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- **“Initial Submissions”**: Compliant submissions received no later than by end of day Monday of the week prior to the meeting, which are not integrated by reference or exhibit in the Staff Report, will be appended at the end of the Staff Report. The Staff Report is linked to the case number on the specific meeting agenda.
- **“Secondary Submissions”**: Submissions received after the Initial Submission deadline up to 48-hours prior to the Commission meeting are contained in this file and bookmarked by the case number.
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If you have any questions, please contact the Commission Office at (213) 978-1300.

SECONDARY SUBMISSIONS



May 10th, 2026

To: Los Angeles City Planning Commission,
CC:

Monique Lawshe, President
Caroline Choe, Vice President
Priscilla Chavez, Member
Martina Diaz, Member
Sarah Johnson, Member
Phyllis Klein, Member
Brian Rosenstein, Member
Jacob Saitman, Member
Elizabeth Zamora, Member

RE: Support for Phased Implementation Ordinance and amended Low-Rise Ordinance incorporating Exhibit 2B to encourage deeply affordable housing. (CPC-2026-1798-MS, CPC-2026-1797-CA)(CF 25-1083)

Last year, California state legislators passed, and Governor Newsom signed, Senate Bill 79 (SB79) into law. SB79 relaxes land use restrictions near rail and bus rapid transit stations to allow multifamily housing. With thoughtful implementation, SB79 can help the city address our housing crisis by spurring production of multifamily housing in high-resource areas near transit, including in areas that currently allow only single family development. Now, it's important that the city finalize ordinances to implement SB79 in a thoughtful and deliberate way that Affirmatively Furthers Fair Housing and prevents displacement in low-income communities, before July 1 2026.

ACT-LA is writing in support of the Phased Implementation Ordinance to equitably delay effectuation of SB 79 citywide. This approach 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. However, we believe the low-rise ordinance should be further modified as outlined below, including by incorporating the amendments recommended in Exhibit 2B of the Department of City Planning's Recommendation Report to match the scale and depth of affordable housing need in the City of Los Angeles..

The draft Low-Rise Ordinance currently includes only "moderate-income" and "low-income" options for affordable units, at rents that most tenants cannot afford. Incorporating the amendments recommended in Exhibit 2B of the Department's Recommendation Report is critical to ensure that developers have incentive to provide rents more affordable than those laid out in the main ordinance.

In addition to incorporating incentives for deeply affordable housing in Exhibit 2B, the base incentives in the Low-Rise Ordinance should be amended to require more deeply affordable housing, at the ELI or VLI that can meet the needs of struggling renters and the overwhelming majority of transit riders in Los Angeles. Therefore, the City Planning Commission should amend the draft Low Rise ordinance to focus incentives on VLI or ELI units, not Moderate Income units. Low Rise projects should include at least 1 VLI unit, or 12% of the total units (consistent with the lowest requirement in Mixed Income Incentive Program (MIIP)). To accommodate the smaller project sizes, the ordinance should instruct rounding to the nearest value rather than rounding up. Other amendments to the ordinance are likely needed, including changes like increases to the height, FAR, and density. These changes should happen where needed to facilitate the inclusion of this deeper affordability.

Lastly, we support expanding the eligibility of the Affordable Housing Incentive Program (AHIP) into Opportunity Station Areas. This will increase opportunities for affordable development, and ensure that affordable projects can be feasibly built along with mixed-income projects. The current AHIP incentives available on sites with a maximum residential density of more than five units should be available on all sites allowing residential uses in Opportunity Station Areas.

In addition, amendments to the ordinance can be made that would facilitate larger and affordable apartments more appropriate for growing or multigenerational families. The current draft ordinance would decrease the percentage of 3-bedroom units a developer needs to provide to receive the multifamily bonus from 40 percent to 20 percent. This incentive should be further amended to require that at least one of the affordable units in a project using this incentive is a 3-bedroom unit. Doing so will help ease the impacts from displacement and provide some affordable housing for families in new developments.

By undertaking intentional deepening of affordability, and adopting the phased implementation ordinance the City can advance its obligations under AFFH through development of mixed-income multifamily housing in high resource neighborhoods near transit. We urge the City Planning Commission to move forward with supporting the proposed ordinances, incorporating the amendments above and Exhibit 2B of the Department's Recommendation Report, and ultimately create a path for the affordability we desperately need in Los Angeles.

Thank you for your consideration.

Sincerely,

The ACT-LA Coalition



Implementation SB79

Kari Bower <karisue1111@yahoo.com>

Sat, May 9, 2026 at 1:33 PM

To: cpc@lacity.org

Cc: councilmember.yaroslavsky@lacity.org

I've just received a "sample letter" from my Beverly Grove association. As always, the letter addresses concern with SB79 unaddressed infrastructure (safety) and lack of community input or environmental concern(quality of life). Why they think safety and quality of life matter to council members after years of begging and losing, is baffling. Follow the money! ON TRANSIT development vs. NEAR TRANSIT neighborhood destruction. Miles of empty, single level, suburb style, commercial lot, billionaire owned, tax write offs, sit for years without consequence. Your plan MUST begin with vacancy tax incentive and a commitment to ON TRANSIT FIRST! Be a real city-towers on transit-smaller brownstone walkups near transit-like all decent cities. Save our unique neighborhoods 1/2 mile N/S until AFTER Wilshire looks like the transit city we need.

Kari Bower
6627 west 5th street 90048



Please add to: CPC-2026-1797-CA and CPC-2026-1797-CA and CPC-2026-1798-MS

MargaretConnorMail <MargaretConnorMail@proton.me>

Wed, May 6, 2026 at 10:05 AM

To: "cpc@lacity.org" <cpc@lacity.org>

Strong Opposition to the Failed LowRise "Missing Middle" Experiment – Reject CPC-2026-1797-CA and Demand Full SB 79 Density in Expo/Bundy Highest Opportunity Area – CPC-2026-1797-CA & CPC-2026-1798-MS

Dear City Planning Commissioners,

I am a property owner within the ½-mile of the Expo/Bundy Metro E Line light rail station in a Highest TCAC Opportunity Area.

I strongly support the goals of SB 79 to accelerate abundant housing near high-quality transit. However, I vehemently oppose the draft Low-Rise Ordinance and the Planning Department's misguided plan to expand "missing middle" incentives into single-family R1 neighborhoods around transit stations.

This approach is fundamentally flawed and will fail for the following reasons:

1. It will not pencil on the Westside. High land acquisition costs in this market make modest 2–4 story "missing middle" projects economically unfeasible. Developers cannot justify the expense of assembling and redeveloping single-family lots for such limited density and returns.
2. It will not produce meaningful housing volume.** The scale permitted under the Low-Rise program is far below what SB 79 requires and what the housing crisis demands. It will deliver only token units instead of the substantial new housing production the state law was designed to unlock.
3. Even if smaller buildings are built, they will ruin future assemblage opportunities. Allowing piecemeal 2–4 story projects now will fragment ownership and make large-scale site assembly much more difficult and expensive later, when the City is inevitably forced to implement full SB 79 entitlements.
4. LA Planning Department has already admitted this is just a temporary experiment. City reports and statements make clear that after this Low-Rise "bridge" program is implemented, the City will still have to adopt full SB 79 entitlements anyway. This is nothing more than a delaying tactic, pacifying NIMBYS politically.

Santa Monica planners have already recognized that the Expo/Bundy corridor is severely under-built. Their own analysis shows the area provides far less than the housing capacity required under SB 79 and should be prioritized for intensification, not watered-down missing-middle incentives.

The previous program (now being renamed and expanded) produced literally zero housing. The Corridor Transition Incentive Area / MIIP produced no projects and no housing units since its adoption. Expanding this proven failure as a smoke screen is irresponsible and will only delay real progress.

The entire ½-mile radius around Expo/Bundy is perfectly positioned for bold, large-scale transit-oriented development — especially with the upcoming AIRPORT PARK at the former Santa Monica Airport — and should not be subjected to scattered low-rise experiments.

The draft Phased Implementation Ordinance must not lock the City into this conservative, ineffective framework. The ½-mile radius+ around Expo/Bundy demands maximum growth and building size full SB 79

entitlements or stronger (mid-rise to 8+ stories with significantly higher density and FAR) — immediately.

I urge the Commission to:

1. Reject the Low-Rise Ordinance in its current form and eliminate the inappropriate expansion of missing-middle housing into single-family R1 zones near high-opportunity transit stations such as Expo/Bundy.
2. Immediately advance the two Yaroslavsky motions from March 24, 2026, with a true accelerated framework that delivers full SB 79-level density in Highest Opportunity Areas like Expo/Bundy well before 2030.
3. Direct staff to prioritize stronger incentives, higher height limits, greater FAR, and streamlined approvals specifically in these prime transit-rich zones.

The Expo/Bundy station area is one of the strongest locations in Los Angeles for meaningful housing production. Continuing with a failed low-rise experiment as a smoke screen will squander this opportunity, fragment parcels, and undermine SB 79's intent. Leaving not enough housing around transit to satisfy sb79.

I respectfully request that the Commission send a clear message to the City Council: stop the missing-middle delay tactic and deliver maximum density where it is most needed and most feasible. No more games, we need a clear directive not uncertain nonsense populated by political pressures from NIMBYS via Bass and Park.

Thank you for your attention.

Sincerely,
Margaret Connor
Los Angeles



City Planning Commission re SB 79

Natalie <natalieewarren@gmail.com>

Sun, May 10, 2026 at 9:19 PM

To: cpc@lacity.org

Cc: councilmember.yaroslavsky@lacity.org, jenny.torres@lacity.org

Hello,

At the end of last year, we moved to the Beverly Grove area because of its idyllic sense of community. My neighbors and I are deeply concerned about the implementation of SB 79. While developers stand to profit, it would come at the expense of residents and the public, who would be left to contend with inadequate infrastructure and serious safety concerns.

As a Los Angeles resident, taxpayer, and voter, I urge you to address serious community concerns about the implementation of SB 79.

Infrastructure and safety issues

Many neighborhoods affected by SB 79 have aging, worn-out pavement, street lighting, sewers, and power lines. With the prospect of big population increases under SB 79 and the elimination of parking requirements, neighborhoods like ours could become less safe and less livable. The city must put in place adequate infrastructure ahead of new development.

Setbacks essential to environment and neighborhood City Planning proposes to sharply reduce setback requirements, even though existing setbacks can accommodate the density allowed under SB 79. Squeezing setbacks undermines the City's environmental goals and programs. It eliminates trees that clean and cool the air, paves over soil that reduces runoff, and erodes neighborhood character. We strongly oppose reducing setbacks in neighborhoods impacted by SB 79.

Notification of residents impacted by SB 79 Residents deserve to understand and address potential impacts of this legislation on our homes and lives. Regardless of cost, the city must notify by mail all residents affected by SB 79.

Respectfully,

Natalie and Mark Warren
[6300 Drexel Ave. / Beverly Grove / 90048](#)



Planning CPC <cpc@lacity.org>

oppose

Patty Ray <pattyrayre@gmail.com>
To: cpc@lacity.org

Sat, May 9, 2026 at 12:55 PM

Patricia Ray
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CELL PHONE: (310) 880-1055
EMAIL: ron@rlaw.pro

TO: Members, Los Angeles City Planning Commission

Re: Case Number CPC Case No CPC-2026-1978-MSC

Re: Case Number CPC-2026-1797-CA

Hearing Date: May 14, 2026

The following points are submitted with respect to the unforeseen impacts of SB 79 on senior residents who own single-family homes within the SB 79 zone, together with a proposed planning approach intended to balance the housing objectives of SB 79 with the preservation of neighborhood stability, predictability, and aging-in-place conditions for existing senior homeowners.

ACTIONS REQUESTED

→ **Adopt Transition Zoning Within the SB 79 Zone:** It is respectfully requested that the Planning Commission and the Los Angeles City Council adopt a "Transition Zoning" approach to the implementation of California Senate Bill 79 (2025–2026)—one that

- (1) concentrates increased height and density for multifamily buildings 6 stories or more along commercial corridors and major arterial streets within the SB 79 zone,
- 2) incorporates a step-down in height and scale on streets immediately adjacent to the corridor to less than 6 stories that are within the SB 79 zone, and
- (3) finally steps the zoning down to a two-story height limit within the balance of the R-1 neighborhoods in the SB 79 zone.

This approach advances housing goals under SB 79 and protects the stability, predictability, and livability of neighborhoods where many seniors reside. Examples of this Transition Zoning are the high-rise housing developments along Wilshire Blvd. in West Los Angeles adjacent to single family residences as illustrated in **Pictures "B-1 and B-2"**. Similarly there is a new 6 story multifamily housing development along Santa Monica Blvd within the SB 79 zone of the Century City Metro station depicted in attached **Picture "C"** that backs up to a street of 4 story multifamily structures and then steps down to 2 story R-1 residences along Missouri Avenue.

→ **Phased Implementation of SB 79 to Reduce Disruption to Existing Senior Neighborhoods During Transition.** It is respectfully requested that the Planning Commission and City Council implement SB 79 through a phased rollout over an initial period of five years. Initial implementation should prioritize higher-density multifamily development along commercial corridors and major arterial streets, where such intensity

is most appropriate and least disruptive to established residential neighborhoods. This approach would allow corridor-based projects to come online first, provide measurable data regarding actual housing demand, affordability outcomes, infrastructure impacts, and market feasibility, and permit informed evaluation before broader rezoning is imposed within existing neighborhoods. A phased implementation framework would materially reduce unnecessary and unintended impacts on senior homeowners, including prolonged market uncertainty, destabilization of neighborhood expectations, diminished buyer confidence, and pressure on aging-in-place conditions. By sequencing growth in a deliberate and evidence-based manner, the City can advance the housing objectives of SB 79 while preserving neighborhood stability and avoiding irreversible impacts before the actual effects of the legislation are fully understood.

DISCUSSION OF IMPACTS

A. Immediate Impairment of Housing Choices For Senior Homeowners.

The primary housing-related concerns for seniors in areas of Los Angeles affected by Senate Bill 79 fall into two categories:

(1) Impairment of Ability of Seniors to Sell and Transition Into Alternate Living Arrangements.

The ability to sell a home on a timely and predictable basis in order to: (a) fund living expenses, (b) transition to assisted living or supportive care, (c) downsize to more affordable housing—often closer to family—or (d) relocate for employment or caregiving needs.

For many seniors, even a modest delay in the ability to sell is not workable. Housing decisions at this stage of life are often driven by time-sensitive circumstances, including health, mobility, and caregiving needs. In this context, liquidity and timing—not long-term appreciation—are paramount.

In effect, SB 79 shifts immediate and material market risk onto senior homeowners at the very moment when predictability, liquidity, and access to housing equity are most critical—undermining both their ability to transition and to age in place under stable, predictable, and non-disruptive conditions.

(2) Inability of Seniors to Age in Place.

The ability to remain in a home with a relatively low and predictable property tax base, allowing seniors to maintain stability, autonomy, and continuity without being forced into a sale or an unfavorable reverse mortgage due to adverse market conditions to raise money for living expenses and caregivers.

B. The Immediate Impacts of SB 79 on Senior Homeowners.

The near-term effects of SB 79 are already being felt in established single-family neighborhoods, where required zoning disclosures are introducing uncertainty, delaying transactions, and deterring qualified buyers. Senior sellers report that prospective purchasers are withdrawing from bidding upon learning of potential multifamily redevelopment in the surrounding area. For seniors, these delays are not merely

economic—they can be immediate and, in some cases, life-altering. These impacts are likely to intensify once the first multifamily structure is constructed and becomes visible within an R-1 neighborhood as shown in **Picture A** attached hereto, further reinforcing buyer hesitation and impairing marketability.

TARGETED PLANNING SOLUTIONS TO MITIGATE IMPACTS ON SENIORS WHILE ADVANCING SB 79 OBJECTIVES

Importantly, this transition zoning approach is a win-win approach that achieves the goals of SB79 by promoting multifamily housing near transit, jobs, health care, and good schools, allows more affordable housing opportunities, reduces the exclusionary effects and access to good neighborhoods for all residents of the City, and creates social integration where neighbors meet, greet, and walk dogs, preserving the low scale neighborhood character of surrounding residential streets with a quiet, stable street scape with landscaped front yards for all to enjoy, while also preserving the integrity and scale of a portion of the adjacent single family R-1 zone with its landscape frontages for all to enjoy. This offers a practical, balanced solution to mitigate the immediate impacts on senior homeowners while continuing to advance the core housing and transit-oriented development goals of SB 79.

CONCLUSION

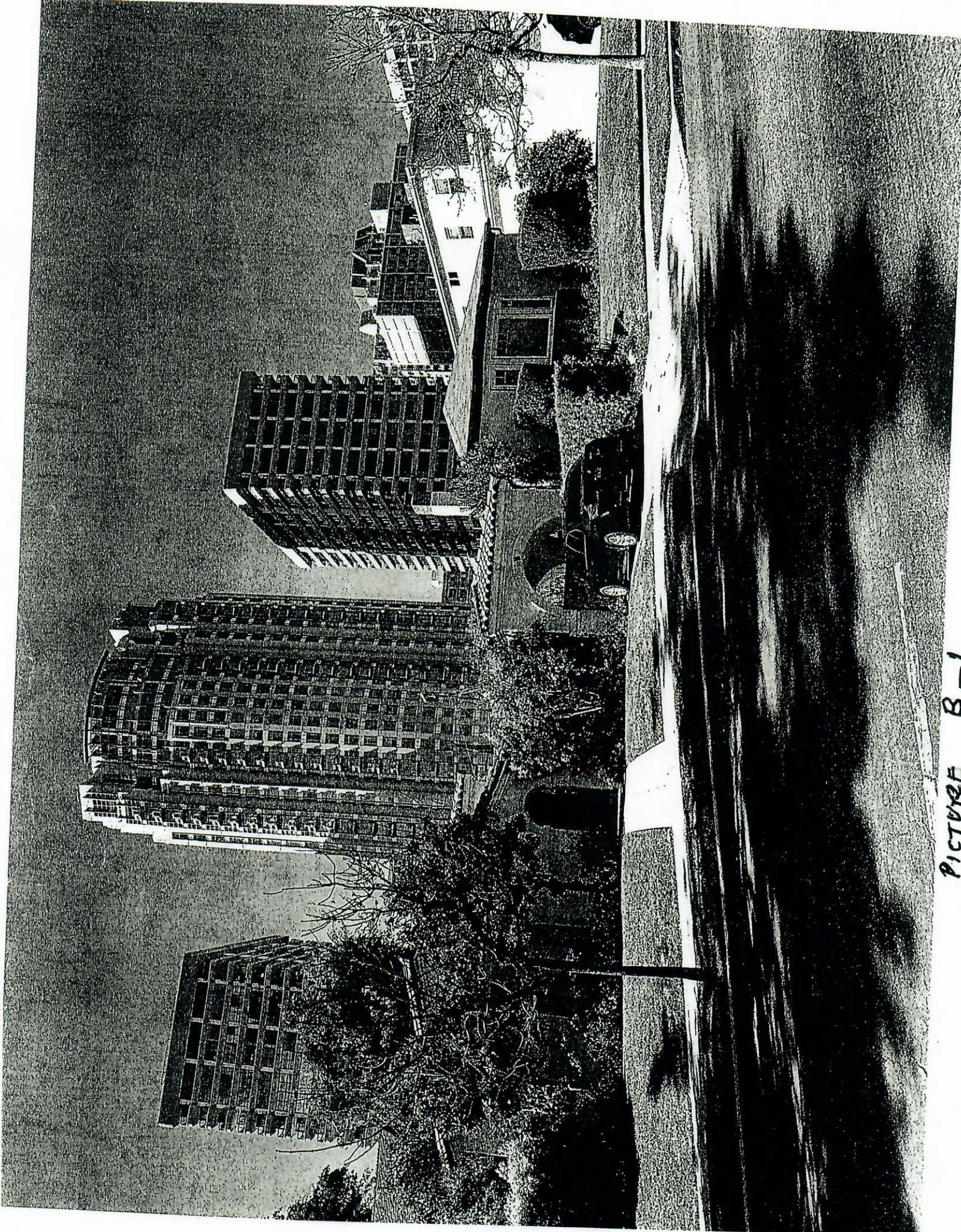
To advance the multifamily housing and related objectives of SB 79, the City can direct increased height and density to designated streets within the SB 79 zone, including commercial corridors, major arterial streets, and appropriate transition areas. With the benefit of density bonuses, reduced parking requirements, and the strategic placement of higher-intensity development along these corridors and perimeter locations, developers will continue to have strong incentives to construct multifamily housing, while preserving the integrity of existing R-1 neighborhoods and protecting the ability of seniors to sell their homes or age in place.

To be clear, this is not a “stop housing” or “not in my backyard” position. It is, instead, a “Yes in My Front Yard” approach that supports visible, transit-oriented housing in appropriate corridor and transition locations within the SB 79 zone, while preserving the stability of existing low-density residential neighborhoods. This approach preserves opportunities for seniors to age in place and for families to continue to access single-family housing and job opportunities near the Century City/Constellation Metro Station.

