3, 2026 6:19:31 PM

This Message Is From an Untrusted Sender

You have not previously corresponded with this sender.

[Report Suspicious](#)

I support SCAG's current evidence-based methodology and urging the agency to continue requiring:

- Demonstrated project certainty
- Finalized station locations
- Full environmental clearance under CEQA and, where applicable, NEPA

before adding the four proposed stations affecting West Hollywood to future SB 79 maps.

All of the proposed/approved Metro K-Line Northern Extension stops should be excluded at this time!

Jasmine Whitney
She/Her
E: Jwhitney816@gmail.com
T: 315.573.3647

From: [Ingie Markovich](#)
To: [ePublic Comment Group](#)
Subject: SB79 - SCAG Map - Public Comment
Date: Wednesday, June 3, 2026 6:53:36 PM

This Message Is From an Untrusted Sender

You have not previously corresponded with this sender.

[Report Suspicious](#)

Dear SCAG Committee Members:

I fully support SCAG's decision to include only future transit projects with sufficiently certain station locations and completed environmental clearance in its regional planning maps.

This standard is particularly appropriate for the proposed K Line Northern Extension stations in West Hollywood. While these stations have received conditional approval, the requirements necessary for final approval have not yet been satisfied, including their funding. Accordingly, their locations remain uncertain and should NOT be treated as planned transit stops for regional planning purposes.

SB 79 was enacted to encourage additional housing near qualifying transit infrastructure. Including stations that remain conditional, speculative, or dependent on unresolved future actions could trigger SB 79-related zoning changes in areas where the underlying transit investment may never be realized. Such an outcome would be inconsistent with the intent of the statute, creating planning uncertainty, and exposing local jurisdictions to unnecessary legal challenges.

SCAG should continue to apply a clear, objective, and consistent standard by excluding proposed stations that have not received final approval and are not reasonably certain to be constructed.

Thank you for your support in this important matter

Sincerely,

Ingie Markovich

[Sent from the all new AOL app for iOS](#)