



BOARD OF SUPERVISORS COUNTY OF LOS ANGELES

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LINDSEY P. HORVATH
BOARD OF SUPERVISORS
THIRD DISTRICT

February 10, 2026

Pacific Palisades Community Council

Re: The Redevelopment of the Gladstones Site at Will Rogers State Beach

Dear President Kohl and members of the Pacific Palisades Community Council,

Thank you for welcoming me to your Pacific Palisades Community Council meeting in October. I appreciated the opportunity to speak with you and hear your comments and concerns about the redevelopment of the Gladstones site at Will Rogers State Beach (Gladstones Redevelopment Project). I understand there were several concerns about the project expressed by community members at the Special PPCC meeting on October 30th and I want to ensure that you have complete information about the project going forward. For this reason, I have asked County Counsel to prepare the attached fact sheet regarding California State Senate Bill 79.

While the Gladstones Redevelopment Project predates my tenure in office, I understand that there was an initial request from the Pacific Palisades community to improve traffic access and bus circulation. The project will reconfigure the existing 212-space beach parking lot to include a bus turnaround and stop to support safe drop-offs and pick-ups for existing bus services carrying beachgoers, employees, and visitors, which is an element that was required since the County issued its request for proposals to replace Gladstones back in 2017. To be clear, this is not a bus transit station, nor has it been identified as such in any County documents for this project. It is a turnaround designed to reduce congestion and better integrate public transportation into the site and community. Additionally, the project includes a Transportation Demand Management Plan, which requires the developer to cover the cost of monthly transit passes for employees who regularly commute by bus or rail and to help reduce car dependence to the site.

I want to be clear that it is my understanding that the proposed bus turnaround and stop would not trigger SB 79 because it would not constitute a transit-oriented development stop. County Counsel's interpretation of the bill (see attached) also finds that the site does not meet the definition of a major transit stop under Section 21064.3 of the Public Resources Code, nor does it provide bus service meeting the standards outlined in paragraph (1) of subdivision (a) of Section 21060.2. Furthermore, Governor Gavin Newsom's [signed letter](#) for SB 79 confirms that "There are no qualifying transit stops within the burn scars of the Palisades or Eaton fires, and the measure includes additional safeguards for the fire-prone areas." The signing letter also notes that the bill allows local governments to shift density away from high fire hazard severity zones if qualifying transit stops are added in the future. Because SB 79 requires the Southern California Association of Governments (SCAG) to produce the official map identifying where the bill applies, I have reached out to their leadership to request a meeting to get greater clarity on their process and share the community's concerns (see attached letter).

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Once construction permits are received, according to the Gladstones Project Team, the community should expect construction for the development to take almost two years with all staging occurring onsite. Construction of the proposed restaurant will require the use of a large crane on the sand on the seaward side of the site for about a year. The crane will not be used on weekends or holidays and will be removed from the beach and stored in a temporary staging area within a portion of the subject parking lot each night at the end of the workday. If you have any further questions, please do not hesitate to contact my Deputy, Zachary Gaidzik at (213) 379-4895.

Sincerely,

A handwritten signature in black ink, appearing to read 'Lindsey P. Horvath', written in a cursive style.

Lindsey P. Horvath
Supervisor, Third District
Los Angeles County Board of Supervisors

Enclosures: Letter to SCAG, Factsheet from County Counsel

PROPERTY DIVISION

SUMMARY

- Senate Bill (SB) 79, introduced by Senator Scott Wiener in the California Legislature and signed by Governor Gavin Newsom on October 10, 2025, becomes effective for most cities (incorporated areas), including the City of Los Angeles (City), on July 1, 2026.
- SB 79 does not apply to unincorporated County of Los Angeles (County) areas until the seventh regional housing needs allocation cycle (estimated to occur between 2029 and 2037). (Gov. Code, § 65912.157(n).)
- SB 79 enables increased housing density near certain public transit stops by establishing new by-right development standards, including height, density, and floor area ratio (FAR), for residential and commercially-zoned parcels located one-quarter mile or one-half mile from qualifying transit-oriented development (TOD) stops.
- SB 79 provides transit agencies with new land use authority and overrides conflicting local zoning limitations in applicable areas.
- SB 79's applicability depends on official TOD maps prepared by the Southern California Association of Governments (SCAG). SCAG has not prepared the maps yet.
- Local governments may implement SB 79 through:
 - Allowing direct, unmodified application of SB 79;
 - Local implementation ordinances; or
 - TOD alternative plans.
- For the redevelopment of the Gladstones Restaurant site at Will Rogers State Beach (Gladstones Project), preliminary review indicates that the Gladstones Project's bus turnaround and stop are unlikely to qualify as a TOD stop, and therefore SB 79 is not expected to apply.