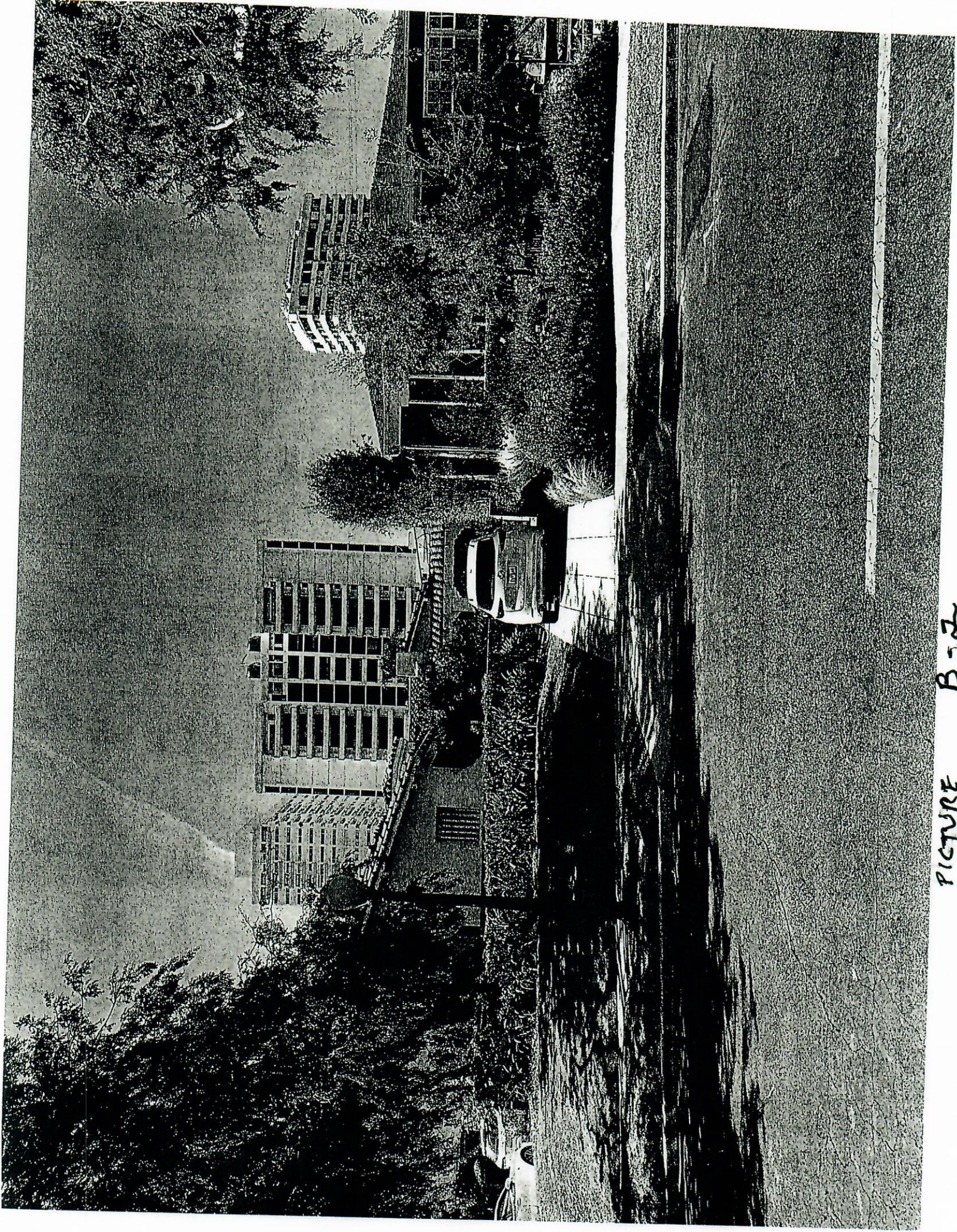
This approach is a balanced and practical planning approach that:

- (1) phases implementation;
- (2) directs density to appropriate streets; and
- (3) protects the stability of existing neighborhoods—particularly for older residents seeking to age in place or actively sell their home.

* * *



PICTURE B-1



PICTURE B-2



PICTURE C



Comments on SB 79 Implementation and Low-Rise Building Ordinances

Thomas Glick <thomasleeglick@yahoo.com>

Sat, May 9, 2026 at 11:37 AM

To: cpc@lacity.org

Cc: Matt Epstein <somatt@aol.com>, Maria Pavlou Kalban <mpkalban@gmail.com>, Larry Slade <larry@sladelaw.com>, Bob Anderson <bobhillsideordinance@gmail.com>, Jay Weitzler <jcw@weitzlerlaw.com>, John Isen <jisen@sbcglobal.net>, Tammy Scher <couponhead@roadrunner.com>, Kelly Lynch <klynch@kplselect.com>, Joan Pelico <joanpelico4you@gmail.com>, Kevin Keller <kevin.keller@lacity.org>, Blair Smith <blair.smith@lacity.org>, Jeff Kalban <jeff.kalban.sonc@gmail.com>, Cindy Chvatal <snorekel@gmail.com>, Jenna Monterrosa <jenna.monterrosa@lacity.org>, Vince Bertoni <vince.bertoni@lacity.org>

Thomas Lee Glick

Board member, Sherman Oaks Homeowners Association (SOHA)

thomasleeglick@yahoo.com

May 9, 2026

Monique Lawshe, President

Los Angeles City Planning Commission

[200 North Spring Street, Room 272](#)

[Los Angeles, CA 90012](#)

Sent via Email to: cpc@lacity.org

RE: Comments on SB 79 Implementation and Low-Rise Building Ordinances

Dear President Lawshe and Commissioners,

I am writing to you as a Boardmember of the Sherman Oaks Homeowners Association (SOHA) to provide an analysis of the Planning Department's reports regarding the SB 79 implementation and the proposed low-rise building ordinance. While I comment City Planning Department's efforts in this endeavor and also recognize the Herculean effort necessary to reconcile state mandates with local planning authority, several critical aspects of these ordinances demand more profound scrutiny to protect the safety of our residential communities.

1. Fire Safety and Improper Application of Setback Standards

A primary concern is the proposed 4-foot rear setback. The Planning Department appears to be inappropriately using the 4-foot Accessory Dwelling Unit (ADU) setback standard—which was designed for single, secondary units—and applying it to multi-family developments. Under the LAMC, R3 and R4 multi-family zones require a 15-foot setback specifically to ensure fire safety and emergency access.

It is frankly amazing how quickly the City has forgotten the devastating fires of January 2025 that destroyed several parts of our region and laid bare the vulnerabilities of our infrastructure. SB 79 facilitates high-density housing that carries significantly greater fire risk; applying a 4-foot gap to these larger-scale developments presents an undeniable operational challenge for firefighters and increases the risk of rapid blaze spread. A more pragmatic approach would be to shift any allowed setback reductions to the front of properties, preserving the 15-foot rear access required for emergency personnel.

2. Infrastructure Financing

Many neighborhoods targeted by SB 79 possess aging fire hydrants and facilities inadequate for multi-family demands. Since SB 79 does not currently empower the city to levy developer fees for these essential upgrades, the burden falls on municipal resources. We cannot support a plan that leaves our communities vulnerable to infrastructure failure during a fire emergency.

3. Public Notification

The current reactive notification approach is insufficient for policy changes of this magnitude. Residents should not only become aware of these pivotal changes when a development threatens their immediate surroundings. A more comprehensive and proactive public outreach strategy is imperative to ensure residents have an opportunity to engage in the process.

In conclusion, while the Planning Department's work is a significant undertaking, the risks to public safety and the lack of infrastructure financing must be reevaluated. A responsible implementation of SB 79 must not compromise the well-being of the city's residents.

Respectfully,

Thomas Lee Glick

Boardmember, Sherman Oaks Homeowners Association (SOHA)



CPC-2026-1797-CA (SB 79 Implementation Ordinance, Low-Rise Ordinance)

Terry Tegnazian <terry@incalassociates.com>

Fri, May 8, 2026 at 2:51 PM

To: "cpc@lacity.org" <cpc@lacity.org>

Dear Sirs and Mesdames: I am writing with the following comments on the proposed SB 79 Implementation Ordinance (the Low-Rise Ordinance), set for hearing on May 14:

1. **Setbacks** – I **OPPOSE** reduction in required side and rear yard setbacks to only 4 feet.

- Available studies indicate that **maintaining 15-foot rear yard setbacks would not preclude achieving SB 79's** development objectives.
- Such reductions are **inconsistent with existing Los Angeles Municipal Code** (LAMC) standards, which require a 15-foot rear yard and 5-foot side yards in multifamily zones such as RD1.5, R3, and R4.
- **Serious negative impacts** will result from such reduction:
 - **Fire safety**: the proposed 4-foot separations limit defensible space between buildings, increasing risk of fire spread and impeding fire-fighting efforts.
 - **Urban tree canopy and environmental health**: approximately 90% of the city's tree canopy exists on private property. Meaningful tree planting and retention are not feasible within the 4-foot setback, which due to "exiting" criteria must be paved — leading to an urban heat island effect with higher temperatures.
 - **Open space and quality of life**: private open space is a critical element in overall climate control and quality of life for all residents, especially given the paucity of public open space.

2. **Notification** – **REQUIRE direct public notification** to affected property owners and residents. The city must notify by mail all residents and property owners of this major change in land use. The absence of transparency undermines public trust, which is already seriously weakened.

3. **Future Implementation** – **TIE implementation** to future changes: this SB 79 implementation ordinance must be expressly tied to, and automatically updated to reflect, any future revisions to, postponement of, or repeal of SB 79.

Thank you for your consideration.

Respectfully,

Terry Tegnazian

Westwood Hills



Westwood South of Santa Monica Blvd Homeowners' Association
P.O. Box 64213, Los Angeles, CA 90064
wssmhoa.org • info@wssmhoa.org



May 9, 2026

Los Angeles City Planning Commission

VIA EMAIL: cpc@lacity.org

RE: CPC-2026-1797-CA / Oppose specific Planning Dept. implementation recommendations

Dear Planning Commission President Lawshe and Members of the Commission:

Our organization represents 3,500 condominium and single-family homeowners in West Los Angeles. Both our board and stakeholders were very involved in the crafting of the EXPO Corridor Neighborhood Transit Plan, and more recently have been engaged with drafting revisions to the West Los Angeles Community Plan. Not long ago, we worked very hard to identify changes to implement the Housing Element for our area. In that plan, we met the City's and RHNA challenges to significantly increase density and height on our commercial corridors, light manufacturing areas and on our neighborhood-serving business street. We did that in order to preserve our single-family home areas which complement the existing multi-family areas. Under the Housing Element, height limits in our commercial areas were increased from 45 feet to a maximum of ten stories – a very meaningful increase. However, it appears that the authors of SB 79 fail to understand that communities have already done significant upzoning and planning work to place new housing near transit. They speak as though SB 79 represents a new idea which justifies its extreme and negative impacts on many communities that have already met the challenges of meeting RHNA goals.

Our community is categorized as a high resource or high opportunity area. The main problem with this designation is that it appears to treat our community as though it is an UNLIMITED resource area which we are not. Many of our resources and our infrastructure are already “maxed out.” Further, just as developers request certainty from the City, so, too do homeowners deserve to be able to have a degree of certainty to know how the property next door or behind them might be developed. Living with the uncertainty of not knowing whether a four-story project might be built mere feet from their home introduces a very unsettling element. However, that is a different discussion from the one which is before you now. While we supported the selection of Option 1 from those presented to the Council, we do not support certain recommendations included in the Planning Department's report to your body. Unless changed, we are writing to oppose specific elements of the SB 79 implementation plan (the Low-Rise Ordinance) presented to you by the Planning Dept

While we recognize the City's obligation to comply with state law, reducing rear and side yard setbacks to four feet is neither required nor necessary to achieve SB 79's housing density. Available studies indicate that maintaining 15-foot rear yard setbacks would not preclude achieving SB 79's development objectives. These recommended reductions maximize lot coverage at the expense of basic protections. The Planning Department's responsibility is to safeguard public well-being and neighborhood stability—not to facilitate development patterns that undermine them.

Reducing setbacks to four feet would have several serious negative impacts:

- Fire safety: In a city where wind-driven fires are always a possibility, it is unconscionable that a four-foot rear and side setback are being recommended. Four-foot separations limit defensible space between structures, increasing the risk of fire spread and constrains the emergency access for firefighting equipment.
- Public safety and emergency response: When Mandeville Canyon in CD 11 flooded some years ago, property owners there learned that it was impossible for bobcat earthmovers to access those properties

with less than a 5-foot side setback. The use of many bobcat models also requires space for tail swing during operation. (While a model of ultra compact bobcat is available that could pass through a 4 foot opening, it does not have sufficient horsepower and size to provide adequate emergency response support.)

- Urban tree canopy and environmental health: Approximately 90% of the City's tree canopy exists on private property. Meaningful tree planting and retention are not feasible within four-foot setbacks which due to "exiting" criteria must be paved. Similarly, insurance carriers (including CA Fair Plan) do not permit trees to be planted within five feet of a structure. This means that none of the SB 79 projects will see trees incorporated in their rear yards (and likely anywhere). The size of the building and the hardscape around it will contribute to the urban heat island effect, resulting in higher temperatures.

- Private open space and quality of life: In a climate that supports year-round outdoor living, reducing adjacent apartment house setbacks will unnecessarily diminish quality of life for all residents. These are not abstract planning considerations; they directly affect how residents live day to day – particularly in our area in others that are PARK POOR. While we appreciate the proposal to maintain 15-foot front yard setbacks, this does not address the areas of greatest impact. Front yards already benefit from the buffer of streets and sidewalks. The most significant points of interface between new development and existing homes occur along rear and side property lines—precisely where the greatest reductions are proposed. **Rather than adopt a “one-size-fits all” policy, rear setbacks of 4 feet should be permitted on properties only where alleys separate the rear boundaries between lots.**

These reduced setbacks are inconsistent with existing Los Angeles Municipal Code (LAMC) standards, which require a 15-foot rear yard and five-foot side yards in multi-family zones such as RD1.5, R3, and R4. The department's reliance on Accessory Dwelling Units (ADU) standards to justify 4 ft setbacks is misplaced. ADUs are intended as small, secondary units-not multi-family buildings with substantially greater occupancy, intensity, and risk.

We note that an additional story of height will be granted to those projects that provide 20% family-friendly 3-bedroom or larger units. **We request that a minimum size for the family unit be defined** so that those units truly are suitable for families and do not become modern boarding houses.

We also wish to express concern regarding the lack of direct public notification to affected property owners and residents. This absence of transparency undermines public trust in the planning process. The City must notify by mail all residents and property owners of this major change in land use. That notification should take place before the policy is adopted. Property owners who purchased homes within a defined zone, entered into a social contract with the City complete with a reasonable set of expectations that neighboring properties would remain single family homes.

In addition, we request this SB 79 implementation ordinance be expressly tied to, and automatically updated, amended or rescinded to reflect, any future revisions to, postponement of, or repeal of SB 79.

Thank you for your consideration.

Sincerely,


Barbara Broide

President, Westwood South of Santa Monica Blvd. HOA

cc: William Lamborn, Vahid Khorsand, Kevin Keller, Councilmember Katy Yaroslavsky, Maria Kalban



May 11, 2026

Re: SB 79 Implementation Ordinance (the Low-Rise Ordinance)
Opposition to Reduced Backyard Setbacks
Request For Greater Public Notification / Participation
CF 25-1083
CPC-2026-1797-CA

Dear City Planning Commission President Lawshe and Members of the City Planning Commission:

The South Carthay Neighborhood Association (“SCN”) strongly opposes the provision within the proposed SB 79 Implementation Ordinance (the Low-Rise Ordinance) that would reduce required side and rear yard setbacks.

While the City is obligated to comply with state law, reducing rear and side yard setbacks to four feet is neither required nor necessary to achieve SB 79’s housing density. Similarly, maintenance of existing 15-foot rear yard setbacks would not preclude achieving SB 79’s development objectives. These recommended reductions maximize lot coverage at the expense of basic health and safety protections. The Planning Department’s responsibility is to safeguard public health and safety, including fire safety, climate resilience, and quality of life—not to facilitate development patterns that undermine them.

Reducing setbacks to four feet would have several serious negative impacts:

- Fire safety: In a city where wind-driven fires are always a possibility, it is unconscionable that a four-foot rear and side setback are being recommended. Four-foot separations limit defensible space between structures, increasing the risk of fire spread and constrains the emergency access for firefighting equipment.
- Urban tree canopy and environmental health: Approximately 90% of the City’s tree canopy exists on private property. Meaningful tree planting and retention are not feasible within four-foot setbacks which due to "exiting" criteria must be paved. The size of the building and the hardscape around it will contribute to the urban heat island effect, resulting in higher temperatures.
- Private open space and quality of life: In a climate that supports year-round outdoor living, reducing adjacent apartment house setbacks will unnecessarily diminish quality of life for all residents.

These considerations directly affect how residents daily lives.

While the SCNA appreciates the proposed maintenance of 15-foot front yard setbacks, this does not address the areas of greatest impact. Front yards already benefit from the buffer of streets and sidewalks. The most significant points of interface between new development and existing homes occur along rear and side property lines—precisely where the greatest reductions are proposed.

These reduced setbacks are inconsistent with existing Los Angeles Municipal Code (LAMC) standards, which require a 15-foot rear yard and five-foot side yards in multi-family zones such as RD1.5, R3, and R4. The department's reliance on Accessory Dwelling Units (ADU) standards to justify 4 ft setbacks is misplaced.

ADUs are intended as small, secondary units-not multi-family buildings with substantially greater occupancy, intensity, and risk.

The SCNA also wishes to express deep concern regarding the lack of direct public notification to affected property owners and residents. This absence of transparency undermines public trust in the planning process. The City must notify by mail all residents and property owners of this major change in land use, including but not limited to all single family (R-1) and low density (R-2) property owners that their properties may be reclassified with incentives to permit significantly greater residential density, so they can participate in the drafting of the City's alternative plan. In addition, the letter shall provide the contact information for their state representatives so they may participate in any revisions to SB 79.

In addition, we request this SB 79 implementation ordinance be expressly tied to, and automatically updated to reflect, any future revisions to, postponement of, or repeal of SB 79.

In addition, the SCNA suggests that the City Council add the following protections to strengthen Option C1:

- (i) A prohibition on demolishing residential housing and the displacement of rent stabilized tenants for incentivized projects without proof of bona fide financing.
- (ii) A prohibition on the aggregation of multiple lots to prevent the construction of large luxury towers, which raise local rents, speed up gentrification, and destroy neighborhood character without generating additional affordable housing.

Finally, the SCNA looks forward to continued active constructive engagement as this process proceeds.

Sincerely,



Brad Kane

President

South Carthay Neighborhood Association

Email: bkane@kanelaw.la

Phone: (323) 697-9840



To: cpc@lacity.org

RE: CPC-2026-1797-CA / ENV-2026-1799-SE / Low Rise Ordinance

Dear City Planning Commissioners,

May 7, 2026

The Community Forest Advisory Committee (CFAC) has reviewed the proposed Low Rise (LR) Ordinance and shares the following **objections and concerns**:

1. **Opposed to the 4-foot rear yard setback.** The proposed incentive to permit a 4-foot rear yard setback and 3-foot side yard setback provides no space to preserve existing healthy mature trees let alone plant replacement and/or new trees. As it stands, we are unnecessarily losing our tree canopy at an alarming rate due to development over the last 5 years especially, primarily because of housing programs and public right of way competing infrastructure interests. As we densify, we need to ensure we provide sufficient **ground area** for landscaping and shade trees.

For example, it is very unlikely that we will see 15-foot front yard setbacks due to the option of front yard averaging. Additionally, and more importantly, it is clear to see what is happening today with new multi-family development projects, where competing infrastructure occupies most if not all of the space within the front yard setback, such as LID planters, LAFD control pipes/cages, DWP transformers, and right of way improvements such as street lights and 100% concrete sidewalks with no parkways. Because of this, there is often no room for trees in the ground within the front yard setback.

Lastly, to date, most of the density bonus incentives for reduced side and rear yard setbacks have been permitted up to a 30% decrease. The proposed 4-foot rear yard setback versus the 15-foot required setback, is a **73% decrease** which is excessive.

2. **Environmental Degradation:** Included in the 400-page recommendation report is a lengthy analysis on the financial feasibility of what pencils out for developers, however there *no discussion* of the potential environmental impacts or financial costs associated with the incentives (such as reduce ground cover and less trees/landscaping) that can lead to further environmental degradation of our communities (high opportunity areas or otherwise). For example, what are the cumulative impacts, including worst case scenario, of reducing existing yard space, removal of all on-site trees, requiring less landscaping in common open space areas (i.e. the proposed 15 % landscaping verses 25% for current incentives), and not replacing the trees removed. Such impacts include increasing the urban heat island affect in our severe high heat index areas such as in the San Fernando Valley, increasing stormwater runoff (flooding and pollution) due to increased impermeable surfaces, air pollution impacts long after construction with not enough trees to absorb our bad air quality, increased energy usage (HVACs), and the ongoing and eventual loss of wildlife habitat.

The Housing Element EIR, addendums, and the Environmental Protection Measures in the LAMC, do not sufficiently address the environmental impacts on the specific implementations of such ordinances, such as reduce ground cover and removal of significant trees. We urge that the potential environmental impacts of the LR Ordinance be given the similar weight of discussion, analysis, and consideration.

3. **Delayed Implementation of Essential Ordinances:** The updated Landscape and Site Design Ordinance was approved by the City Planning Commission over 1 ½ years ago (November 2024) yet it has not been implemented (See CF 24-1399). This updated ordinance was sorely needed to ensure this city has room for trees, landscaping, and decent on-site open space as we continue to densify. It is unacceptable for the city to continue to ignore or hold up such an important component to healthier development in the city. We would like to see the updated Landscape and Site Design Ordinance get approved along with the implementation of housing ordinances, such as the subject LR Ordinance, and for Planning staff to provide an analysis now of how the LR Ordinance may comply or conflict with the updated Landscape and Site Design Ordinance.
4. **The new definitions being proposed for the LR Ordinance effectively become hidden incentives and create confusion.** For example, the *Buildable Lot Area* is that area excluding required yard setbacks. The LR Ordinance proposes changing the Buildable Lot Area to include the required yards, thereby giving greater Floor Area to a project than otherwise would be permitted at the base zoning level. This is an indirect way to provide incentives. It also creates confusion with terminology, having more than one definition for Buildable Lot depending on where it comes from in the Code. Additionally, proposing that *Lot Coverage* is not applicable in the LR Ordinance, but is applicable elsewhere, is another incentive giveaway that does not need to be requested under the LR Ordinance. Lastly, the new terminology and definition “*Fire Restriction Area*” instead of Very High Fire Hazard Severity Zone (VHFHSZ) is unnecessary and concerning, as again, it creates confusion and potential future loopholes by continuing to redefine things in separate areas of the code, essentially to promote a development agenda without having to deal with the repercussions. The proposed new definitions just for the LR Ordinance should not be permitted. A better approach is to keep uniform definitions in the LAMC 12.03 where they belong, to ensure we are all talking the same language.

Commissioners, CFAC strongly urges you to consider our concerns and objections, and that you hopefully agree there needs to be a more balanced healthier approach to denser housing while including the natural environment, for the health, safety and welfare of all Angeleno's.

Sincerely,



Joanne D'Antonio

Chair, Community Forest Advisory Committee

Cc: Councilmembers and key staff



reference # CPC-2026-1797-CA

Daniel Sones <drsones@gmail.com>
To: cpc@lacity.org

Fri, May 8, 2026 at 3:15 PM

Dear Sirs and Mesdames:

I am writing with the following comments on the proposed SB 79 Implementation Ordinance (the Low-Rise Ordinance):

1. Setbacks – I OPPOSE reduction in required side and rear yard setbacks to only 4 feet.

Available studies indicate that maintaining 15-foot rear yard setbacks would not preclude achieving SB 79's development objectives.

Such reductions are inconsistent with existing Los Angeles Municipal Code (LAMC) standards, which require a 15-foot rear yard and 5-foot side yards in multifamily zones such as RD1.5, R3, and R4.

Serious negative impacts will result from such reduction:

Fire safety: the proposed 4-foot separations limit defensible space between buildings, increasing risk of fire spread and impeding fire-fighting efforts.

Urban tree canopy and environmental health: approximately 90% of the city's tree canopy exists on private property.

Meaningful tree planting and retention are not feasible within the 4-foot setback, which due to "exiting" criteria must be paved — leading to an urban heat island effect with higher temperatures.

Open space and quality of life: private open space is a critical element in overall climate control and quality of life for all residents, especially given the paucity of public open space.

2. Notification – REQUIRE direct public notification to affected property owners and residents. The city must notify by mail all residents and property owners of this major change in land use. The absence of transparency undermines public trust, which is already seriously weakened.

3. Future Implementation – TIE implementation to future changes: this SB 79 implementation ordinance must be expressly tied to, and automatically updated to reflect, any future revisions to, postponement of, or repeal of SB 79.

Thank you for your consideration.

Respectfully,
Daniel Sones
[218 S Bentley Ave, L.A. 90049](#)



OPPOSE Planning Dept. Recommendations CPC-2026-1797-CA / Low Rise Ordinance

Jairo J Angulo <jajeinwla@gmail.com>

Sun, May 10, 2026 at 7:08 AM

To: cpc@lacity.org

Cc: william.lamborn@lacity.org, vahid.khorsand@lacity.org, kevin.keller@lacity.org, Office of Councilmember Katy Yaroslavsky <councilmember.yaroslavsky@lacity.org>, erin.bromaghim@lacity.org, charles.turner@lacity.org, enny.torres@lacity.org

Dear City Planning Commission President Lawshe and Members of the City Planning Commission:

As A CD-5 resident in ZIP CODE 90064, I am writing to **STRONGLY** oppose the provision within the proposed SB 79 Implementation Ordinance (the Low-Rise Ordinance) that would reduce required side and rear yard setbacks.

While we recognize the City's obligation to comply with state law, reducing rear and side yard setbacks to four feet is neither required nor necessary to achieve SB 79's housing density. Available studies indicate that maintaining 15-foot rear yard setbacks would not preclude achieving SB 79's development objectives. These recommended reductions maximize lot coverage at the expense of basic protections. The Planning Department's responsibility is to safeguard public well-being and neighborhood safety and stability—not to facilitate development patterns that undermine them.

Reducing setbacks to four feet would have several serious negative impacts:

- ☐ Fire safety: In a city where wind-driven fires are always a possibility, it is unconscionable that a four-foot rear and side setback are being recommended. Four-foot separations limit defensible space between structures, increasing the risk of fire spread and constrains the emergency access for firefighting equipment.
- ☐ Earthquakes, mudslides and rescue operations: A minimum five-foot setback is required to allow for a bobcat / small tractor to access the sides and rear of properties. (Ultra compact bobcats are not sufficient to meet public safety and rescue needs.)
- ☐ Urban tree canopy and environmental health: Approximately 90% of the City's tree canopy exists on private property. Meaningful tree planting and retention are not feasible within four-foot setbacks which due to existing criteria must be paved. The size of the building and the landscape around it will contribute to the urban heat island effect, resulting in higher temperatures.
- ☐ Private open space and quality of life: In a climate that supports year-round outdoor living, reducing adjacent apartment house setbacks will unnecessarily diminish quality of life for all residents. These are not abstract planning considerations; they directly affect how residents live day to day. While we appreciate the proposal to maintain 15-foot front yard setbacks, this does not address the areas of greatest impact. Front yards already benefit from the buffer of streets and sidewalks. The most significant points of interface between new development and existing homes occur along rear and side property lines—precisely where the greatest reductions are proposed.

These reduced setbacks are inconsistent with existing Los Angeles Municipal Code (LAMC) standards, which require a 15-foot rear yard and five-foot side yards in multi-family zones such as

RD1.5, R3, and R4. The department's reliance on Accessory Dwelling Unit (ADU) standards to justify 4 ft setbacks is misplaced. ADUs are intended as small, secondary units-not multi-family buildings with substantially greater occupancy, intensity, and risk. The proposed reduction ignores the fact that many neighborhoods are park poor and lack access to open space for residents.

We also wish to express concern regarding the lack of direct public notification to affected property owners and residents. This absence of transparency undermines public trust in the planning process. The City must notify by mail all residents and property owners of this major change in land use.

Finally, we request this SB 79 implementation ordinance be expressly tied to, and automatically updated and/or rescinded to reflect, any future revisions to, postponement of, or repeal of SB 79.

Thank you for your consideration.

Respectfully,

Regards,

Jairo J Angulo



Draft Ordinance for SB 79- CPC-2026-1797-CA

ijcoaching <ijcoaching@aol.com>

Wed, May 6, 2026 at 1:55 PM

To: cpc@lacity.org

Cc: william.lamborn@lacity.org, vahid.khorsand@lacity.org, kevin.keller@lacity.org

City Planning Commission President Lawshe and Members of the City Planning Commission:

I am writing to **oppose** the provision within the proposed SB 79 Implementation Ordinance (the Low-Rise Ordinance) that would reduce required side and rear yard setbacks.

While we recognize the City's obligation to comply with state law, reducing rear and side yard setbacks to four feet is neither required nor necessary to achieve SB 79's housing density. Available studies indicate that maintaining 15-foot rear yard setbacks would not preclude achieving SB 79's development objectives. These recommended reductions maximize lot coverage at the expense of basic protections. The Planning Department's responsibility is to safeguard public well-being and neighborhood stability—not to facilitate development patterns that undermine them.

Reducing setbacks to four feet would have several serious impacts:

- Fire safety: In a city where wind-driven fires are always a possibility, it is unconscionable that a four-foot rear and side setback are being recommended. Four-foot separations limit defensible space between structures, increasing the risk of fire spread and constrains the emergency access for firefighting equipment.
- Urban tree canopy and environmental health: Approximately 90% of the City's tree canopy exists on private property. Meaningful tree planting and retention are not feasible within four-foot setbacks which due to "exiting" criteria must be paved. The size of the building and the hardscape around it will contribute to the urban heat island effect, resulting in higher temperatures.
- Private open space and quality of life: In a climate that supports year-round outdoor living, reducing adjacent apartment house setbacks will unnecessarily diminish quality of life for all residents. These are not abstract planning considerations; they directly affect how residents live day to day. While we appreciate the proposal to maintain 15-foot front yard setbacks, this does not address the areas of greatest impact. Front yards already benefit from the buffer of streets and sidewalks. The most significant points of interface between new development and existing homes occur along rear and side property lines—precisely where the greatest reductions are proposed.

These reduced setbacks are inconsistent with existing Los Angeles Municipal Code (LAMC) standards, which require a 15-foot rear yard and five-foot side yards in multi-family zones such as RD1.5, R3, and R4. The department's reliance on Accessory Dwelling Units (ADU) standards to justify 4 ft setbacks is misplaced. ADUs are intended as small, secondary units—not multi-family buildings with substantially greater occupancy, intensity, and risk.

We also wish to express concern regarding the lack of direct public notification to affected property owners and residents. This absence of transparency undermines public trust in the planning process. The City must notify by mail all residents and property owners of this major change in land use.

In addition, we request this SB 79 implementation ordinance be expressly tied to, and automatically updated to reflect, any future revisions to, postponement of, or repeal of SB 79.

Thank you for your consideration.

Respectfully,
Jane Drucker
3853 Reklaw Drive, Studio City

"In the midst of great darkness, be a light."



Draft Ordinance for SB 79- CPC-2026-1797-CA

annie gagen <poonsy6603@aol.com>

Fri, May 8, 2026 at 6:20 PM

To: cpc@lacity.org

Cc: william.lamborn@lacity.org, vahid.khorsand@lacity.org, kevin.keller@lacity.org

City Planning Commission President Lawshe and Members of the City Planning Commission:

We are writing to oppose the provision within the proposed SB 79 Implementation Ordinance (the Low-Rise Ordinance) that would reduce required side and rear yard setbacks.

While we recognize the City's obligation to comply with state law, reducing rear and side yard setbacks to four feet is neither required nor necessary to achieve SB 79's housing density.

Available studies indicate that maintaining 15-foot rear yard setbacks would not preclude achieving SB 79's development objectives.

These recommended reductions maximize lot coverage at the expense of basic protections.

The Planning Department's responsibility is to safeguard public well-being and neighborhood stability—not to facilitate development patterns that undermine them.

Reducing setbacks to four feet would have several serious impacts:

- Fire safety:

In a city where wind-driven fires are always a possibility, it is unconscionable that a four-foot rear and side setback are being recommended.

Four-foot separations limit defensible space between structures, increasing the risk of fire spread and constrains the emergency access for firefighting equipment.

- Urban tree canopy and environmental health:

Approximately 90% of the City's tree canopy exists on private property.

Meaningful tree planting and retention are not feasible within four-foot setbacks which due to "exiting" criteria must be paved.

The size of the building and the hardscape around it will contribute to the urban heat island effect, resulting in higher temperatures.

- Private open space and quality of life:

In a climate that supports year-round outdoor living, reducing adjacent apartment house setbacks will unnecessarily diminish quality of life for all residents.

These are not abstract planning considerations; they directly affect how residents live day to day.

While we appreciate the proposal to maintain 15-foot front yard setbacks, this does not address the areas of greatest impact.

Front yards already benefit from the buffer of streets and sidewalks.

The most significant points of interface between new development and existing homes occur along rear and side property lines—precisely where the greatest reductions are proposed.

These reduced setbacks are inconsistent with existing Los Angeles Municipal Code (LAMC) standards, which require a 15-foot rear yard and five-foot side yards in multi-family zones such as RD1.5, R3, and R4.

The department's reliance on Accessory Dwelling Units (ADU) standards to justify 4 ft setbacks is misplaced.

ADUs are intended as small, secondary units-not multi-family buildings with substantially greater occupancy, intensity, and risk.

We also wish to express concern regarding the lack of direct public notification to affected property owners and residents.

This absence of transparency undermines public trust in the planning process.

The City must notify by mail all residents and property owners of this major change in land use.

In addition, we request this SB 79 implementation ordinance be expressly tied to, and automatically updated to reflect, any future revisions to, postponement of, or repeal of SB 79.

Thank you for your consideration.

Respectfully,
Jim & Annie Geoghan
Whitley Heights
L.A. Ca. 90068
CD4



Planning CPC <cpc@lacity.org>

Draft Ordinance for SB 79- CPC-2026-1797-CA

JANE PUTCH <janeputch@aol.com>

Thu, May 7, 2026 at 10:09 PM

To: cpc@lacity.org, william.lamborn@lacity.org, vahid.khorsand@lacity.org, kevin.keller@lacity.org

City Planning Commission President Lawshe and Members of the City Planning Commission:

I am writing to oppose the provision within the proposed SB 79 Implementation Ordinance (the Low-Rise Ordinance) that would reduce required side and rear yard setbacks.

While we recognize the City's obligation to comply with state law, reducing rear and side yard setbacks to four feet is neither required nor necessary to achieve SB 79's housing density. Available studies indicate that maintaining 15-foot rear yard setbacks would not preclude achieving SB 79's development objectives. These recommended reductions maximize lot coverage at the expense of basic protections. The Planning Department's responsibility is to safeguard public well-being and neighborhood stability—not to facilitate development patterns that undermine them.

Reducing setbacks to four feet would have several serious impacts:

- **Fire safety:** In a city where wind-driven fires are always a possibility, it is unconscionable that a four-foot rear and side setback are being recommended. Four-foot separations limit defensible space between structures, increasing the risk of fire spread and constrains the emergency access for firefighting equipment.
- **Urban tree canopy and environmental health:** Approximately 90% of the City's tree canopy exists on private property. Meaningful tree planting and retention are not feasible within four-foot setbacks which due to "exiting" criteria must be paved. The size of the building and the hardscape around it will contribute to the urban heat island effect, resulting in higher temperatures.
- **Private open space and quality of life:** In a climate that supports year-round outdoor living, reducing adjacent apartment house setbacks will unnecessarily diminish quality of life for all residents. These are not abstract planning considerations; they directly affect how residents live day to day. While we appreciate the proposal to maintain 15-foot front yard setbacks, this does not address the areas of greatest impact. Front yards already benefit from the buffer of streets and sidewalks. The most significant points of interface between new development and existing homes occur along rear and side property lines—precisely where the greatest reductions are proposed.

These reduced setbacks are inconsistent with existing Los Angeles Municipal Code (LAMC) standards, which require a 15-foot rear yard and five-foot side yards in multi-family zones such as RD1.5, R3, and R4. The department's reliance on Accessory Dwelling Units (ADU) standards to justify 4 ft setbacks is misplaced. ADUs are intended as small, secondary units—not multi-family buildings with substantially greater occupancy, intensity, and risk.

We also wish to express concern regarding the lack of direct public notification to affected property owners and residents. This absence of transparency undermines public trust in the planning process. The City must notify by mail all residents and property owners of this major change in land use.

In addition, we request this SB 79 implementation ordinance be expressly tied to, and automatically updated to reflect, any future revisions to, postponement of, or repeal of SB 79.

Please note that over 5 to 7 giant apartment complexes were built on Pico between Curson and Crescent Heights... all are not even close to capacity, and stunningly expensive and small! The push to squeeze out every extra foot makes no "community-health" sense.

Thank you for your consideration.

My Best
Jane Putch
1118 Hi Point St
La 90035

Sent from my iPhone



Draft Ordinance for SB 79- CPC-2026-1797-CA

1 message

Sam Uretsky <sam@samuretsky.com>

Thu, May 7, 2026 at 4:27 PM

To: "cpc@lacity.org" <cpc@lacity.org>

Cc: "william.lamborn@lacity.org" <william.lamborn@lacity.org>, "vahid.khorsand@lacity.org" <vahid.khorsand@lacity.org>, Kevin Keller <kevin.keller@lacity.org>, Emma Howard <emma.howard@lacity.org>, Ted Walker <ted.walker@lacity.org>



City Planning Commission President Lawshe and Members of the City Planning Commission:

Larchmont United Neighborhood Association (**LUNA**) opposes the provision within the Low-Rise Ordinance, CPC-2026-1797-CA, introduced in conjunction with CPC-2026-1798-CA, for the implementation of SB79, that would reduce required side and rear yard setbacks.

LUNA recognizes the City's obligation to comply with state law. We also note that **reducing rear and side yard setbacks to four feet is neither required nor necessary** to achieve SB 79's housing density. Available studies indicate that maintaining 15-foot rear yard setbacks would not preclude achieving SB 79's development objectives. These recommended reductions maximize lot coverage at the expense of basic protections. The Planning Department's responsibility is to safeguard public well-being and neighborhood stability—not to facilitate development patterns that undermine them.

Reducing setbacks to four feet would have several serious impacts:

- **Fire safety:** In a city where wind-driven fires are always a possibility, it is unconscionable that a four-foot rear and side setback are being recommended. Four-foot separations limit defensible space between structures, increasing the risk of fire spread and constrains the emergency access for firefighting equipment.
- **Urban tree canopy and environmental health:** Approximately 90% of the City's tree canopy exists on private property. Meaningful tree planting and retention are not feasible within four-foot setbacks which due to "exiting" criteria must be paved. The size of the building and the hardscape around it will contribute to the urban heat island effect, resulting in higher temperatures.
- **Private open space and quality of life:** In a climate that supports year-round outdoor living, reducing adjacent apartment house setbacks will unnecessarily diminish quality of life for all residents.

These are not abstract planning considerations; they directly affect how residents live day-to-day.

While we appreciate the proposal to maintain 15-foot front yard setbacks, this does not address the areas of greatest impact. Front yards already benefit from the buffer of streets and sidewalks. The most significant points of interface between new development and existing homes occur along rear and side property lines—precisely where the greatest

reductions are proposed.

These reduced setbacks are inconsistent with existing Los Angeles Municipal Code (LAMC) standards, which require a 15-foot rear yard and five-foot side yards in multi-family zones such as RD1.5, R3, and R4. The department's reliance on Accessory Dwelling Units (ADU) standards to justify 4 ft setbacks is misplaced. ADUs are intended as small, secondary units-not multi-family buildings with substantially greater occupancy, intensity, and risk.

LUNA also wishes to express deep concern regarding the lack of direct public notification to affected property owners and residents. This absence of transparency undermines public trust in the planning process. The City must notify by mail all residents and property owners of this major change in land use.

Lastly, **LUNA** requests that this SB 79 implementation ordinance be expressly tied to, and automatically updated to reflect, any future revisions to, postponement of, or repeal of SB 79.

Thank you for your consideration.

Sam Uretsky

President
Larchmont United Neighborhood Association

LUNA

<http://larchmontunited.org>

@larchmont_united on Instagram

We are Larchmont™

Realities of a 4-foot rear yard:

- No room to properly fight a fire.
- Not wide enough for an exit way for more than one person at a time.

Fire officials often distinguish between:

- “minimum code compliant,” and
- “good firefighting access.”

A design can meet minimum code while still being challenging during a real fire event.





SB 79 Implementation Fire Diagram: CPC-2026-1797-CA

Maria Pavlou Kalban <mpkalban@gmail.com>
To: Planning CPC <cpc@lacity.org>

Mon, May 11, 2026 at 9:06 AM

City Planning Commission Members,

We again want to press the issue that a 4 ft rear yard setback is not safe for the residents of a city that is fire prone. This illustration is to scale. We can add the density and height recommended by The Planning Department Implementation Plan without the need to reduce rear yard setbacks that jeopardize the safety of existing residents.

Respectfully,

Maria Pavlou Kalban

United Neighbors- Co Chair



Realities of a 4-foot rear yard:

- No room to properly fight a fire.
- Not wide enough for an exit way for more than one person at a time.

Fire officials often distinguish between:

- "minimum code compliant," and
- "good firefighting access."

A design can meet minimum code while still being challenging during a real fire event.



UNITED NEIGHBORS

10



SB 79 Implementaion Diagrams _ Fire Fighting Diagram 4 Foot Rear Yard.pdf
247K



CPC-2026-1797-CA/ ENV-2026-1799-SE

MAK <making@socal.rr.com>

Mon, May 11, 2026 at 2:24 PM

To: Planning CPC <cpc@lacity.org>

Cc: Councilmember Lee <councilmember.lee@lacity.org>, Dan Rosales <dan.rosales@lacity.org>, Hannah Lee <hannah.lee@lacity.org>, Roxane Bocskay <roxanebocskaycnc@gmail.com>, Kristen Shubert <KristenShubertCNC@gmail.com>

Dear Commissioners,

First, I have to say the recommendation report before you is one of the most complicated reports I've read in a long time. Having been a city planner for almost 20 years, this is saying a lot. I hope you have made the effort to fully read this and ask questions so we all understand because I don't think your average person from the public can fully understand this.

I have the following concerns and objections:

1. Object to the 4-foot rear yard and 3-foot side yards under any circumstances, but especially for multi-unit residential buildings. This poses fire safety issues, overcrowding with no privacy, especially for abutting or adjoining single family properties, and provides zero room to save healthy mature trees along the property lines, nor does it provide sufficient space for trees to be replaced and/ or planted. Trees on the rooftop will do nothing for the community and likely will not survive in high heat areas like the Valley.
2. Lack of environmental review of the impacts of more hardscape, impermeable surfaces, and lack of vegetation and trees, and impact on fire fighting ability and resources. The Housing Element EIR, addendum's, and Environmental Measures in the code do not speak to these specific unaddressed impacts of the Low Rise Ord.
3. Object to nuanced definitions such as Fire Restricted Areas, Buildable Lot Area, and Lot Cover not being applicable to the LR Ord. This add to confusion, and departs from uniform definitions that should be in the LAMC 12.03.. it also serves to provide hidden incentives without having to ask for them. And in simple language found buried in the report, the idea of Fire Restriction Areas is to ignore the designated VHFSZ parcels that are flat and not considered hillside, thereby permitting more development in otherwise VHFHZ's. Just not acceptable.
4. Opposed to Incentives taking the place of the Housing Element rezoning program, intended for Community Plan Updates. In other words, it is spot zoning and without community participation.

As a resident of Chatsworth, a community that will be greatly impacted, I expect better outcomes , greater analysis and community engagement with the LR Ord. As well as MIIP, etc

Sincerely ,
Marianne King

Sent from my iPhone



Reference # CPC-2026-1797-CA

Magda Lane <lmagda936@gmail.com>

Fri, May 8, 2026 at 11:25 AM

To: cpc@lacity.org

Item 06:

CPC-2026-1797-CA

Draft Ordinance for SB 79- CPC-2026-1797-CA

Email Message:

Dear City Planning Commission President Lawshe and Members of the City Planning Commission:

I am writing to oppose the provision within the proposed SB 79 Implementation Ordinance (the Low-Rise Ordinance) that would reduce required side and rear yard setbacks.

While we recognize the City's obligation to comply with state law, reducing rear and side yard setbacks to four feet is neither required nor necessary to achieve SB 79's housing density. Available studies indicate that maintaining 15-foot rear yard setbacks would not preclude achieving SB 79's development objectives. These recommended reductions maximize lot coverage at the expense of basic protections. The Planning Department's responsibility is to safeguard public well-being and neighborhood stability—not to facilitate development patterns that undermine them.

In addition, with the new Zone "0" requirements, it will be impossible to maintain 5' ember resistant zones if properties only have 4' sideyard setbacks. It will also be difficult for firefighters to bring in equipment and individuals to fight fires as well as evacuate residents if necessary.

The largest issue in the City and County of Los Angeles, particularly in the Hollywood hills and surrounding San Fernando Valley areas, is density. With new large-scale projects under review at this time in the San Fernando Valley, that have vastly underestimated gridlock due to traffic studies that were conducted during Covid, as an example, plus the lack of existing or proposed infrastructure improvements to include parking for larger residential buildings that typically include 2 cars per unit. These SB-79 changes are only making the existing problems worse and potentially catastrophic in the future.

Builders and Developers routinely ask for waivers for setbacks for large and small apartment buildings where single family homes existed. They want to replace single family homes with minimum 4 - 9 unit buildings, up to 200 units, sometimes with no parking provisions. With 2 cars per unit, that is an additional 36 cars(for the smaller units) that will not have any place to park on the street that was not widened or additional parking lots made available to residents or up to 400 cars that will add to the daily traffic gridlock.

I propose that part of sb-79 should include a provision where a member of an executive builder-development team should be mandated to live in one of their buildings for up to one (1) year to experience all of the fallout that results in the poor planning for traffic gridlock, potential lack of emergency services due to proximity of buildings with 4' sideyards, as proposed, and general decline of quality of life for the residents in those developments and surrounding areas. Many of these projects look "great on paper" but do not consider some of the realities of living in these areas where the proposed changes in this bill are articulated.

Thank you for your review and consideration of this response.