OVERVIEW

- SB 79 aims to allow for more housing development near specified major transit stops, thereby increasing housing affordability and reducing transportation costs for families. In addition, SB 79's goals are to promote environmental sustainability, economic growth, and reduced traffic congestion.

- SB 79 creates Government Code Chapter 4.1.5 (starting at § 65912.155).
- SB 79 establishes new development standards, including minimum heights, densities (units per acre), and FAR for projects located within specified distances (one-quarter mile or one-half mile) of designated TOD stops on land zoned for residential, mixed, or commercial use to increase housing production near high-quality transit. SB 79 overrides local density limits to allow high-density housing development within the specified distances of qualifying transit stops.
- SB 79 also impacts the Housing Accountability Act by presuming violations by local government if they deny compliant projects in high-resource areas (i.e., with penalties starting January 1, 2027). SB 79 provides streamlined approval processes but includes requirements for affordability, demolition, anti-displacement, and labor standards. The California Department of Housing and Community Development (HCD) will be responsible for enforcing SB 79's provisions.
- SB 79 generally allows the following levels of development around the following two types of transit stations. However, there are many exceptions for small cities, unincorporated areas, and more.
 - For Tier 1 stops, which include heavy rail lines and very high frequency commuter rail (like the Bay Area Rapid Transit, Caltrain, County Metro's B and D Lines, and some Metrolink stations), SB 79 provides that a local government shall not impose any height limit less than 75 feet for a development project within one-quarter mile, and 65 feet for a development project within one-half mile of a transit stop.
 - For Tier 2 stops, which include light rail transit (like Sac RT, SF Muni, and County Metro's A, C, E, and K lines), high frequency commuter rail (like some Metrolink stations), and bus rapid transit (BRT) meeting the standards of paragraph (1) of subdivision (a) of section 21060.2 of the Public Resources Code, SB 79 provides that a local government shall not impose any height limit less than 65 feet for a development project within one-quarter mile, and 55 feet for a development project within one-half mile of a transit stop.
- SB 79 directs regional planning agencies, such as SCAG, to create official maps identifying TOD stops and applicable "tiers," which determine the level of development allowed.
- While SB 79 applies broadly across the State, it contains exceptions and implementation pathways, including local implementation ordinances and TOD alternative plans, which may affect applicability in certain sensitive areas, including very high fire hazard severity zones (VHFHSZ). SB 79's impact on different areas will depend on SCAG's mapping, service definitions, and local agency actions.

RELEVANT DEFINITIONS

- A TOD stop is defined in SB 79 as a major transit stop, pursuant to section 21064.3 of the Public Resources Code, and also includes stops on a route for which a preferred alternative has been selected or that are identified in a regional transportation improvement program, that are served by heavy rail transit, very high frequency commuter rail, high frequency commuter rail, light rail transit, or bus service within an urban transit county meeting the standards of section 21060.2(a)(1) of the Public Resources Code.
- Major transit stop is defined in Public Resources Code section 21064.3 as a site containing any of the following: (a) an existing rail or BRT station; (b) a ferry terminal served by either a bus or rail transit service; or (c) the intersection of two or more major bus routes with a frequency of service interval of 20 minutes or less during the morning and afternoon peak commute periods.
- Bus service meeting the standards of section 21060.2(a)(1) of the Public Resources Code is defined as a public mass transit service provided by a public agency or by a public-private partnership that includes full-time dedicated bus lanes or operation in a separate right-of-way dedicated for public transportation with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.
- "Tier 1 transit-oriented development stop" means a TOD stop within an urban transit county served by heavy rail transit or very high frequency commuter rail.
- "Tier 2 transit-oriented development stop" means a TOD stop within an urban transit county, excluding a Tier 1 TOD stop, served by light rail transit, by high-frequency commuter rail, or by bus service meeting the standards of section 21060.2(a)(1) of the Public Resources Code.