Best Regards,

Magda Lane
Studio City Resident



reference # CPC-2026-1797-CA

Michael Spiller <spiller@mspiller.com>
To: cpc@lacity.org

Fri, May 8, 2026 at 4:03 PM

Dear Sirs and Mesdames: I am writing with the following comments on the proposed SB 79 Implementation Ordinance (the Low-Rise Ordinance):

1. Setbacks – I **OPPOSE** reduction in required side and rear yard setbacks to only 4 feet.

- Available studies indicate that **maintaining 15-foot rear yard setbacks would not preclude achieving SB 79's** development objectives.
- Such reductions are **inconsistent with existing Los Angeles Municipal Code (LAMC)** standards, which require a 15-foot rear yard and 5-foot side yards in multifamily zones such as RD1.5, R3, and R4.
- **Serious negative impacts** will result from such reduction:
 - **Fire safety:** the proposed 4-foot separations limit defensible space between buildings, increasing risk of fire spread and impeding fire-fighting efforts.
 - **Urban tree canopy and environmental health:** approximately 90% of the city's tree canopy exists on private property. Meaningful tree planting and retention are not feasible within the 4-foot setback, which due to "exiting" criteria must be paved — leading to an urban heat island effect with higher temperatures.
 - **Open space and quality of life:** private open space is a critical element in overall climate control and quality of life for all residents, especially given the paucity of public open space.

2. Notification – **REQUIRE direct public notification** to affected property owners and residents. The city must notify by mail all residents and property owners of this major change in land use. The absence of transparency undermines public trust, which is already seriously weakened.

3. Future Implementation – **TIE implementation** to future changes: this SB 79 implementation ordinance must be expressly tied to, and automatically updated to reflect, any future revisions to, postponement of, or repeal of SB 79.

Thank you for your consideration.

Michael Spiller

Michael Spiller
spiller@mspiller.com
Westwood Hills, Los Angeles 90049



Planning CPC <cpc@lacity.org>

RE: CPC-2026-1797-CA.

Patricia Walden <patricia.walden.100@gmail.com>

Thu, May 7, 2026 at 12:13 PM

To: Planning CPC <cpc@lacity.org>

This proposal is dangerous and inane. Does not anyone remember the fires last year nor understand more cement raises the heat level causing more water and power usage. There is plenty of housing available, neighborhoods do not need to be destroyed.

Please stop the insanity and concentrate on getting employment and education back in for Californians. Employed people contribute more to the city in all areas than anything else and make it possible for a city to thrive and pay for programs needed to help others.

Patricia Walden
[4637 WillowCrest Avenue](#)
[91602](#)



OPPOSE Planning Dept. Recommendations to CPC-2026-1797-CA / Low Rise Ordinance

Robin Rudisill <wildrudi@mac.com>

Sun, May 10, 2026 at 5:04 PM

To: Planning CPC <cpc@lacity.org>

Cc: traci.park@lacity.org, Star Parsamyan <star.parsamyan@lacity.org>, Craig Bullock <craig.bullock@lacity.org>, william.lamborn@lacity.org, vahid.khorsand@lacity.org, Kevin Keller <kevin.keller@lacity.org>, councilmember.yaroslavsky@lacity.org, erin.bromaghim@lacity.org, charles.turner@lacity.org, jennytorres@lacity.org

Honorable Members of the City Planning Commission,

I'm a Venice resident writing to urge you to reject the setback reductions proposed in the SB 79 Implementation (Low-Rise) Ordinance.

I understand the City must comply with state law — but reducing rear and side yard setbacks to four feet is not actually required by SB 79. Research shows that maintaining 15-foot rear yard setbacks would still allow the density SB 79 calls for. What's being proposed goes beyond legal obligation, and I think it's worth asking: who does it actually serve? I'm very concerned about the impacts.

Fire safety tops my list of concerns. We live in a city where wind-driven fires aren't a hypothetical — they're a recurring reality. A four-foot separation between structures is, in my view, unconscionable. It limits defensible space, accelerates fire spread, and makes it harder for firefighting equipment to reach the back of a property when every minute counts.

Emergency access more broadly is also at stake. A minimum five-foot setback is needed to get a bobcat or small tractor to the sides and rear of a property — equipment that's essential not just for fire response but for earthquake recovery and mudslide rescue. Compact alternatives simply don't meet those needs.

Our tree canopy is something I care deeply about. About 90% of L.A.'s urban tree canopy sits on private property. At four feet — which under current rules must be paved — there's no room to plant or retain trees. More hardscape means more heat. This isn't a minor aesthetic issue; it's a public health issue.

Quality of life matters too. Los Angeles has a climate that lets people actually live outdoors year-round. Cramming buildings to within four feet of property lines affects how real people experience their homes every single day. I'd also note that while I appreciate keeping the 15-foot front yard setback, front yards already benefit from the buffer of streets and sidewalks. The real friction between new development and existing homes happens along rear and side property lines — exactly where the deepest cuts are proposed.

I'm also troubled by the legal inconsistency here. Current LAMC standards require 15-foot rear yards and 5-foot side yards in multi-family zones like RD1.5, R3, and R4. Borrowing ADU setback standards to justify four feet doesn't hold up — ADUs are small secondary units, not multi-family buildings with significantly greater occupancy, intensity, and risk. Many of the neighborhoods most affected are already park-poor, with residents who have little access to open space as it is.

One more concern: affected property owners and residents received no direct notification about this change. That's a serious lapse. A land use change of this magnitude deserves mailed notice to every impacted resident and property owner. Anything less erodes public trust in the process.

Finally, I'd ask that this ordinance be explicitly tied to SB 79 itself — written so that any revision, delay, or repeal of the state law automatically triggers a corresponding update or rescission of this ordinance.

Please give these concerns the weight they deserve.

*For the Love of Los Angeles
and our precious Coast,*

Robin Rudisill

Council District 11
Venice
90291



councilmember.yaroslavsky@lacity.org; jenny.torres@lacity.org

Simon Bacola <simonbacola@ca.rr.com>

Sat, May 9, 2026 at 9:16 AM

To: cpc@lacity.org

Cc: councilmember.yaroslavsky@lacity.org, jenny.torres@lacity.org

As a Los Angeles resident, taxpayer, and voter, I urge you to address serious community concerns about the implementation of SB 79.

Infrastructure and safety issues

Many neighborhoods affected by SB 79 have aging, worn-out pavement, street lighting, sewers, and power lines. With the prospect of big population increases under SB 79 and the elimination of parking requirements, neighborhoods like ours could become less safe and less livable. The city must put in place adequate infrastructure ahead of new development.

Setbacks essential to environment and neighborhood

City Planning proposes to sharply reduce setback requirements, even though existing setbacks can accommodate the density allowed under SB 79. Squeezing setbacks undermines the City's environmental goals and programs. It eliminates trees that clean and cool the air, paves over soil that reduces runoff, and erodes neighborhood character. We strongly oppose reducing setbacks in neighborhoods impacted by SB 79.

Notification of residents impacted by SB 79

Residents deserve to understand and address potential impacts of this legislation on our homes and lives. Regardless of cost, the city must notify by mail all residents affected by SB 79.

Respectfully,

Simon Bacola

6517 Maryland Dr

Los Angeles, CA 90048



OPPOSE Planning Dept. Recommendations CPC-2026-1797-CA / Low Rise Ordinance

Susan Corbin <nibrocs@gmail.com>

Sun, May 10, 2026 at 12:09 PM

To: cpc@lacity.org

Cc: vahid.khorsand@lacity.org, councilmember.yaroslavsky@lacity.org, charles.turner@lacity.org, erin.bromaghim@lacity.org, jenny.torres@lacity.org, kevin.keller@lacity.org, william.lamborn@lacity.org

Dear City Planning Commission President Lawshe and Members of the City Planning Commission:

While I appreciate the need for building more housing units in Los Angeles, especially near transportation hubs like train stations, I strongly oppose the provision within the proposed SB 79 Implementation Ordinance (COC-2026-1797-CA Low-rise Ordinance) that would require rear and side setbacks to as little as 4'.

I am writing this letter to encourage the Council and the Planning Commission to preserve the existing 15' side and rear yard easements between buildings. Changes to the existing easements will have tremendous negative impacts on existing and future residents in neighborhoods throughout the city. Please consider how

1.) Vital privacy, green-space, and noise buffers would be reduced. I live in a 12-unit condominium on Beverly Glen Boulevard, where long-standing 1970s era 15' easements surround our building on all four sides. These spaces enable landscaping and trees that make our building and adjacent multi-unit family buildings feel inviting, livable, and humane. Most residents in our building and on our street deeply value this green space. It provides privacy, buffers noise, offers shade and cooling, and it supports animal habitat. This is not merely an aesthetic issue; our immediate surroundings matter greatly to how we live and interact with each other. We need privacy, space, and plants and trees just like everyone else. Living in a multi-family building can be wonderful if it is humanely designed.

2.)Building maintenance, repairs, and long-term safety would be jeopardized. Many buildings in our neighborhoods, including my own 50+ year-old condominium building, are aging and have already experienced water intrusion issues. In our case, these problems have stemmed from leaking City drainage pipes that run alongside the building, combined with heavy rainfall during especially wet seasons and the natural degradation of aging materials. Addressing these issues has required exterior repair work and will likely require additional work in the future.

Effective repairs often necessitate safe exterior access to foundations, including excavation, trenching, space for equipment, soil staging, and secured work areas so labor can be performed safely. A four-foot easement would make this type of work impractical or impossible, preventing proper exterior foundation waterproofing. Instead, property owners would be forced to rely on interior or injection-based waterproofing methods, which are widely known to be less effective and less durable. These future repair and maintenance realities must be factored into planning decisions. Adequate side and rear yard space provides essential flexibility to responsibly maintain buildings, protect structural integrity, and ensure worker safety.

The proposed reduced setbacks are inconsistent with existing Los Angeles Municipal Code (LAMC) standards, which require 15-foot rear yards and five-foot side yards in multi-family zones such as RD1.5, R3, and R4. The Planning Department's reliance on Accessory Dwelling Unit (ADU) standards to justify four-foot setbacks is misplaced. ADUs are small, secondary units (not multi-family buildings with substantially greater occupancy, intensity, and risk).

I am additionally concerned by the lack of direct public notification to impacted residents and property owners. This absence of transparency undermines public trust in the planning process. Residents and property owners should be notified by mail of such a consequential change in land-use standards.

Finally, I respectfully request that any SB 79 implementation ordinance be expressly tied to and automatically updated or rescinded to reflect any future revision, postponement, or repeal of SB 79.

Please do not permit residential buildings with anything less than 15' side and rear easements. A green environment, adequate building separation, and space for maintenance and safety are essential to quality of life. Trees and landscaping also add human, environmental, and aesthetic value, improve curb appeal, and make neighborhoods more walkable, neighborly, and resilient.

Thank you for your time and consideration.

Respectfully,
Susan M. Corbin

1950 S Beverly Glen Blvd, #303

Los Angeles, CA 90025



Draft Ordinance for SB 79- CPC-2026-1797-CA

Sandra Krist <sand14@att.net>

Thu, May 7, 2026 at 2:10 PM

To: "cpc@lacity.org" <cpc@lacity.org>

Cc: "william.lamborn@lacity.org" <william.lamborn@lacity.org>, "kevin.keller@lacity.org" <kevin.keller@lacity.org>, "vahid.khorsand@lacity.org" <vahid.khorsand@lacity.org>

I realize the letter below is the same letter you will be receiving from many people, but I want to add something here at the beginning. Right now, a gigantic two-story house is under construction next door to my single-story small house in Studio City. The new house probably follows the rules of setback on the sides, but in fact I almost can reach across the distance between my house and the new one and TOUCH the walls. It is a monstrous edifice that blocks the sun. In addition, there is a separate wall also, so together they form a barrier only inches between my house and the new house. Concrete and more concrete. Constant shadow everywhere. I dug up plants in my garden because now there is not enough sun to grow them. So, please be careful when you change provisions in property rules. It appears the changes you want to make would exacerbate the already awful current situation.

City Planning Commission President Lawshe and Members of the City Planning Commission: I am writing to oppose the provision within the proposed SB 79 Implementation Ordinance (the Low-Rise Ordinance) that would reduce required side and rear yard setbacks. While we recognize the City's obligation to comply with state law, reducing rear and side yard setbacks to four feet is neither required nor necessary to achieve SB 79's housing density. Available studies indicate that maintaining 15-foot rear yard setbacks would not preclude achieving SB 79's development objectives. These recommended reductions maximize lot coverage at the expense of basic protections. The Planning Department's responsibility is to safeguard public well-being and neighborhood stability—not to facilitate development patterns that undermine them. Reducing setbacks to four feet would have several serious impacts:

- Fire safety: In a city where wind-driven fires are always a possibility, it is unconscionable that a four-foot rear and side setback are being recommended. Four-foot separations limit defensible space between structures, increasing the risk of fire spread and constrains the emergency access for firefighting equipment.
- Urban tree canopy and environmental health: Approximately 90% of the City's tree canopy exists on private property. Meaningful tree planting and retention are not feasible within four-foot setbacks which due to "exiting" criteria must be paved. The size of the building and the hardscape around it will contribute to the urban heat island effect, resulting in higher temperatures.
- Private open space and quality of life: In a climate that supports year-round outdoor living, reducing adjacent apartment house setbacks will unnecessarily diminish quality of life for all residents. These are not abstract planning considerations; they directly affect how residents live day to day. While we appreciate the proposal to maintain 15-foot front yard setbacks, this does not address the areas of greatest impact. Front yards already benefit from the buffer of streets and sidewalks. The most significant points of interface between new development and existing homes occur along rear and side property lines—precisely where the greatest reductions are proposed. These reduced setbacks are inconsistent with existing Los Angeles Municipal Code (LAMC) standards, which require a 15-foot rear yard and five-foot side yards in multi-family zones such as RD1.5, R3, and R4. The department's reliance on Accessory Dwelling Units (ADU) standards to justify 4 ft setbacks is misplaced. ADUs are intended as small, secondary units-not multi-family buildings with substantially greater occupancy, intensity, and risk. We also wish to express concern regarding the lack of direct public notification to affected property owners and residents. This absence of transparency undermines public trust in the planning process. The City must notify by mail all residents and property owners of this major change in land use. In addition, we request this SB 79 implementation ordinance be expressly tied to, and automatically updated to reflect, any future revisions to, postponement of, or repeal of SB 79.

Thank you for your consideration.

Respectfully,

Sandra Krist
Farmdale Avenue
Studio City, CA 91604



CPC-2026-1797-CA

Susan Royal <susangroyal@gmail.com>

Mon, May 11, 2026 at 9:19 AM

To: "cpc@lacity.org" <cpc@lacity.org>

Cc: "councilmember.yaroslavsky@lacity.org" <councilmember.yaroslavsky@lacity.org>, "jenny.torres@lacity.org" <jenny.torres@lacity.org>

I reside in the Beverly Grove area and am very concerned about the negative effects on my neighborhood if SB 79 is implemented.

Our area includes the Fairfax/Wilshire and the La Cienega/Wilshire metro stops which were just activated. We need a plan to protect the current residents from the negative impact of increased density that would be allowed under SB 79.

For example, our current parking restrictions will be needed now more than ever. Many of us residents rely on street parking because these older houses do not have large garages (or in some cases, any garage). The implementation of SB 79 would force us out of our homes.

We, the citizens and residents who will be negatively impacted by SB 79, should be kept informed and notified about this legislation.

Thank you,

Susan Royal

MEMORANDUM

To: Members of the Los Angeles City Council Planning Committee
From: Stephen Shrager, Resident, City of Los Angeles
Re: **CPC Case No. CPC-2026-1798-MS for Phased Implementation Ordinance and CPC Case No. CPC-2026-1797-CA for Low-Rise Ordinance**

Date of Hearing: May 14, 2026

It is my understanding that the prevailing setback requirements for residential structures located in the neighborhoods impacted by the recent SB79 ruling are now being reviewed for possible revision. The revisions being considered are reducing the rear setback requirement from 15 ft. down to 4 ft., and reducing the side setback requirement from 5 ft. down to 4 ft.

Setbacks between single-family structures aren't arbitrary—they serve several core planning, safety, and livability purposes. The benefits of proper setbacks in R1 neighborhoods have been well documented for many years and fall into several categories.

Fire Safety & Emergency Access

Setbacks create physical separation to slow the spread of fire between homes. Setbacks also provide necessary access space for firefighters and emergency responders arriving on the scene in residential neighborhoods.

Light and Air

Proper setbacks ensure each home has access to natural light and ventilation. This prevents “wall-to-wall” building conditions that create dark, stagnant environments which have historically been tied to public health concerns (especially in dense cities).

Privacy

Setbacks reduce direct sightlines into neighboring windows, yards, and living spaces. This helps maintain a sense of separation and autonomy for occupants.

Neighborhood Character / Scale

Setbacks reserve the spatial rhythm of single-family neighborhoods (yards, spacing, openness) which prevents overbuilding that can make an area feel crowded or out of scale with existing homes. This is often a major policy driver in R-1 zoning.

Noise Buffering

Physical distance between residential structures helps reduce transmission of everyday noise between homes.

Drainage and Utilities

Setbacks allow space for roof drainage and runoff control, utility lines (gas, water, sewer access), and maintenance access without trespassing.

Structural and Maintenance Considerations

Proper setbacks prevent construction that is too close to property lines which could compromise foundations, and limit the ability to repair walls, roofs, or siding.

I strongly oppose any reductions to the proposed current setbacks in neighborhoods impacted by SB 79. Density permitted under SB 79 (C1) can be achieved without modifying existing setbacks. If these setbacks are not preserved, it will significantly reduce light and ventilation between structures, thereby increasing both noise and air pollution.

The reduction of setbacks also increases safety and health hazards. The experience of the recent fires in Pacific Palisades is a reminder of how important a role that proper setbacks play in wildfire mitigation. Shrinking setbacks reduces the effectiveness of fire prevention.

Lastly, the reduction of building setback requirements will have a negative impact on the effectiveness of solar panels installed on the roofs of single-family residences. Smaller setbacks create more shadows, particularly for one-story single-family homes adjacent to multi-story structures. The City of Los Angeles needs to preserve the effectiveness of solar power as our electrical needs continue to increase across both the city and the region at large.

Thank you for your consideration.

Stephen Shrager
Resident of The City of Los Angeles

**250+ CONSTITUENTS SUBMITTED THE FOLLOWING
STATEMENT TO THE CPC@LACITY.ORG INBOX FOR THE
CITY PLANNING COMMISSION'S CONSIDERATION:**

Item 06:

CPC-2026-1797-CA

Draft Ordinance for SB 79- CPC-2026-1797-CA

Email Message:

Dear City Planning Commission President Lawshe and Members of the City Planning Commission:

I am writing to oppose the provision within the proposed SB 79 Implementation Ordinance (the Low-Rise Ordinance) that would reduce required side and rear yard setbacks.

While we recognize the City's obligation to comply with state law, reducing rear and side yard setbacks to four feet is neither required nor necessary to achieve SB 79's housing density. Available studies indicate that maintaining 15-foot rear yard setbacks would not preclude achieving SB 79's development objectives. These recommended reductions maximize lot coverage at the expense of basic protections. The Planning Department's responsibility is to safeguard public well-being and neighborhood stability—not to facilitate development patterns that undermine them.

Reducing setbacks to four feet would have several serious impacts:

- Fire safety: In a city where wind-driven fires are always a possibility, it is unconscionable that a four-foot rear and side setback are being recommended. Four-foot separations limit defensible space between structures, increasing the risk of fire spread and constrains the emergency access for firefighting equipment.
- Urban tree canopy and environmental health: Approximately 90% of the City's tree canopy exists on private property. Meaningful tree planting and retention are not feasible within four-foot setbacks which due to "exiting" criteria must be paved. The size of the building and the hardscape around it will contribute to the urban heat island effect, resulting in higher temperatures.
- Private open space and quality of life: In a climate that supports year-round outdoor

living, reducing adjacent apartment house setbacks will unnecessarily diminish quality of life for all residents.

These are not abstract planning considerations; they directly affect how residents live day to day.

While we appreciate the proposal to maintain 15-foot front yard setbacks, this does not address the areas of greatest impact. Front yards already benefit from the buffer of streets and sidewalks. The most significant points of interface between new development and existing homes occur along rear and side property lines—precisely where the greatest reductions are proposed.

These reduced setbacks are inconsistent with existing Los Angeles Municipal Code (LAMC) standards, which require a 15-foot rear yard and five-foot side yards in multi-family zones such as RD1.5, R3, and R4. The department's reliance on Accessory Dwelling Units (ADU) standards to justify 4 ft setbacks is misplaced. ADUs are intended as small, secondary units—not multi-family buildings with substantially greater occupancy, intensity, and risk.

We also wish to express concern regarding the lack of direct public notification to affected property owners and residents. This absence of transparency undermines public trust in the planning process. The City must notify by mail all residents and property owners of this major change in land use.

In addition, we request this SB 79 implementation ordinance be expressly tied to, and automatically updated to reflect, any future revisions to, postponement of, or repeal of SB 79.

Thank you for your consideration.

**35+ CONSTITUENTS SUBMITTED THE FOLLOWING
STATEMENT TO THE CPC@LACITY.ORG INBOX FOR THE
CITY PLANNING COMMISSION'S CONSIDERATION:**

Item 0:

CPC-2026-1797-CA

reference # CPC-2026-1797-CA

Email Message:

To Whom It May Concern: I am writing with the following comments on the proposed SB 79 Implementation Ordinance (the Low-Rise Ordinance):

1. Setbacks – I OPPOSE reduction in required side and rear yard setbacks to only 4 feet.

- Available studies indicate that **maintaining 15-foot rear yard setbacks would not preclude achieving SB 79's** development objectives.
- Such reductions are **inconsistent with existing Los Angeles Municipal Code (LAMC)** standards, which require a 15-foot rear yard and 5-foot side yards in multifamily zones such as RD1.5, R3, and R4.
- **Serious negative impacts** will result from such reduction:
 - **Fire safety:** the proposed 4-foot separations limit defensible space between buildings, increasing risk of fire spread and impeding fire-fighting efforts. This is a critically important problem for homes that have recently been classified as Fire Zone 0.
 - **Urban tree canopy and environmental health:** approximately 90% of the city's tree canopy exists on private property. Meaningful tree planting and retention are not feasible within the 4-foot setback, which due to "exiting" criteria must be paved — leading to an urban heat island effect with higher temperatures.
 - **Open space and quality of life:** private open space is a critical element in overall climate control and quality of life for all residents, especially given the paucity of public open space.

2. Notification – REQUIRE direct public notification to affected property owners and residents. The city must notify by mail all residents and property owners of this major change in land use. The absence of transparency undermines public trust, which is already seriously weakened.

3. Future Implementation – TIE implementation to future changes: this SB 79 implementation ordinance must be expressly tied to, and automatically updated to reflect, any future revisions to, postponement of, or repeal of SB 79.

Thank you for your consideration.



Draft Ordinance for SB 79- CPC-2026-1797-CA

Thomas Glick <thomasleeglick@yahoo.com>

Thu, May 7, 2026 at 12:06 PM

To: cpc@lacity.org

Cc: william.lamborn@lacity.org

Esteemed President Lawshe and Distinguished Members of the City Planning Commission,

I am writing to express profound opposition to certain provisions within the proposed SB 79 Implementation Ordinance, specifically those pertaining to the reduction of required side and rear yard setbacks. While we acknowledge the City's imperative to align with state legislative mandates, the proposed diminishment of rear and side yard setbacks to a mere four feet extends beyond the necessities of achieving SB 79's housing density objectives and carries significant detrimental implications for our communities.

Available research and planning analyses indicate that preserving the established 15-foot rear yard setbacks would not impede the overarching development goals of SB 79. The current proposals appear to prioritize maximal lot coverage at the expense of fundamental protections designed to safeguard public welfare and neighborhood stability. It is the inherent responsibility of the Planning Department to uphold these protections, rather than to facilitate development paradigms that could inadvertently undermine them.

The proposed reduction in setbacks to four feet is poised to engender a series of critical adverse impacts:

****Compromised Fire Safety:**** In an urban environment frequently susceptible to wind-driven fire events, advocating for a four-foot rear and side setback is deeply concerning. Such minimal separation severely curtails the creation of defensible space between structures, thereby escalating the risk of rapid fire propagation and significantly impeding emergency access for firefighting apparatus. This provision introduces an unacceptable level of risk to residents and property.

****Degradation of Urban Tree Canopy and Environmental Health:**** A substantial portion, approximately 90%, of our city's vital tree canopy resides on private property. The proposed four-foot setbacks render meaningful tree planting and long-term retention practically infeasible, particularly given that current "exiting" criteria often necessitate the paving of such narrow spaces. The resulting increase in building footprint and hardscape contributes directly to the urban heat island effect, leading to elevated ambient temperatures and diminishing the city's overall environmental resilience. This also impacts biodiversity and air quality.

****Erosion of Private Open Space and Quality of Life:**** Given our city's climate, which supports year-round outdoor living, reducing adjacent apartment house setbacks will unequivocally diminish the quality of life for all residents. These are not abstract planning considerations; they directly impact the daily living experience, privacy, access to natural light, and opportunities for recreation and relaxation within our residential neighborhoods.

While we appreciate the proposed maintenance of 15-foot front yard setbacks, this measure does not adequately address the areas of most critical impact. Front yards inherently benefit from the natural buffer provided by streets and sidewalks. The most sensitive and significant interfaces between new development and existing homes are precisely along rear and side property lines—the very areas where the most substantial reductions are being contemplated.

Furthermore, these reduced setbacks represent a clear departure from established Los Angeles Municipal Code (LAMC) standards, which mandate a 15-foot rear yard and five-foot side yards in multi-family zones such as RD1.5, R3, and R4. The department's reliance on Accessory Dwelling Unit (ADU) standards to justify four-foot setbacks is fundamentally misplaced. ADUs are designed as small, supplementary units, distinct in their scale, occupancy, intensity, and associated risks from the multi-family buildings permitted under this ordinance. Applying ADU standards to larger structures is an inappropriate and potentially hazardous generalization.

Finally, we must express our grave concern regarding the manifest lack of comprehensive public notification to affected property owners and residents. This absence of transparency erodes public trust in the planning process and limits meaningful community engagement. It is imperative that the City undertake a proactive and thorough notification process, including direct mail notification to all residents and property owners, concerning such a significant alteration in land use policy.

We also respectfully request that this SB 79 implementation ordinance be explicitly linked to, and automatically adjusted in response to, any future revisions, postponements, or repeals of the state's SB 79 legislation, ensuring continuous alignment and preventing the persistence of potentially outdated local provisions.

Thank you for your careful consideration of these critical issues.

Respectfully,

(Add Name)

(Add Address/Neighborhood)

DAY OF HEARING SUBMISSIONS



Item Nos. **6, 7**

Department of City Planning

City Hall, 200 N. Spring Street, Room 525, Los Angeles, CA 90012

May 13, 2026

TO: City Planning Commission

FROM: Erika Cui, City Planner
Thea Trindle, City Planner

TECHNICAL MODIFICATIONS TO STAFF RECOMMENDATION REPORT AND ADDITIONAL INFORMATION FOR CASE NOS. CPC-2026-1798-MSC and CPC-2026-1797-CA

TECHNICAL MODIFICATIONS TO EXHIBIT 3

The following technical corrections are to be incorporated into **Exhibit 3 (SB 79 Map Inventory)** of the staff recommendation report to be considered at the City Planning Commission meeting of May 14, 2026 related to Items No. 6 and 7 on the meeting agenda:

INSTRUCTION: Replace Maps 3C, 3F, 3I, 3L, 3M, and 3L of Exhibit 3 with updated maps, as reflected in Attachment A. Revised Maps include an additional map layer that visualizes sites that are statutorily exempt from Senate Bill 79 (SB 79). This map layer was inadvertently omitted in the initial transmittal, with the maps listed above incorrectly classifying statutorily exempt sites as “Not Eligible for Temporary Exemption without Further Action”. Map 3M has also been updated to combine the two map layers visualizing sites ‘Eligible for Phased Implementation with No City Action’ and sites ‘Eligible for Phased Implementation Upon Adoption of Low-Rise Ordinance’ into a single layer named ‘Eligible for Phased Implementation Upon Adoption of Low-Rise Ordinance’ to improve clarity.

TECHNICAL MODIFICATIONS TO EXHIBIT 2A

The following technical corrections are to be incorporated into Exhibit 2A (Proposed Low-Rise Ordinance) of the staff recommendation report:

INSTRUCTION: Revise Los Angeles Municipal Code Section 12.22 A.38 (g)(3)(i)(a) on page 11 in Exhibit 2A for alignment with SB 79 requirements for properties adjacent to a TOD Stop as follows:

a. **Exception.** Notwithstanding Table 12.22 A.38.(g)(3)(i) above, a site in the Low-Rise Incentive Area is eligible for up to half the amount of units and floor area otherwise permitted in California Government Code Section 65912.157(a). Furthermore, projects located within 200 feet of a Tier 1 or Tier 2 TOD Stop that cannot accommodate half the amount of units and floor area otherwise permitted in California Government Code Section 65912.157(a) shall be eligible for an additional story in height beyond the heights specified in Table 12.22 A.38.(g)(3)(i) above.

ADDITIONAL INFORMATION IN RESPONSE TO PUBLIC COMMENT FOR CASE NO. CPC-2026-1797-CA

The Department of City Planning has prepared additional information for the City Planning Commission's (CPC) consideration to incorporate information related to public comment received after the release of the draft ordinances, as well as provide additional analysis regarding the Low-Rise Incentive Area program incentives and performance standards recommended in the Low-Rise Ordinance.

Summary of Public Comment on Low-Rise Incentive Area Incentive Relief and Performance Standards

Since the release of the ordinances associated with the City of Los Angeles' local implementation approach, the Department has received and reviewed numerous comments submitted in response to the incentives and performance standards contained in the Low-Rise (formerly Corridor Transition) Incentive Area program (referred to as "Low-Rise"). In particular, some commenters have encouraged the CPC to consider amending the Low-Rise Ordinance to enforce a 15 foot rear yard setback in the Low-Rise program citing concerns related to safety, impacts to Los Angeles' urban canopy, and adverse effects to existing private open space. Commenters also called for restoration of the rear yard common open space option to encourage flexibility in the configuration of Low-Rise program projects and improve overall project feasibility. Finally, commenters recommended consideration of a front yard encroachment allowance for balconies to support the design and construction of private open space in a manner consistent with the goal to cultivate active and pedestrian-oriented streets.

Additional Options for Consideration

City Planning has developed several considerations for the CPC to evaluate based on the feedback received. These proposed options offer setback, open space, and development standard allowances to address the concerns described above. These options have been analyzed for consistency with SB's 79 statutory requirements and are consistent with building volume allowances required for local implementation.

Yard Setbacks

Within the Low Rise (formerly Corridor Transition) program, incentives and performance standards have been calibrated to create low-rise missing middle outcomes found in the historic architecture of Los Angeles (courtyard apartments, bungalow courts, townhomes, etc).

Setbacks, parking standards, and open space requirements have all been designed to integrate contextual density and produce modulated low-scale developments. The Low-Rise Ordinance proposes 15-foot front yard or prevailing, whichever is less, and maintains the existing programs setback standards of a 4-foot side yard for three or more story structures, a 3-foot side yard for two or less story structures, and a 4-foot rear setback provided structures maintain a height of less than 26-feet within 15-feet of the rear lot line.

In response to public comment, the Department analyzed the feasibility of maintaining compliance with SB 79, while requiring 15 foot front yards, 5 foot side yards, and 15 foot rear yards within the Low Rise program. This analysis found that on a 5,000 or 7,500 square-foot lot, with the additional development standards included in the ordinance, these yard requirements would not allow for the development of half of the SB 79-allowed building volume within 200 feet of a Tier 1 Transit Oriented Development (TOD) Stop, a ¼ mile of a Tier 1 TOD Stop, 200 feet of a Tier 2 TOD Stop, and ½ mile of a Tier 2 TOD Stop (as required by Government Code Section 65912.161(b)(1)(A) for phased implementation) and, therefore, would not meet SB 79's requirements.

The introduction of a 15-foot rear yard setback with the proposed 15-foot front yard setback would require additional height relief in order to offset the resulting limited developable area. Both the increase in setbacks and height would result in a taller, more narrow development typology, which may not comport with the low-scale goal the program was designed to address. Furthermore with regard to comments voicing concerns related to access and fire standards, all projects are reviewed for compliance with applicable building code requirements during the permitting process. This process includes review by the Department of Building and Safety and the Los Angeles Fire Department to ensure compliance with any access or setback requirement in the applicable State Minimum Fire Safety Regulations and/or Fire Code which may result in higher building separation or hardening requirements dependent on the project location and conditions.

Staff further analyzed alternative options for an increased rear setback and found that an 8 foot rear yard setback without a required building setback would comply with SB 79 minimums. As such, to permit rear-yard flexibility to support enhanced tree canopy and open space, while maintaining existing front yard requirements, the Commission could explore requiring an 8-foot rear setback without a transitional height standard.

Open Space

To promote street-oriented open space and building modulation on the primary facade, the Department previously eliminated options for rear yard open space. However, in response to public feedback requesting private outdoor areas, rear yard open space allowances may be

reintroduced in conjunction with front yard permissions. Restoring the rear yard open space incentive could encourage the creation of rear-facing open areas by providing specific open space credits within the rear yard setback.

Balcony Encroachments

To support greener corridors for residents and pedestrians alike, the Department maintains its recommendation in the Low-Rise Ordinance to enforce a front yard setback that equates to 15 feet or the average of a site's adjacent lots, whichever is less. In response to comments, CPC could consider allowing a balcony front yard encroachment of up to five feet to promote community-oriented outdoor space and design versatility.

Sincerely,



JENNA MONTERROSA
Principal City Planner, Citywide Policy Division

Attachment A: Updates to Exhibit 3 SB 79 Map Inventory of the Staff Recommendation Report for CPC-2026-1798-MSC and CPC-2026-1797-CA

This attachment contains updated maps as instructed in the Technical Modification to Exhibit 3 above. The updated maps are provided in the following pages and listed below in order:

Map 3C: TOD Zones and Sites Eligible for Temporary Exemption without Low-Rise Ordinance

Map 3F: Low Resource Sites Eligible for Temporary Exemption due to Existing Zoned Capacity (GCS 65912.161(b)(1)(B)(iii))

Map 3I: Sites Eligible for Temporary Exemption due to Existing Zoned Capacity (GCS 65912.161(b)(1)(A))

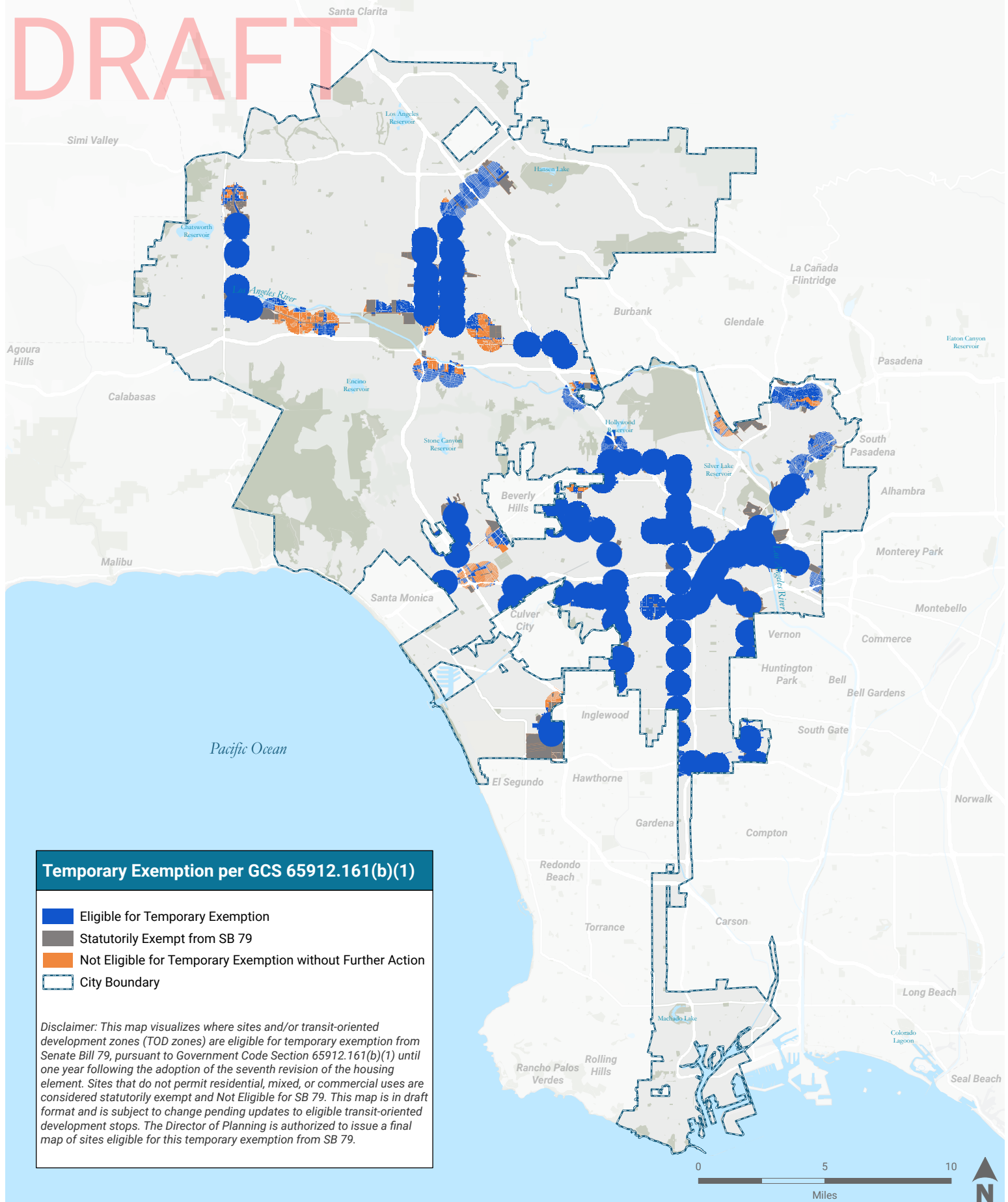
Map 3K: Summary of Sites Eligible for Temporary Exemption without Low-Rise Ordinance

Map 3L: Low Resource Sites and Primarily Low Resource TOD Zones Eligible for Temporary Exemption

Map 3M: Sites Eligible for Phased Implementation with Low-Rise Ordinance

TOD Zones and Sites Eligible for Temporary Exemption without Low Rise Ordinance

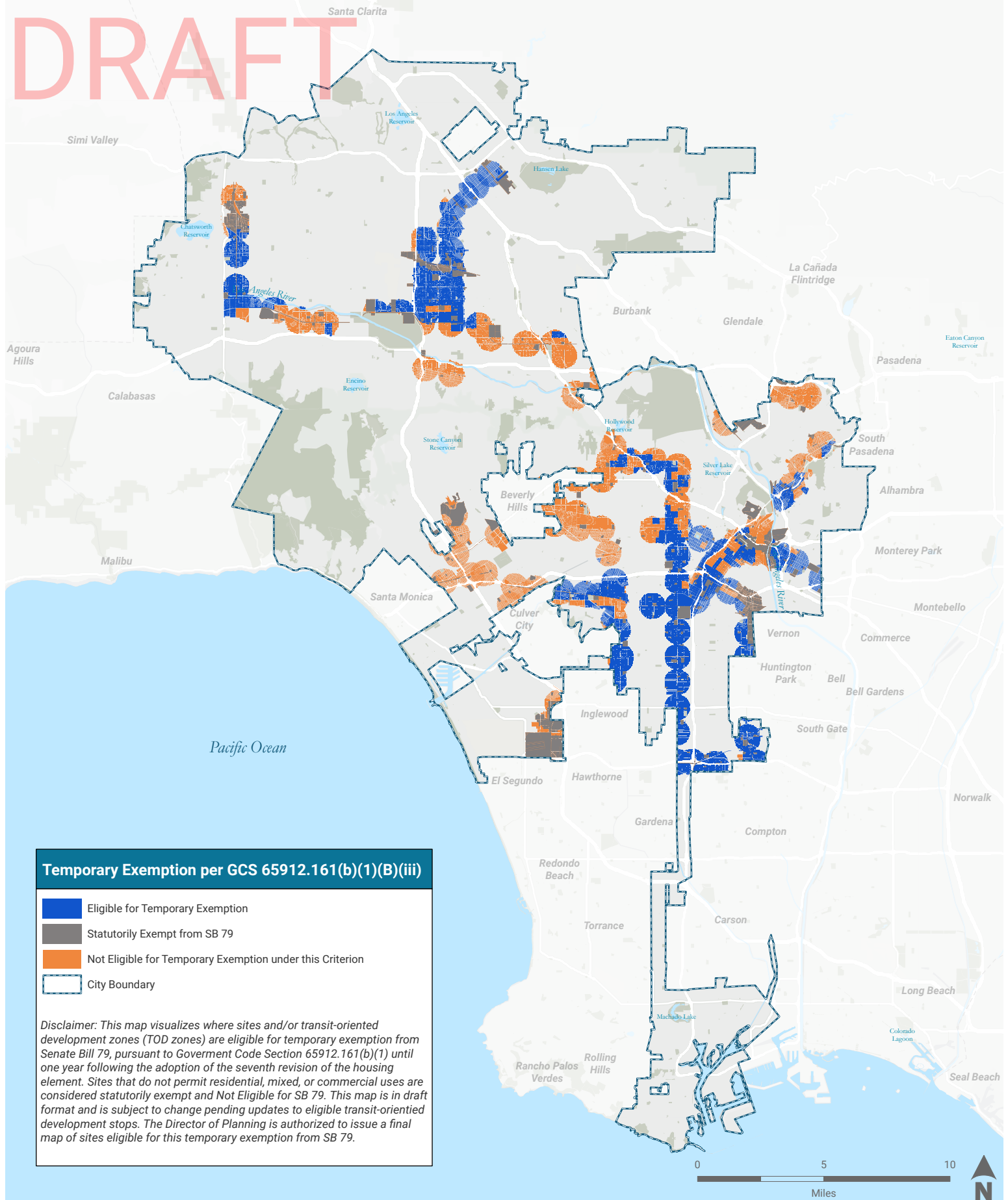
DRAFT



Low Resource Sites Eligible for Temporary Exemption due to Existing Zoned Capacity (GCS 65912.161(b)(1)(B)(iii))



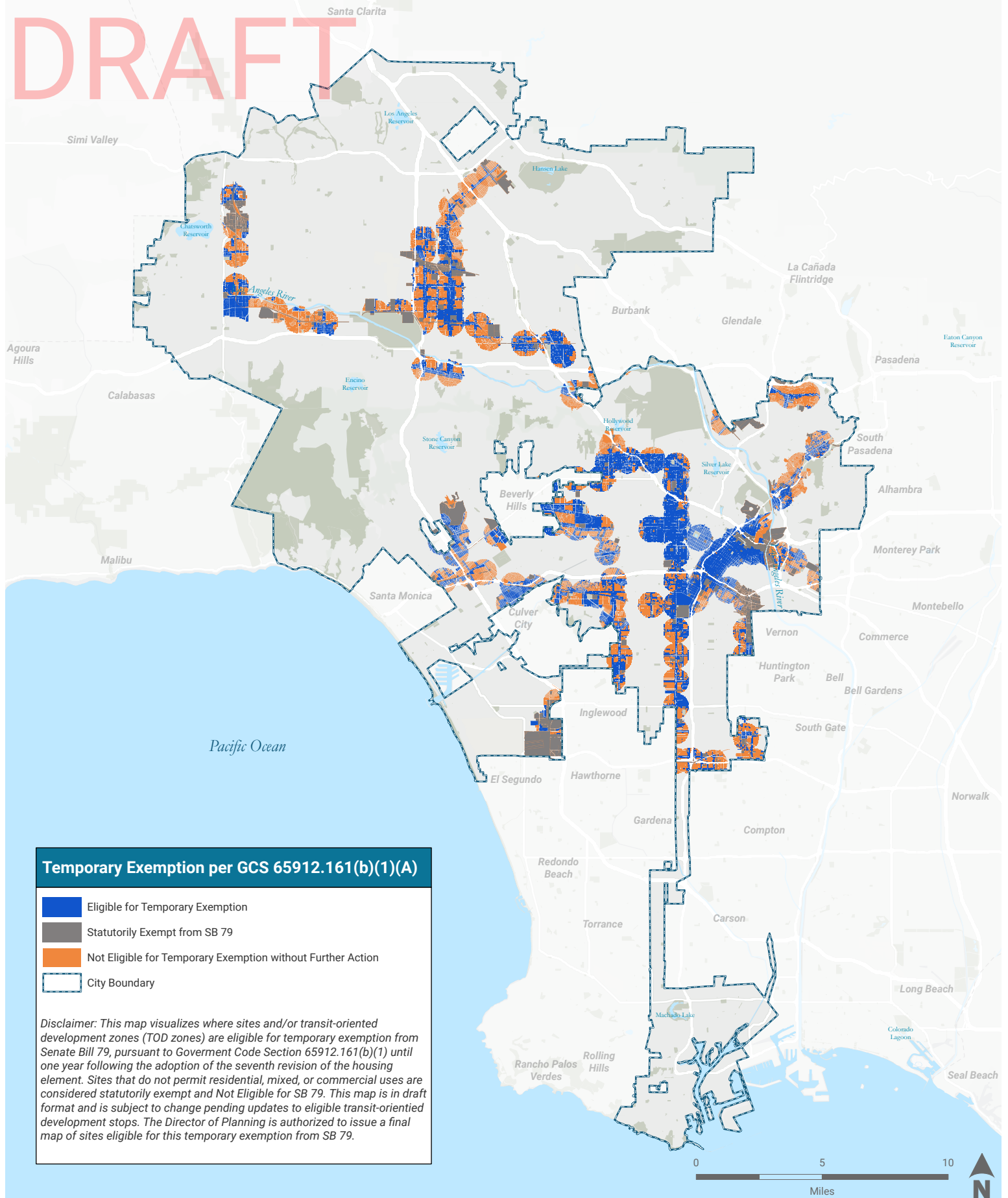
DRAFT



Sites Eligible for Temporary Exemption due to Existing Zoned Capacity (GCS 65912.161(b)(1)(A))