SCAG MAPPING REQUIREMENT

- SB 79 mandates that each metropolitan planning organization (in the Los Angeles area this is SCAG) prepare an official TOD map identifying TOD stops and zones within its region by tier and in accordance with HCD's guidance.
- This map shall have a rebuttable presumption of validity for use by project applicants and local governments, meaning development reviews will rely on SCAG's designations, unless successfully challenged.
- The City Planning Department has prepared an overview of SB 79, along with an interactive story map of citywide potential eligibility that has been added to its website. Link: [Senate Bill \(SB\) 79 | Los Angeles City Planning](#). This map is not the official eligibility map, as SB 79 requires that SCAG create a map of the City's TOD stops and zones by tier; it is for informational purposes only.



GLADSTONES PROJECT

- The Gladstones Project involves the redevelopment of the current Gladstones Restaurant located at Will Rogers State Beach at Pacific Coast Highway and Sunset Boulevard. It includes a redesigned restaurant, public spaces, and a reconfigured parking lot with a bus turnaround and stop.
 - The Santa Monica Big Blue bus is expected to utilize the proposed bus stop and turnaround for its Route 9 bus, which currently operates two buses per hour during peak times. County Metro is expected to utilize the proposed bus stop and turnaround for its Line 602 bus. The current schedule for Metro Line 602 is one bus every 45 minutes during peak times.
- Although the County manages the Gladstones Project site, it is located within the City; therefore, the City's SB 79 implementation governs.
- Construction is anticipated to begin mid-2026 with opening in early 2028.

APPLICABILITY OF SB 79 TO THE GLADSTONES PROJECT SITE

- The proposed bus turnaround and stop at the Gladstones Project would likely not trigger SB 79, because it would not be considered a TOD stop. Specifically, it is not a major transit stop, as defined by section 21064.3 of the Public Resources Code, nor would it provide bus service meeting the standards of section 21060.2(a)(1) of the Public Resources Code.
 - Preliminary review indicates the bus turnaround and stop is not a BRT station, does not operate in a dedicated bus lane or right-of-way, and is not a location with qualifying peak-hour frequencies.
- Existing service (e.g., Big Blue bus Route 9, Metro Line 602) does not meet Public Resources Code definitions for major transit stops or qualifying bus service. Thus, the stop is unlikely to be designated a TOD stop under SB 79.
- Preliminary review also suggests that existing low-frequency bus stops along Sunset Boulevard and Pacific Coast Highway do not qualify as TOD stops.
- SB 79 would only apply if SCAG's official map designates a qualifying TOD stop within one-half mile of the Gladstones Project site, which appears unlikely under current definitions.

IMPLEMENTATION

- Local governments, including the City and County, may select from the following:
 - Allow SB 79 to apply directly without modification;
 - Adopt an SB 79 local implementation ordinance; or



- Prepare a TOD alternative plan.
- Therefore, if for some reason SB 79 were triggered in the future, there are two ways the City can either exempt the Gladstones Project site or delay applicability:
 - The City could adopt a local implementation ordinance delaying applicability of SB 79 in Very High Fire Hazard Severity Zone (VHFHSZ). All of Pacific Palisades, including the Gladstones Project site is within a VHFHSZ. If the City adopts an SB 79 local implementation ordinance (pursuant to SB 79, Government Code section 65912.160), then SB 79 does not apply to sites within a VHFHSZ until one year after the adoption of the seventh revision of the City's Housing Element (anticipated to be adopted in 2030).
 - The City could adopt a TOD alternative plan under SB 79, Government Code section 65912.161, allowing redistribution of density away from the coastal corridor. The TOD alternative plan must allow for at least as much overall development as allowed by SB 79, but that capacity can be shifted across all eligible TOD zones within the entire jurisdiction. The City's TOD alternative plan can also reduce density in certain situations, such as for VHFHSZ. This TOD alternative plan must be approved by the HCD.