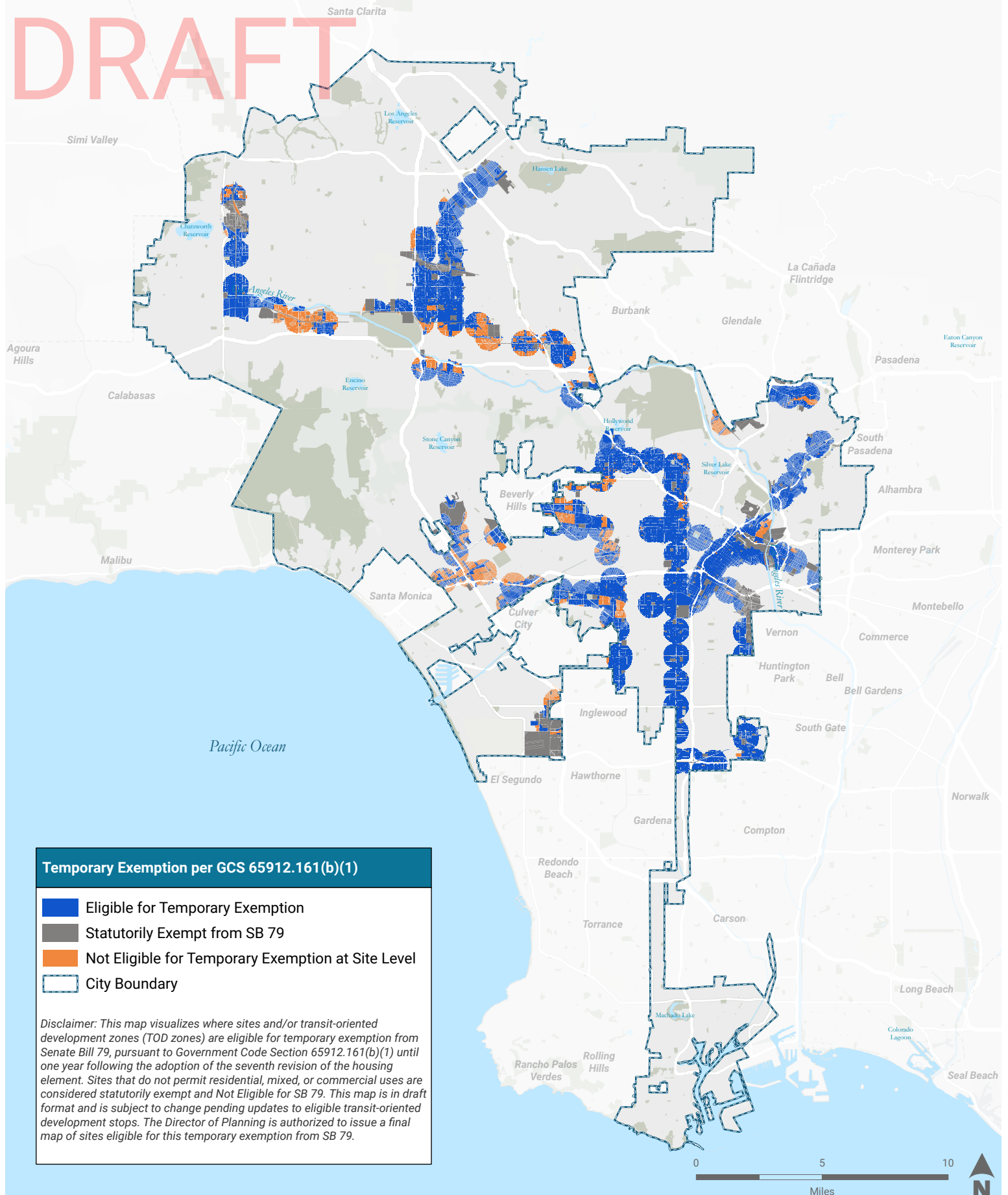


DRAFT



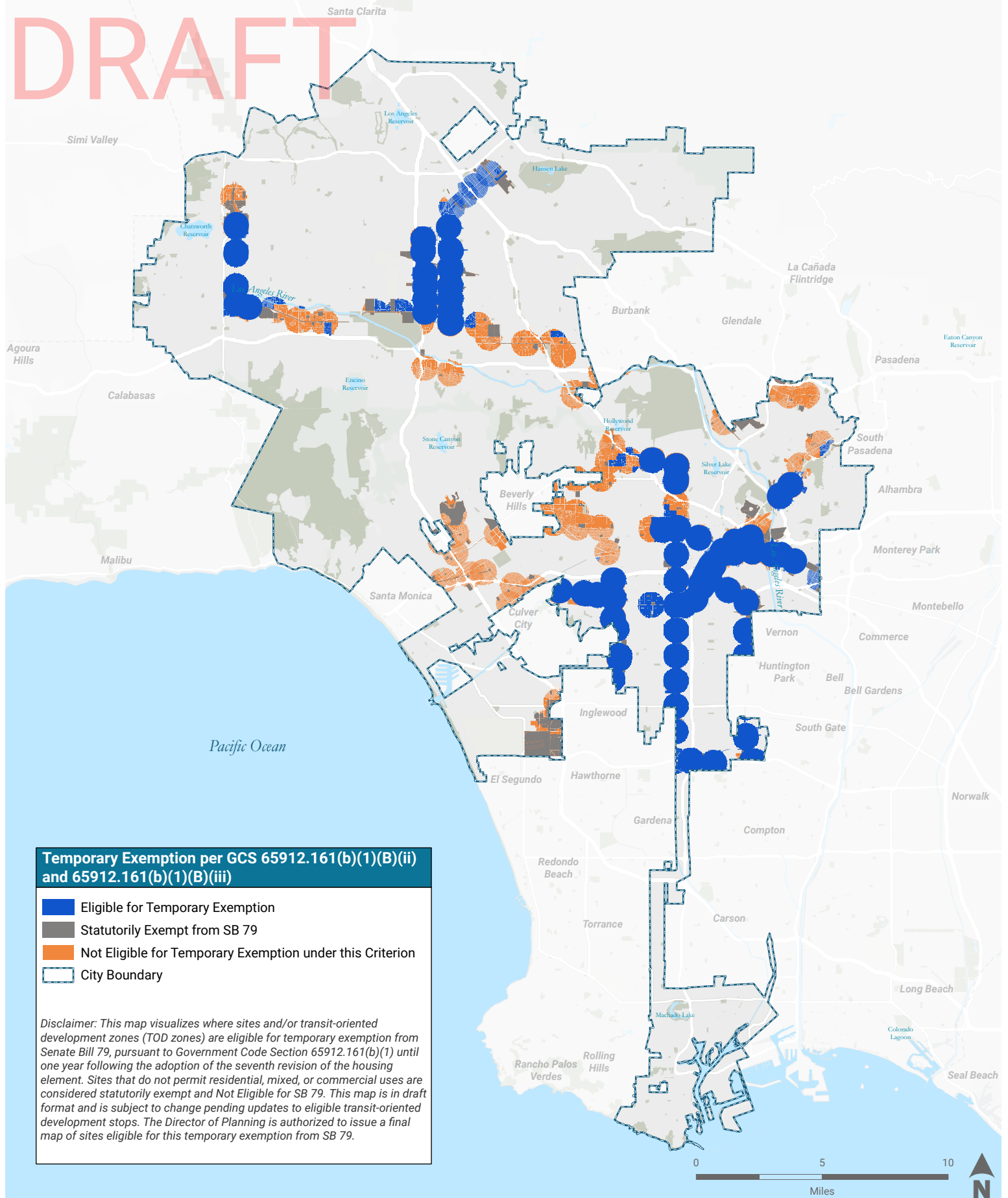
Summary of Sites Eligible for Temporary Exemption without Low Rise Ordinance

DRAFT



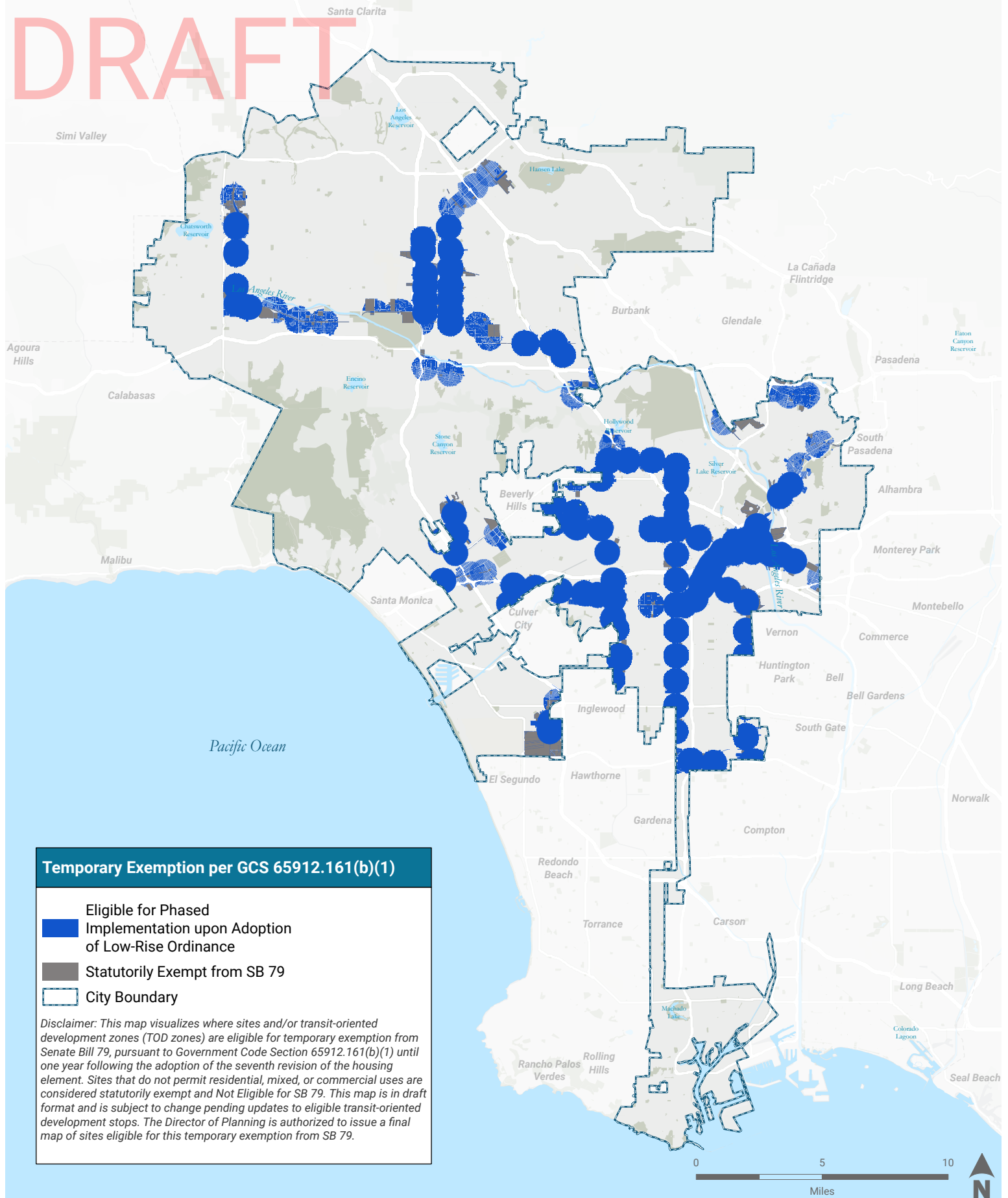
Low Resource Sites and Primarily Low Resource TOD Zones Eligible for Temporary Exemption

DRAFT



Sites Eligible for Phased Implementation with Low-Rise Ordinance

DRAFT



May 14, 2026

City Planning Commission, City of Los Angeles Regular Meeting — Agenda Items #6 and #7 CPC-2026-1797-CA / CPC-2026-1798-MS Van Nuys City Hall, Council Chamber, 2nd Floor

Re: Public Comment on the Low-Rise Ordinance and SB 79 Phased Implementation Ordinance - [Council File: 25-1083](#)

Dear Commission President Lawshe, Vice President Choe, and Honored Commissioners:

With this letter, we encourage the Commission to treat the Low-Rise Ordinance and SB 79 Phased Implementation Ordinance not as compliance exercises, but as a genuine opportunity to lead on transit-oriented housing that is equitable, financially viable, and well-designed.

A Leadership Moment, Not a Compliance Checkbox

The Low-Rise Ordinance creates the Low-Rise Incentive Area (LIA), extending housing incentives — up to 16 units at 2.90:1 FAR — across a half-mile radius of 55 Opportunity Stations in the majority Higher and Moderate Opportunity Areas. The Phased Implementation Ordinance buys Los Angeles time to build this housing on its own terms. Together, these ordinances give the Commission a rare chance to shape how SB 79 lands in Los Angeles — in ways that advance equity, design quality, and long-term neighborhood health. We urge you to exercise that authority today.

The Fear of Disruption Is Overstated

Concerns that these ordinances will flood neighborhoods with speculative development are not supported by the evidence. The binding constraint on multifamily housing production in Los Angeles is not zoning capacity — it is project economics. Getting any project to pencil out requires navigating construction costs, financing gaps, interest rates, and entitlement uncertainty. Upzoning does not automatically unlock capital.

The City's own record makes this plain: not a single unit has been delivered under the existing Opportunity Corridor Transition Incentive Area — the very mechanism this ordinance replaces and reforms. The fear of instant transformation is untethered from the realities of development. The pool of actually developable, financially viable parcels within the Low-Rise Incentive Areas is far smaller than aggregate zoning maps suggest.

Furthermore, the actual scope of SB 79 is widely misread. Of the 141 City of LA TOD zones subject to state law, approximately 88% already qualified for delay exemptions under SB 79's own carve-outs — fire hazard zones, historic districts, lower-opportunity areas. The Low-Rise Ordinance appropriately maintains protections for RSO tenants, HPOZs, and sites in Fire Restriction Areas (Very High Fire Hazard Severity Zones within Hillside Areas). The change will be incremental and targeted, not sweeping.

Recommendations:

AIA/LA urges adoption of both ordinances and asks the Commission to direct staff to pursue these improvements:

1. Extend Transitional Height Relief to All LIA Projects. The ordinance's multi-bedroom bonus correctly overrides transitional height restrictions — but only for projects providing 40% or more three-bedroom units. This leaves the majority of LIA projects still subject to a rule that routinely reduces nominally four-story projects to three or two stories on parcels adjacent to R1 zones. The Commission should direct staff to extend transitional height relief to all qualifying Low-Rise Incentive Area projects. This is the single most impactful feasibility fix available within the ordinance's existing framework.

2. Create a Sliding Scale for the Multi-Bedroom Bonus. The current all-or-nothing threshold — 40% three-bedroom units for the full density and height bonus — creates a cliff effect that excludes mixed-income and small-lot projects that cannot standardize on large units. A graduated bonus (partial incentive at 20–39%; full incentive at 40%+) would broaden access to the density increments necessary for project viability across a wider range of programs and developers, including non-profit and community land trust partners.

3. Commission a Financial Feasibility Study Before 2030. Councilmember Yaroslavsky said it plainly at the March 24 Council hearing: "If this doesn't result in housing that gets built, none of this matters." The Commission should direct Planning staff, in coordination with the Housing Department, to conduct a pro forma analysis of representative LIA project types across the 55 Opportunity Station corridors — identifying the precise fee deferrals, subsidy levels, or additional density needed to move marginal projects to viability. This study should directly inform the 2030 accelerated upzoning framework before it is written.

4. Streamline Departmental Clearances for LIA Projects. The 55 Opportunity Stations define a bounded geography within the City — a manageable footprint for targeted permitting reform. The Commission should recommend that Planning coordinate with LADBS, LADWP, the Bureau of Engineering, and LAFD to establish pre-approved, expedited clearance pathways for four-to-sixteen unit LIA projects. Entitlement uncertainty is among the most-cited feasibility barriers for projects of this type. Reducing it costs the City nothing in direct subsidy.

AIA|LA is ready to serve as a technical partner in design standard development, pro forma working groups, and departmental clearance task forces. We ask the Commission to send the City Council a strong, affirmative recommendation — paired with the directives above — that signals Los Angeles intends to lead on transit-adjacent housing, not merely comply.

The 55 Opportunity Stations are on the map. Let us build on them.

Truly yours,

A handwritten signature in dark ink, appearing to read 'Will Wright', with a stylized flourish extending to the right.

Will Wright, Hon. AIA|LA
Director, Government & Public Affairs



clerk CIS <clerk.cis@lacity.org>

Your Community Impact Statement Submittal - Council File Number: 25-1083

LA City SNow <cityoflaprod@service-now.com>
Reply-To: LA City SNow <cityoflaprod@service-now.com>
To: Clerk.CIS@lacity.org, wncseat18@gmail.com

Thu, Mar 12, 2026 at 10:36 PM

A Neighborhood Council Community Impact Statement (CIS) has been successfully submitted to your Commission or City Council. We provided information below about CISs and attached a copy of the CIS.

We encourage you to reach out to the Community Impact Statement Filer to acknowledge receipt and if this Community Impact Statement will be scheduled at a future meeting. Neighborhood Council board members are volunteers and it would be helpful if they received confirmation that you received their CIS.

The CIS process was enabled by the Los Angeles Administrative Code §Section 22.819. It provides that, "a Neighborhood Council may take a formal position on a matter by way of a Community Impact Statement (CIS) or written resolution." NCs representatives also testify before City Boards and Commissions on the item related to their CIS. If the Neighborhood Council chooses to do so, the Neighborhood Council representative must provide the Commission with a copy of the CIS or resolution sufficiently in advance for review, possible inclusion on the agenda, and posting on the Commission's website. Any information you can provide related to your agenda setting schedule is helpful to share with the NC.

If the CIS or resolution pertains to a matter *listed on the Commission's agenda*, during the time the matter is heard, the designated Neighborhood Council representative should be given an opportunity to present the Neighborhood Council's formal position. We encourage becoming familiar with the City Council's rules on the subject. At the Chair's discretion, the Neighborhood Council representative may be asked to have a seat at the table (or equivalent for a virtual meeting) typically reserved for City staff and may provide the Neighborhood Council representative more time than allotted to members of the general public. They are also permitted up to five (5) minutes of time to address the legislative body. If the CIS or resolution pertains to a matter *not listed on the agenda*, the designated Neighborhood Council representative may speak during General Public Comments.

We share this information to assist you with the docketing neighborhood council items before your board/commission. If you have questions and/or concerns, please contact the Department of Neighborhood Empowerment at empowerla@lacity.org.

***** This is an automated response, please DO NOT reply to this email. *****

Contact Information

Neighborhood Council: Westside

Name: Joseph Roth

Email: wncseat18@gmail.com

The Board approved this CIS by a vote of: Yea(13) Nay(0) Abstain(1) Ineligible(0) Recusal(0)

Date of NC Board Action: 03/12/2026

Type of NC Board Action: For if Amended

Impact Information

Date: 03/13/2026

Update to a Previous Input: Yes

Directed To: City Council and Committees

Council File Number: 25-1083

City Planning Number:

Agenda Date:

Item Number:

Summary: After previously supporting 25-1083 in October 2025, tonight, in a regular monthly meeting of the Westside Neighborhood Council, the board voted to support the Council File #25-1083 IF AMENDED to include citywide implementation of Option C1 (discussed in the PLUM Committee meeting) as the locally preferred alternative.



WESTSIDE NEIGHBORHOOD COUNCIL
P.O. Box 64370 Los Angeles CA 90064
www.wncla.org (310) 474-2326



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Terri Tippit, Chair
Lisa Morocco, Vice-Chair
Shannon Burns, Treasurer
Jane Wishon, Parliamentarian

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Jeff Hronek
Mary Kusnic
Sean McMillan
Joseph Roth
Louis Schillace
Lindsay Shea
Jae Wu

March 12, 2026

Los Angeles City Council
200 N. Spring Street
Los Angeles, CA 90064

Re: CF25-1083

The Westside Neighborhood Council, representing approximately 80,000 Stakeholders, reviewed the options and voted to continue to condition our support of C1 support Citywide Implementation Option C1, and on the following:

1. The proposed density changes must be clearly defined as an **"incentive"** program, not a rezoning or upzoning of these neighborhoods allowing the incentives to 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 notification** of the proposed changes to ensure robust outreach beyond online notifications.

C1 is the more equitable path forward for all LA communities. C1 would delay implementation of SB 79 in low-resource areas, high fire severity zones, HPOZs, and low sea level areas until 2030. Option C1 proactively "incentivizes" all qualifying single-family and low-density neighborhoods to allow three story apartment buildings with 4-16 units, rather than the seven-story apartment buildings mandated under SB 79 and includes these incentives for neighborhoods near rail stops not exempted by C2.

Sincerely,

Terri Tippit

Terri Tippit, Chair



CPC-2026-1797-CA / REQUEST FOR RATIONALE / SB 79 / Oppose Planning Dept. implementation recommendations

Barbara Broide <wncluc@gmail.com>

Thu, May 14, 2026 at 8:40 AM

To: Planning CPC <cpc@lacity.org>

I am writing to ask if the CPC would engage in a discussion with the Planning Dept. to seek information and the rationale that led to the proposed 4-foot side and rear yard setbacks which our community strongly opposes.

What kind of analysis supports that standard? What alternatives might be considered (or may have been considered) that would be considered to be a more context-sensitive approach and that would still meet the City's legal obligations while better addressing fire safety, emergency access, tree canopy, open space, and neighborhood compatibility?

I also note that many properties have existing 5-foot utility easements -- some at the rear of R1 properties, others on the side (particularly on corner properties). And, some corner properties have both side and rear utility easements. What are the current restrictions or requirements for distance from a power line? What would best practices recommend? Typical DWP residential distribution power lines in R1 neighborhoods are usually attached to poles 30-35 feet above the ground (with approximately 6 feet of pole buried underground). The highest lines are reported to be roughly 29-30 feet above ground. Beyond the discussion of safe distance from multi-family structure to the power poles and/or lines, does this suggest that the R1 neighborhoods under SB 79 will need to have new and taller power poles installed or other changes implemented-- and at what cost? We already know that the R1 neighborhoods do not have the existing electric infrastructure to support multi-family unit development along the streets that will be affected.

It is important that there be clear understanding as to the basis for these major proposed changes to which we are strongly opposed. In neighborhoods like ours where there are no alleys that provide a rear buffer between blocks, the impacts or final products built do not resemble the type of housing typology described as needed and made possible by SB 79. These setbacks will not result in multi-family housing that fits within an R1 zone; these are currently designed to place mid rise multi-family housing in the midst of R1 neighborhoods. This is not the "missing middle" housing for young families, the courtyard apartments, the duplex, triplex and fourplex models that included a yard in a shared courtyard or in the rear and some place for kids to play or tomatoes to grow.

Barbara Broide, President
Westwood South of Santa Monica Blvd. HOA



May 13, 2026

City of Los Angeles
City Planning Commission
200 North Spring Street
Los Angeles, CA 90012

Re: Low-Rise and SB 79 Phased Implementation Ordinances, CPC-2026-1797-CA and CPC-2026-1798-MS

To: cpc@lacity.org

Cc: City Clerk's Office, clerk.cps@lacity.org; City Attorney's Office, cityatty.help@lacity.org; Theadora Trindle, City Planner planning.sb79@lacity.org; Erika Cui, City Planner planning.sb79@lacity.org

Dear Los Angeles City Planning Commission,

Californians for Homeownership and the California Housing Defense Fund submit this joint letter regarding the City of Los Angeles's Low-Rise and SB 79 Phased Implementation Ordinances, CPC-2026-1797-CA and CPC-2026-1798-MS.

The low-rise ordinance is preempted by State Density Bonus Law (Government Code Section 65915) and so unlawful.

Per Article XI Section 7 of the California Constitution, cities are not entitled to make laws that conflict with state law. Consequently, a City "cannot choose to forgo application of land use policies imposed by the Legislature." (*Ailanto Properties, Inc. v. City of Half Moon Bay* (2006) 142 Cal.App.4th 572, 595.)

However, the low-rise ordinance does just this: per LAMC Sections A.37(h)(1) and A.38(j)(1) an applicant may not make use of both the State Density Bonus Law (Gov. Code, § 65915) and the Low-Rise Program; effectively rendering all the properties upzoned by the low-rise ordinance ineligible for State Density Bonus Law.

If enacted, sections 12.22 A.37(h)(1) and A.38(j)(1) of Article 2 of Chapter I of the LAMC would be preempted by State Density Bonus Law and applicants will be able to make use of the Density Bonus Law in addition to the benefits provided by the Low-Rise Program.

Section 12.22 A.38(a) states that the purpose of the Low-Rise Program “is to establish specific Incentives and procedures for the implementation of State Density Bonus requirements.” However, the program offers considerably fewer incentives (See e.g., A.38.(g)(2) which strips Low-Rise projects of the right to additional incentives and waiver), creates less density, and imposes more stringent requirements (See e.g., the inclusionary requirements in Table 12.22 A.38.(c)(3)(v) as compared with the bonuses provided by Gov. Code, § 65915, subd. (f)(1)) than the Density Bonus Law.

The Program is, in almost every respect, weaker than the Density Bonus Law. For this reason, it is difficult to imagine why an applicant presented with the choice between the two would choose to apply the Low-Rise Program. However, most of the upzoned parcels will remain zoned to densities which would not permit the 5-unit minimum of the Density Bonus Law without making use of the Low-Rise Program.

The ordinance is not an implementation of State Density Bonus Law; it is rather an attempt by the City to have its cake and eat it too: the City needs to upzone these parcels to meet the densities required for delayed effectuation but wishes to not open the door to applications of the State Density Bonus Law. But the State Density Bonus Law is not an optional requirement for the City. If the parcels are upzoned to be developable to the minimum standards of the State Density Bonus Law, then the Law *must* be available to applicants.

If the program were an implementation of the State Density Bonus Law, it would be implementation of state law and so would not be eligible to count toward the permitted unit count to qualify for SB 79 exemption. State Density Bonus Law is a means of *exceeding* the maximum permitted density, *not* additive to the maximum permitted density.

For these reasons, Californians for Homeownership and the California Housing Defense Fund also object to the use of maximum TOIA and OC benefits in calculating the maximum permitted density. These programs are incompatible per the LAMC with State Density Bonus Law. This is either preempted by State Density Bonus Law, or maximum permitted density must be calculated prior to the addition of any units from these programs.

The City has not met its burden of proof to be eligible for delayed effectuation under SB 79.

Pursuant to Government Code section 65912.161, subdivision (b)(1), a city must pass its ordinance in accordance with section 65912.160, which requires cities to demonstrate by a preponderance of evidence that its standards meet the requirements of the law. The City has proffered almost no evidence that the entire City would be statutorily exempt as it claims. In fact, the City has not even identified the basis on which particular parcels would be exempt.

Not every parcel is exempt under section 65912.161, subdivision (b)(1)(A) (requiring 50% developable capacity in both density and FAR). The Low-Rise Ordinance does not apply to many more sites than would be exempt under SB 79 including sites in the Coastal Zone (A.38.(c)(6)), sites in certain community plans (A.38.(c)(9)), and sites that were surveyed as historic resources (A.38.(c)(7)(ii)). Further, the Ordinance measures proximity to transit stops from the rear lot line whereas SB 79 measures from the nearest edge, meaning that many fringe parcels that would be eligible for SB 79 will be ineligible for the Low-Rise Ordinance (A.38.(g)(1)(ii) and Gov. Code, § 65912.157, subd. (b)). Finally, the maximum standards of the Low-Rise Ordinance do not even reach 50% of the SB 79 standards for larger parcels. For example, APN 2424039001 sits on a half-acre lot, so would permit 32 units per acre under the maximum standards of the Low-Rise Ordinance; it is within 0.5 miles of a Tier 1 Stop and so would permit 100 units per acre under SB 79.

Every parcel may be exempt under section 65912.161, subdivision (b)(1)(B) (station level exemption); however, the City has not provided adequate evidence to support this. Per Section 65912.161, subdivision (b)(1)(B), the zone in the aggregate must be able to support 75% of the prescribed density. However, the City has not provided site-level data showing that it will meet this requirement. There is almost no data available about capacity *if* the City enacts the Low-Rise Ordinance, which is necessary to determine whether the Phased Implementation Ordinance is valid. Without such data it would be impossible for the public or the Department and Housing and Community Development to reliably determine whether the City has met its requirements.

What data the City has provided is fundamentally flawed. The data have changed drastically over the course of the Ordinances' drafting. For example, according to the February 18th City Planning Report, the local maximum allowable units around the Grand/LATTC stop was 225,946. According to Exhibit 4-Table 1B of today's report it is 72,071. Such discrepancies are common throughout the two reports.

The data are at times anomalous as well. Per the February 18 Staff Report, the Chinatown TOD stop allowed 166,511 units and 18,395,829 total square feet of floor area. Dividing the floor area by the total units yields an average unit size of 110 square feet. That does not deduct for hallways, staircases, and other structures counted for the purposes of FAR but not unit size. According to Exhibit 4-Table 1B the Chinatown TOD zone now permits 56,135 units and 21,631,484 square feet of floor area. Without any hallways, staircases, or other structures, the average unit size under these numbers would be 385 square feet. The Los Angeles City Council did not create a zoning code that allowed for a 110 or even 385 square foot apartment to be standard across a large swath of the City.

Looking at the site-level data (Exhibit 4-Table 1C), the study regularly asserts there is buildable density where there is none. For example, APN 5406023001, a vacant lot adjacent to Stadium Way above Figueroa, allows for 115 units in Exhibit 4-Table 1C. This lot is designated open space in the Downtown Community Plan and so cannot support housing. Los Angeles State

Historic Park, also designated open space and ineligible for housing, allows 1816 units according to Exhibit 4-Table 1C.

SB 79 is not a sudden emergency requiring urgency to preserve the public peace, health, or safety.

Per Government Code section 36937, subdivision (b), these ordinances will not be effective unless necessary to preserve the public peace, health, or safety of the City and the City Council adopts by a four-fifths majority a declaration of the facts constituting the urgency. The State Supreme Court has ruled that "the nature of the ordinance itself will . . . be determinative, and where a sudden emergency has arisen, a statement of the nature of the urgency finds proper place to support the declaration." *Ex parte Hoffman* (1909) 155 Cal. 114, 120.

SB 79 was signed into law in October 2025, giving the City almost nine months before its effective date of July 1, 2026 to enact an ordinance preserving the public health and safety of its residents. This was ample time; had there been an immediate and urgent threat to the public health and safety of Angelenos, the City would have enacted an ordinance more quickly.

Even if SB 79 were a sudden emergency necessitating immediate action, the facts stated are false and do not show a threat to public health or safety. The urgency clause for the low-rise ordinance states that the "ordinance is required for the immediate protection of the public peace, health and safety to affirm a pause in effectuation and by permanently or temporarily exempting and protecting sensitive sites, including those in low-resource neighborhoods as designated by TCAC, Very High Fire Hazard Severity Zones, and those hosting or adjacent to industrial uses." All of those sites would be eligible for delayed effectuation without the low-rise ordinance, the low-rise ordinance is to delay effectuation for sites not fitting those categories and the low-rise *does not* apply to such sites.

The second justification is that the ordinance "makes the City compliant with state mandated requirements, continues to address Los Angeles's crisis, and improves housing access by affirmatively furthering fair housing using locally tailored value capture." SB 79 will impose no requirements on cities on July 1st other than to process applications in accordance with its provisions. It does not require any cities to adopt any ordinances before July 1st. Therefore, Los Angeles will not be noncompliant with SB 79 on July 1st unless it chooses not to comply, and this ordinance is in no way necessary for the City to comply.

The assertion that this ordinance continues to address Los Angeles's housing crisis and improves housing access is also false. This ordinance is a modest upzoning to preserve the status quo that has caused this crisis and avoid the type of change that could address it. This is not the City acting to address the crisis, but the City acting to avoid addressing the crisis.

Conclusion

These ordinances are unlawful, haphazard, and founded on broken data. The ordinances and reports upon which they are based are littered with mistakes and falsehoods. Even the Governor has called the City's plan "unacceptable". Californians for Homeownership and California Housing Defense Fund strongly urge the City to reject these ordinances and to continue to work on an SB 79 implementation plan which is legal and supported by reliable information.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Matthew Gelfand', with a stylized, cursive script.

Matthew Gelfand
*Californians for
Homeownership*

A handwritten signature in blue ink, appearing to read 'Dylan Casey', with a stylized, cursive script.

Dylan Casey
CalHDF



HUGO SOTO-MARTINEZ
Councilmember, Thirteenth District

May 12, 2026

City Planning Commission
200 N Spring St, Room 272
Los Angeles, CA 90012

RE: SB 79 Phase Implementation Ordinance

Honorable Commissioners,

On May 14th your Commission will hear the Senate Bill 79 (SB 79) Phased Implementation Ordinances Program (CPC-2026-1798-MS, CPC-2026-1797-CA). Before you are the recommendations of the Department of City Planning in response to the instructions of LA City Council to prepare a delayed effectuation ordinance as the first step of compliance with SB 79. This program will see the effectuation of a temporary local zoning program for SB 79 sites within a radius of “transit-oriented development” (TOD) stops, creating “TOD zones”. In Los Angeles of the 145 TOD Zones, 57 are high resource and must at minimum develop a local program by July of this year to increase housing capacity in compliance with state law in order to allow the City time to phase full adoption and adopt a local program.

The option chosen by City Council, known as Option One (out of three options) gave all of these 57 stations, a program of locally designed zoning incentives originally created for the Citywide Housing Incentive Program (CHIP) previously known as the Corridor Transition - renamed as of your hearing date as the Low Rise Ordinance. However, during Council’s consideration of this program, I introduced a motion in favor of Option Two (Council file number 25-1083, amending motion 4C). Option Two looked more specifically at the quality of transit for each of the 57 TOD zones, and those served by higher quality transit were given a higher density program also created under CHIP known as the Transit Oriented Incentive Areas (TOIA). Under Option Two, in Council District 13, there would have been four stations that had this TOIA designation instead of the Low Rise Ordinance: Vermont/Sunset, Hollywood/Vine, Hollywood/Highland and Vermont/Beverly.

I therefore wish it to be known that I would be supportive of seeing any portion of these stations in my district and in Council District 4, where I know my colleague also supported Option 2, be adopted as TOIA instead of Low Rise. While I prefer to do the work of developing land use programs locally with

time for outreach and engagement rather than under a mandate from the State, I still plan to take every opportunity to make sure that I am doing all I can for the production of new housing in Council District 13.

Having reviewed the current zoning, my staff believes that the program locations may already offer higher densities than were proposed in Option 2, but I would like to be sure of that. The stations in Hollywood and East Hollywood are extremely suitable for increased density- walkable communities with a density of jobs, transit, and amenities. I support work to continue to increase their capacity. I am also confident that the passage of the Resident Protection Ordinance within CHIP means we can do so without causing displacement to existing residents.

Therefore, I respectfully request that your Commission ask the Department of City Planning to include in their report to Council on whether using the proposed designations under Option Two in Council District 13 would meaningfully increase housing capacity or public benefit, so that if they do, I can ask for these areas alone to increase as they would have under Option Two.

Lastly, I know that staff at the Department of City Planning have been working non-stop to implement this program under the very short timelines given and will have more work to come. Our City Planning Department's work in the last few years has delivered massive reforms to increase our production of housing. They take broad dictates and turn them into local programs that are thoughtful, progressive and equitable. They deserve substantially more credit than they will ever receive and I thank them for their service.

Thank you for your attention to this request. My Director of Community Development and Planning, Emma Howard (emma.howard@lacity.org) and my Planning Deputy Ted Walker (ted.walker@lacity.org), will be attending the Commission hearing to share my request in person and answer any questions you may have.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Hugo Soto-Martinez', with a stylized flourish at the end.

Hugo Soto-Martinez
Los Angeles City Councilmember, 13th District

CC: Vince Bertoni Director, City Planning Department
Kevin Keller, Executive Officer, City Planning Department
Shana Bonstin, Deputy Director Of Planning, City Planning Department
Matthew Glesne, Senior City Planner, City Planning Department
Blair Smith, Senior City Planner, City Planning Department



ABUNDANT
HOUSING LA



HOUSING
ACTION
COALITION



PATH
MAKING IT HOME

UNION
STATION
HOMELESS
SERVICES



May 12, 2026

Monique Lawshe

President, City Planning Commission

CC: Mayor Bass, Los Angeles City Council, City Planning Commission, Los Angeles City Planning Department

RE: LOW-RISE ORDINANCE AND SB 79 PHASED IMPLEMENTATION ORDINANCE

Dear President and Members of the City Planning Commission,

We, the undersigned organizations, write in response to the Department of City Planning's May 2026 report regarding the implementation of SB 79. We want to recognize the constructive work of the Department regarding the proposed SB 79 Phased Implementation Ordinance and Low-Rise Ordinance. The proposed ordinances are an important step forward. **However, the Commission should recommend targeted amendments to ensure that the City's local implementation of SB 79 is not only legally defensible, but also feasible, equitable, and effective at producing affordable homes.**

Allow Use of AHIP Incentives

Firstly, the proposal in Exhibit 2B regarding "Recommendations for Deeper and More Affordability Pursuant to Amending Motion 4C (Council File 25-1083)" represents a promising

start to provide greater incentives for affordable projects. But affordable housing providers face higher financing constraints, deeper subsidy needs, and more complex project delivery challenges than market-rate developers. Affordable projects need greater densities and larger envelopes than proposed under Exhibit 2B. We therefore request that the Commission recommend amending the ordinance to allow the use of AHIP incentives for projects of five or more units, as presented in Table 12.22 A.39(e)(1) of Subdivision 39, Section 12.22, Article 2, Chapter I of the Los Angeles Municipal Code pertaining to the Affordable Housing Incentive Program. This would allow affordable projects to reach a minimum of 5 stories and FAR of 4.65:1 with an additional height and FAR bonus if 20% of total units are 3-bedroom or larger.

Transit-rich areas, particularly in higher-resource communities, have historically been underutilized for multifamily housing. Ensuring that affordable projects can be feasibly built along with mixed-income projects is essential for the City to meet its commitments to Affirmatively Further Fair Housing.

Allow Greater Height Flexibility to Promote Larger Units

Secondly, the City should add one story of height to LR-1 and LR-2 incentive areas. We appreciate that the staff report identifies project feasibility as a key issue and includes revisions intended to help Low-Rise projects use the FAR provided by the program. We also appreciate the correction clarifying that some LR-1 projects may access up to three stories. However, the ordinance should go further and add one story of height to the Low-Rise tiers: LR-1 should allow at least three stories, and LR-2 should allow at least four stories. These projects would remain consistent with missing-middle typologies such as courtyard apartments, bungalow courts, row houses, and small multifamily buildings.

This additional height is especially necessary to promote larger family friendly units. Without this additional height, the densities and FAR proposed under the Low Rise Ordinance are not achievable unless projects contain smaller studios and one-bedroom units. One additional base story of height will incentivize larger two-bedroom units. When combined with the additional story and FAR bonus for projects if 20% of total units are 3-bedroom or larger, the Low-Rise Ordinance will allow most projects to provide the 2- and 3-bedroom homes families need.

Restore Open Space and Setback Flexibility

Thirdly, the City should revise the open space and setback standards to restore flexibility and improve feasibility. We support the Department's goal of producing good design, usable open space, and pedestrian-oriented entrances. However, the proposed open space and setback standards should be adjusted so that they do not unintentionally undermine the feasibility of the very projects the ordinance is designed to encourage.

We request three changes. Firstly, the ordinance should add back the rear yard open space option. Rear yard open space can provide meaningful resident-serving space such as space for children to play and families to gather. The City should allow front-yard open space, but it should not replace the rear-yard option.

Additionally, the ordinance should restore the 10-foot front setback standard. A 10-foot front setback provides a clear, predictable, and workable standard while still allowing landscaping, entries, porches, and pedestrian-oriented design. By contrast, a 15-foot standard or a standard tied to adjacent-yard averages can consume scarce lot area, reduce the ability to use the allowed FAR, and introduce uncertainty that is especially harmful for small multifamily and affordable projects. A 10-foot front setback is a better balance between neighborhood design and housing feasibility.

Finally, the ordinance should allow front balconies. Front balconies are consistent with the goal of creating active, livable, pedestrian-oriented streets. They provide residents with private outdoor space, create “eyes on the street,” and help soften building facades. The ordinance should allow front balconies and similar non-habitable projections into the front setback where consistent with applicable safety standards. These changes are consistent with the City’s stated goals. They preserve design standards, maintain open space requirements, and support neighborhood livability while providing the flexibility needed to make missing-middle and affordable housing feasible on real Los Angeles lots.

Allow Attached At-Grade Parking

We support the draft ordinance’s restriction on above ground parking structures and stalls between the Ground Floor Frontage and the public right of way, as such designs would damage the pedestrian-oriented character of neighborhoods and could negatively impact street canopy. However, the ordinance’s provision that attached parking must be either underground or behind the main building is unjustified and will negatively impact both feasibility and livability. At-grade attached parking behind sidewalk-oriented units and common space is a financially feasible option for the parking that will be necessary for many low-rise ordinance projects to be competitive in the market, whereas an underground garage in many cases would be cost-prohibitive. Placing parking stalls at grade underneath upper-story residential units can also allow open space at the rear of the parcel and allow for parking that is more accessible to wheelchair users. Pedestrian orientation of the Ground Floor Frontage and driveway width are the design features that support walkability, not whether parking behind the frontage is at or below grade. We urge you to preserve flexibility in parking design to make more projects feasible.

Conclusion

Los Angeles has an opportunity to implement SB 79 in a way that promotes family friendly housing and advances fair housing. The proposed ordinances are an important first step. With the amendments outlined above, the City can better ensure that new zoning capacity becomes real homes, including affordable homes, in the neighborhoods where access to housing opportunity has been most restricted.

Thank you for your continued leadership on this critical issue.

Sincerely,

Scott Epstein
Policy and Research Director
Abundant Housing LA

Andrew Slocum
Affordable Housing Developer
Southern California Obtainable
Housing

Joshua Seawell
Chapter Lead
Abundant Housing LA Sunset

Tyler Laferriere-Holloway
Chapter Chair
LA New Liberals

Katie Hill
Chief Executive Officer
Union Station Homeless
Services

Mahdi Manji
Director of Public Policy
Inner City Law Center

Billy Taylor
Chapter Lead
Abundant Housing LA
Sunset

Thomas Irwin
Co-Chair
Eastside Housing for All

Jesse Zwick
Southern California Director
Housing Action Coalition

Jennifer Hark Dietz
Chief Executive Officer
PATH

Alex Dobbs
Organizing Director
Faith and Housing Coalition

Chris Rhie
Co-Chair
Urban Environmentalists Los
Angeles

Sheana Ahlqvist
Chair
South Bay Forward

Marc Vukceovich
Director of State Policy
Streets for All

Zachary Pitts
LA Director
YIMBY Action



May 13, 2026

To: Los Angeles City Planning Commission

CC:

Monique Lawshe, President
Caroline Choe, Vice President
Priscilla Chavez, Member
Martina Diaz, Member
Sarah Johnson, Member
Phyllis Klein, Member
Brian Rosenstein, Member
Jacob Saitman, Member
Elizabeth Zamora, Member

RE: Support for Phased Implementation Ordinance and amended Low-Rise Ordinance incorporating Exhibit 2B to encourage deeply affordable housing. (CPC-2026-1798-MSC, CPC-2026-1797-CA)(CF 25-1083)

Last year, California state legislators passed, and Governor Newsom signed, Senate Bill 79 (SB79) into law. SB79 relaxes land use restrictions near rail and bus rapid transit stations to allow multifamily housing. With thoughtful implementation, SB79 can help the city address our housing crisis by spurring production of multifamily housing in high-resource areas near transit, including in areas that currently allow only single family development. Now, it's important that the city finalize ordinances to implement SB79 in a thoughtful and deliberate way that Affirmatively Furthers Fair Housing and prevents displacement in low-income communities, before July 1 2026.