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LINDSEY P. HORVATH
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February 10, 2026

Kome Ajise, Executive Director
Southern California Association of Governments
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017

Re: Senate Bill (SB) 79 and the Redevelopment of the Gladstones Site at Will Rogers State Beach

Dear Mr. Ajise,

I am writing today first to understand how SCAG will go about fulfilling its requirements under Senate Bill (SB) 79, which will become effective in July 2026. The bill enables increased housing density near certain public transit stops by establishing new by-right development standards for residential and commercially zoned parcels located $\frac{1}{4}$ mile or $\frac{1}{2}$ mile from qualifying TOD stops. I, myself, as well as many of my constituents have been following SB 79 closely and would like to know if draft maps will be available before the final maps are created. Many community members would appreciate the opportunity to review the maps before they go into effect. Though I understand that this would be a significant amount of work, it would go a long way toward addressing many residents' concerns with the bill, especially for our fire-impacted communities.

Secondly, I am seeking clarity on how SB 79 will affect a specific project in my district, which has been the subject of much interest by the surrounding Pacific Palisades community. The County and a private developer are partnering to redevelop the Gladstones site at Will Rogers State Beach (Gladstones Redevelopment Project). At the request of the community, particularly expressed during meetings held by the Pacific Palisades Community Council (PPCC) back in 2018 and 2021, and with support from the Santa Monica Big Blue Bus and the Los Angeles Metro, the Gladstones Redevelopment Project will incorporate a bus turnaround and stop within the parking lot on the site. It is my understanding that the proposed bus turnaround and stop would not trigger SB 79, because it would not be considered a transit-oriented development (TOD) stop.

Specifically, it is not a major transit stop, as defined by Section 21064.3 of the Public Resources Code, nor would it provide bus service meeting the standards of paragraph (1) of subdivision (a) of Section 21060.2 of the Public Resources Code. The Santa Monica Big Blue Bus is expected to utilize the proposed bus stop and turnaround for their Route 9 Bus, which currently operates two buses per hour during peak times. The Los Angeles County Metro is expected to utilize the proposed bus stop and turnaround for their Line 602 bus. The current schedule for Metro Line 602 is one bus about every 45 minutes during peak times. This level of service does not qualify the bus stop as a TOD stop, and, therefore, it appears unlikely to trigger Tier 1 or Tier 2 development under SB 79. Additionally, the bus turnaround will not be limited to only bus traffic; personal vehicles will be allowed to use the turnaround as well. Lastly, a full-time dedicated bus-only lane refers to right of way infrastructure; a bus stop and

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turnaround in a parking lot that is not part of the public right of way, such as the one proposed as a part of this project, should not qualify. Therefore, based on the information above, it is my understanding that the proposed bus turnaround and stop should not trigger SB 79 and SCAG would not include it in their SB 79 map.

In January 2025, the Pacific Palisades and surrounding neighborhoods suffered unprecedented loss and damage to their communities and homes. As you can imagine, my constituents are concerned about density impacting emergency vehicle access, particularly in a Very High Fire Severity Zone. Governor Gavin Newsom's [signing letter](#) for SB 79 confirms that "there are no qualifying transit stops within the burn scars of the Palisades or Eaton fires, and the measure includes additional safeguards for the fire-prone areas." The signing letter also notes that the bill allows local governments to shift density away from high fire hazard severity zones if qualifying transit stops are added in the future. Ultimately, SCAG will be the official arbiter of SB 79's applicability to the project.

I greatly appreciate SCAG's efforts in responding to these two matters related to SB 79. I would welcome my staff meeting with your team to discuss this in further detail, and I would welcome a response in writing as well. For further follow up, please do not hesitate to contact my Regional Planning Deputy, Dylan Sittig at dsittig@bos.lacounty.gov, or contact my office at ThirdDistrict@bos.lacounty.gov or (213) 974-3333.

Sincerely,

A handwritten signature in black ink, appearing to read 'Lindsey P. Horvath', written in a cursive style.

Lindsey P. Horvath
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