Little Tokyo Service Center (LTSC) is writing in support of the Phased Implementation Ordinance to equitably delay effectuation of SB 79 citywide. This approach 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. However, we believe the low-rise ordinance should be further modified as outlined below, including by incorporating the amendments recommended in Exhibit 2B of the Department of City Planning's Recommendation Report to match the scale and depth of affordable housing need in the City of Los Angeles.

The draft Low-Rise Ordinance currently includes only "moderate-income" and "low-income" options for affordable units, at rents that most tenants cannot afford. Incorporating the amendments recommended in Exhibit 2B of the Department's Recommendation Report is critical to ensure that developers have incentive to provide rents more affordable than those laid out in the main ordinance.

In addition to incorporating incentives for deeply affordable housing in Exhibit 2B, the base incentives in the Low-Rise Ordinance should be amended to require more deeply affordable housing, at the ELI or VLI that can meet the needs of struggling renters and the overwhelming majority of transit riders in Los Angeles. Therefore, the City Planning Commission should amend the draft Low Rise ordinance to

focus incentives on VLI or ELI units, not Moderate Income units. Low Rise projects should include at least 1 VLI unit, or 12% of the total units (consistent with the lowest requirement in Mixed Income Incentive Program (MIIP)). To accommodate the smaller project sizes, the ordinance should instruct rounding to the nearest value rather than rounding up. Other amendments to the ordinance are likely needed, including changes like increases to the height, FAR, and density. These changes should happen where needed to facilitate the inclusion of this deeper affordability.

Lastly, we support expanding the eligibility of the Affordable Housing Incentive Program (AHIP) into Opportunity Station Areas. This will increase opportunities for affordable development, and ensure that affordable projects can be feasibly built along with mixed-income projects. The current AHIP incentives available on sites with a maximum residential density of more than five units should be available on all sites allowing residential uses in Opportunity Station Areas.

In addition, amendments to the ordinance can be made that would facilitate larger and affordable apartments more appropriate for growing or multigenerational families. The current draft ordinance would decrease the percentage of 3-bedroom units a developer needs to provide to receive the multifamily bonus from 40 percent to 20 percent. This incentive should be further amended to require that at least one of the affordable units in a project using this incentive is a 3-bedroom unit. Doing so will help ease the impacts from displacement and provide some affordable housing for families in new developments.

By undertaking intentional deepening of affordability, and adopting the phased implementation ordinance the City can advance its obligations under AFFH through development of mixed-income multifamily housing in high resource neighborhoods near transit. We urge the City Planning Commission to move forward with supporting the proposed ordinances, incorporating the amendments above and Exhibit 2B of the Department's Recommendation Report, and ultimately create a path for the affordability we desperately need in Los Angeles.

Thank you for your consideration.

Sincerely,



Tak Suzuki
Co-Executive Director
LTSC



clerk CIS <clerk.cis@lacity.org>

Your Community Impact Statement Submittal - Council File Number: 25-1083-S1

1 message

LA City SNow <cityoflaprod@service-now.com>

Tue, May 12, 2026 at 11:27 AM

Reply-To: LA City SNow <cityoflaprod@service-now.com>

To: Clerk.CIS@lacity.org, sailasya.nwwnc@gmail.com, eng.tctmc@lacity.org, Daisy.Bonilla@lacity.org

A Neighborhood Council Community Impact Statement (CIS) has been successfully submitted to your Commission or City Council. We provided information below about CISs and attached a copy of the CIS.

We encourage you to reach out to the Community Impact Statement Filer to acknowledge receipt and if this Community Impact Statement will be scheduled at a future meeting. Neighborhood Council board members are volunteers and it would be helpful if they received confirmation that you received their CIS.

The CIS process was enabled by the Los Angeles Administrative Code §Section 22.819. It provides that, "a Neighborhood Council may take a formal position on a matter by way of a Community Impact Statement (CIS) or written resolution." NCs representatives also testify before City Boards and Commissions on the item related to their CIS. If the Neighborhood Council chooses to do so, the Neighborhood Council representative must provide the Commission with a copy of the CIS or resolution sufficiently in advance for review, possible inclusion on the agenda, and posting on the Commission's website. Any information you can provide related to your agenda setting schedule is helpful to share with the NC.

If the CIS or resolution pertains to a matter *listed on the Commission's agenda*, during the time the matter is heard, the designated Neighborhood Council representative should be given an opportunity to present the Neighborhood Council's formal position. We encourage becoming familiar with the City Council's rules on the subject. At the Chair's discretion, the Neighborhood Council representative may be asked to have a seat at the table (or equivalent for a virtual meeting) typically reserved for City staff and may provide the Neighborhood Council representative more time than allotted to members of the general public. They are also permitted up to five (5) minutes of time to address the legislative body. If the CIS or resolution pertains to a matter *not listed on the agenda*, the designated Neighborhood Council representative may speak during General Public Comments.

We share this information to assist you with the docketing neighborhood council items before your board/commission. If you have questions and/or concerns, please contact the Department of Neighborhood Empowerment at empowerla@lacity.org.

***** This is an automated response, please DO NOT reply to this email. *****

Contact Information

Neighborhood Council: North Westwood

Name: Sailasya Munamarty

Email: sailasya.nwwnc@gmail.com

The Board approved this CIS by a vote of: Yea(14) Nay(0) Abstain(0) Ineligible(0) Recusal(0)

Date of NC Board Action: 05/06/2026

Type of NC Board Action: For

Impact Information

Date: 05/12/2026

Update to a Previous Input: No

Directed To: City Council and Committees, Major Transit and Transportation Construction Traffic Management Committee, Board of Transportation Commissioners, Street/Transportation Projects Oversight Committee

Council File Number: 25-1083-S1

City Planning Number:

Agenda Date:

Item Number:

Summary: Please see attached community impact statement.



- COMMUNITY IMPACT STATEMENT -

Council File: [25-1083-S1](#)

Title: Option C1 Implementation / Transit Oriented Development (TOD) Zones / Establish an Accelerated Implementation Framework / Ordinance

Position: For

Council File: [25-1083-S2](#)

Title: Streamline Development Projects / Accelerate Project Approvals / Incorporate the City's Missing Middle LA Work Program / Technical Amendments

Position: For

Summary:

The North Westwood Neighborhood Council (NWWNC) supports CF 25-1083-S1 and CF 25-1083-S2 as the best available path within the Council's adopted Option C1 framework for SB 79.

The NWWNC disapproves of the City Council's decision to use Option C1 for SB 79 implementation, which delays implementation citywide until 2030 by implementing only minor upzoning using the Corridor Transition (CT) program within the City's Mixed-Income Incentive Program (MIIP) of the Citywide Housing Incentive Program (CHIP). Capping new development at 2-4 stories near transit while delaying full SB 79 implementation is tone-deaf to the needs of Angelenos, especially younger generations who are being priced out of Los Angeles.

Crucially, the CT program has generated zero applications since CHIP launched in 2025, making the Council's reliance on a modestly expanded CT program difficult to justify. However, the financial feasibility reforms in CF 25-1083-S1 and accelerated densification framework in CF 25-1083-S2 are necessary corrections to the CT program, and we urge their swift adoption.

Despite the council's decision to use Option C1 citywide, the NWWNC calls for Westwood to specifically receive the full upzoning authorized by SB 79 immediately. Notably, our boundaries include two qualifying Tier 1 transit stops: Westwood/UCLA on

the D Line and the future UCLA Station on the Sepulveda Line (for which an LPA has now been selected). Much of the area within NWWNC boundaries already features 3-4 story multifamily development. A CT program expansion capped at that same height provides minimal meaningful uplift for our community.

As one of the region's largest employment centers, Westwood is critically undersupplied with housing. Students, faculty, staff, and workers face some of the highest rents on the Westside, generating harmful vehicle trips as people are forced to commute from more affordable areas, and deteriorating quality of life for residents and workers. Additionally, retail vacancies remain a prevalent blight on Westwood. The density permitted by an immediate full SB 79 implementation in Westwood will better support businesses and maintain a vibrant, thriving Westwood entertainment and retail hub, while providing the desperately needed relief from the Westside's housing pressures.

Westwood deserves the full density SB 79 authorizes now.

May 14, 2026

From: Rose Kato, Homeowner and Sawtelle Japantown Community Advocate, Council
District 11 (CD11)

To: Los Angeles City Planning Commission

Monique Lawshe, President
Caroline Choe, Vice President
Priscilla Chavez, Member
Martina Diaz, Member
Sarah Johnson, Member
Phyllis Klein, Member
Brian Rosenstein, Member
Jacob Saitman, Member
Elizabeth Zamora, Member

Cc: Traci Park, Councilmember CD11

Jeff Khau, CD11 Planning Deputy
Star Parsamyan, CD11 Chief of Staff

RE: CPC-2026-1797-CA

CPC-2026-1798-MS

Implementation of CPC-2023-7068-CA “Exhibit D Single-Family Considerations”
adopted by CPC on September 26, 2024, P.19 “Option 5-Limited Multi-Family Zones in
Opportunity Corridors” (i.e., ‘Sawtelle [Japantown] Option’)

Dear Los Angeles City Planning Commissioners,

As part of “Exhibit D Single-Family Considerations” that was adopted by the City Planning Commission on September 26, 2024 to support equity goals that the City outlined in the 2021-2029 Housing Element, Option 5-Limited Multi-Family Zones in Opportunity Corridors responds to grassroots advocacy from the Sawtelle (Japantown) Neighborhood and from Los Angeles Conservancy to focus inclusion of single-family zones on Avenues and Boulevards through the Opportunity Corridor Incentive Areas in MIIP—and to remove R2 and RD zones in the proposed Opportunity Corridors Incentive Areas program from eligibility, citing concerns regarding displacement of existing low density housing opportunities. Option 5 removes R2 and RD zones from eligibility in the Opportunity Corridors as proposed in the Opportunity Corridors Program in the proposed CHIP Ordinance. Sites zoned single-family (RW and less restrictive) are not included in the Corridor Transition Incentive areas.

The intent of Option 5 is to provide equity for the ethnically historic Sawtelle (Japantown) Neighborhood that still serves as the ‘poster child’ for the whole of the West Los Angeles district from further repeated and merciless, discriminatory targeting by Los Angeles City Planning to meet housing quotas set by L.A. City and the State of California. L.A. City Planning has already drastically impacted this Sawtelle (Japantown) Neighborhood in one of the worst possible ways via an ultra-massive multi-story housing project located just south of the Expo Line Bundy Station that is currently under construction along Bundy Drive between Pico Blvd. and Olympic Blvd. **This ultra-massive project destroyed entire city blocks (two and a half) of low-density single-family housing and the lives of ethnic families (including seniors) that historically fought very hard to maintain R1 status. This land lay fallow for two years due to lack of funding.**

Additionally, Mayor Bass’ fast tracking of ‘100% affordable with zero parking’ housing projects has targeted this historically ethnic community—destroying single-family housing and eroding the character and livability of the Sawtelle (Japantown) Neighborhood. One such project (‘Sands’ at 11418 Missouri Ave. with 44 units) still stands empty to this day (even with a ground floor gym!) at least one year after completion with NO TENANTS—because no one can afford the rental prices of this so-called ‘100% affordable’ project THAT HAS NO PARKING. Another ‘100% affordable’ project is slated for 1746 Barrington Ave. on a main Sawtelle (Japantown) Neighborhood artery.

The Sawtelle (Japantown) Neighborhood is already forced to deal with endless blocks of cut-through traffic due to Department of Traffic discriminatory policies that target the Sawtelle (Japantown) Neighborhood—i.e., REFUSING to (1) reverse-sync traffic signals for afternoon eastbound rush hour traffic and (2) prioritize major eastbound traffic flow vs. protected southbound left turns on the main arteries of Westwood Blvd., Sepulveda Blvd., Cotner Ave. and Sawtelle Blvd.

The City needs to REDISTRIBUTE THE LOAD to those ‘corridors’ that can support the kind of housing that SB79 generates—corridors that NEED and can ACCOMMODATE the scale of growth, NOT ethnically historic neighborhoods like the Sawtelle (Japantown) Neighborhood that City Planning continues to ‘pack beyond the gills’.

Respectfully,

Rose Kato
CD11 Homeowner
Sawtelle Japantown Community Advocate
rmkato1516@hotmail.com



May 12th, 2026

To: Los Angeles City Planning Commission, cpc@lacity.org

CC:

Monique Lawshe, President
Caroline Choe, Vice President
Priscilla Chavez, Member
Martina Diaz, Member
Sarah Johnson, Member
Phyllis Klein, Member
Brian Rosenstein, Member
Jacob Saitman, Member
Elizabeth Zamora, Member

RE: Support for Phased Implementation Ordinance and amended Low-Rise Ordinance incorporating Exhibit 2B to encourage deeply affordable housing. (**CPC-2026-1798-MS**C, **CPC-2026-1797-CA**)([CF 25-1083](#))

Strategic Actions for a Just Economy (SAJE), submits this letter in support for the phased implementation ordinance and amended low-rise ordinance with recommendations for the low-rise ordinance to incorporate Exhibit 2b which encourages deeper levels of affordable housing. We believe that this will allow SB 79 to be implemented in a way that Affirmatively Futhers Fair Housing and prevents displacement in low-income communities.

SAJE is a member of the ACT-LA coalition which has been working on an equitable approach for SB 79 implementation. As members of ACT-LA we are in support of the Phased Implementation Ordinance to equitably delay effectuation of SB 79 citywide. This approach 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. However, we believe the low-rise ordinance should be further modified as outlined below, including by incorporating the amendments recommended in Exhibit 2B of the Department of City Planning's Recommendation Report to match the scale and depth of affordable housing needed in the City of Los Angeles.

The draft Low-Rise Ordinance currently includes only "moderate-income" and "low-income" options for affordable units, at rents that most tenants cannot afford. Incorporating the amendments

recommended in Exhibit 2B of the Department's Recommendation Report is critical to ensure that developers have incentive to provide rents more affordable than those laid out in the main ordinance.

In addition to incorporating incentives for deeply affordable housing in Exhibit 2B, the base incentives in the Low-Rise Ordinance should be amended to require more deeply affordable housing, at the ELI or VLI that can meet the needs of struggling renters and the overwhelming majority of transit riders in Los Angeles. Therefore, the City Planning Commission should amend the draft Low Rise ordinance to focus incentives on VLI or ELI units, not Moderate Income units. Low Rise projects should include at least 1 VLI unit, or 12% of the total units (consistent with the lowest requirement in Mixed Income Incentive Program (MIIP)). To accommodate the smaller project sizes, the ordinance should instruct rounding to the nearest value rather than rounding up. Other amendments to the ordinance are likely needed, including changes like increases to the height, FAR, and density. These changes should happen where needed to facilitate the inclusion of this deeper affordability.

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By undertaking intentional deepening of affordability, and adopting the phased implementation ordinance the City can advance its obligations under AFFH through development of mixed-income multifamily housing in high resource neighborhoods near transit. We urge the City Planning Commission to move forward with supporting the proposed ordinances, incorporating the amendments above and Exhibit 2B of the Department's Recommendation Report.

Thank you for your consideration,

Maria Patiño Gutierrez

Deputy Director of Policy and Advocacy, Equitable Development and Land Use

mpatinogutierrez@saje.net



clerk CIS <clerk.cis@lacity.org>

Your Community Impact Statement Submittal - Council File Number: 25-1083

1 message

LA City SNow <cityoflaprod@service-now.com>

Tue, Mar 17, 2026 at 4:14 PM

Reply-To: LA City SNow <cityoflaprod@service-now.com>

To: hkatchen@shermanoaksnc.org, Clerk.CIS@lacity.org, CPC@lacity.org

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We share this information to assist you with the docketing neighborhood council items before your board/commission. If you have questions and/or concerns, please contact the Department of Neighborhood Empowerment at empowerla@lacity.org.

***** This is an automated response, please DO NOT reply to this email. *****

Contact Information

Neighborhood Council: Sherman Oaks

Name: Howard Katchen

Email: hkatchen@shermanoaksnc.org

The Board approved this CIS by a vote of: Yea(11) Nay(0) Abstain(0) Ineligible(0) Recusal(0)

Date of NC Board Action: 03/09/2026

Type of NC Board Action: For

Impact Information

Date: 03/17/2026

Update to a Previous Input: No

Directed To: City Council and Committees, City Planning Commission

Council File Number: 25-1083

City Planning Number:

Agenda Date:

Item Number:

Summary: The Sherman Oaks Neighborhood Council supports the Citywide Implementation Option C1, which would delay implementation of SB 79 in low-resource areas, high fire severity zones, HPOZs, and low sea level areas until 2030. Option C1 also proactively incentivizes qualifying single-family and low-density neighborhoods to allow three-story apartment buildings with 4–16 units. However, our support for Option C1 is expressly conditioned on the following: 1. The proposed changes must be clearly defined as an incentive program, not a rezoning or upzoning, and must be explicitly structured so that the incentives can be withdrawn if SB 79 is amended or repealed. 2. All existing setback requirements

of the underlying zone must be maintained. 3. All property owners and residents affected by SB 79 must receive mailed notification of the proposed changes to ensure robust outreach beyond online notices.



Your Community Impact Statement Submittal - Council File Number: 25-1083

LA City SNow <cityoflaprod@service-now.com>

Thu, May 14, 2026 at 9:07 AM

Reply-To: LA City SNow <cityoflaprod@service-now.com>

To: hkatchen@shermanoaksnc.org, Clerk.CIS@lacity.org, CPC@lacity.org

A Neighborhood Council Community Impact Statement (CIS) has been successfully submitted to your Commission or City Council. We provided information below about CISs and attached a copy of the CIS.

We encourage you to reach out to the Community Impact Statement Filer to acknowledge receipt and if this Community Impact Statement will be scheduled at a future meeting. Neighborhood Council board members are volunteers and it would be helpful if they received confirmation that you received their CIS.

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***** This is an automated response, please DO NOT reply to this email. *****

Contact Information

Neighborhood Council: Sherman Oaks

Name: Howard Katchen

Email: hkatchen@shermanoaksnc.org

The Board approved this CIS by a vote of: Yea(14) Nay(0) Abstain(0) Ineligible(0) Recusal(0)

Date of NC Board Action: 05/11/2026

Type of NC Board Action: For if Amended

Impact Information

Date: 05/14/2026

Update to a Previous Input: No

Directed To: City Planning Commission, City Council and Committees

Council File Number: 25-1083

City Planning Number:

Agenda Date:

Item Number:

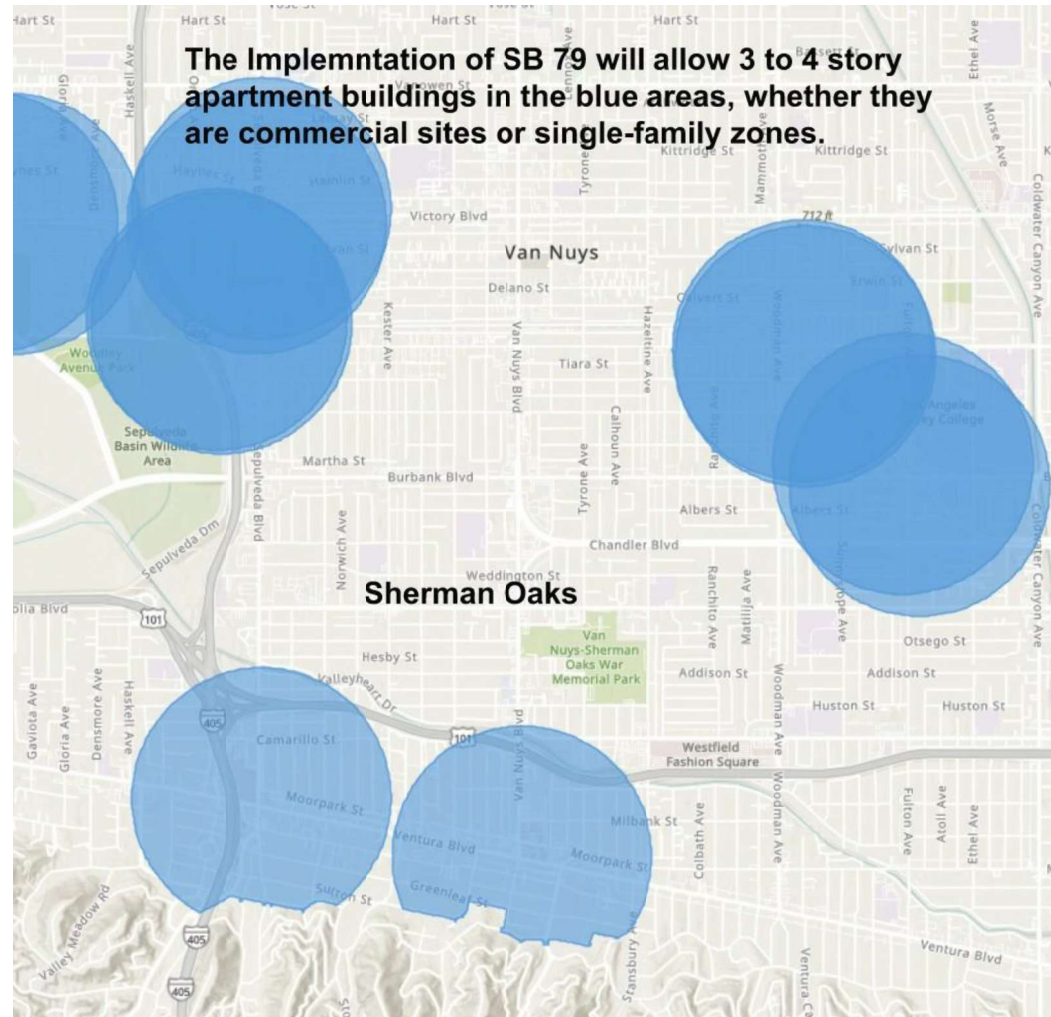
Summary: support if amended: Revision to Yard Setback Standards in the Los Angeles Low Rise Ordinance CPC-2026-1797-CA. Our analysis demonstrates that the density targets established by the Low-Rise Ordinance can be achieved while preserving the prevailing zoning setback standards of a 15-foot front and rear yard and 5-foot side yards.

Maintaining a minimum 15-foot rear yard setback provides critical environmental and community benefits, including space for tree canopy, landscaping, and permeable surfaces that support stormwater retention, carbon sequestration, and reduction of the urban heat island effect. These features also contribute to improved energy efficiency and overall neighborhood livability. Additionally, a minimum 5-foot side yard setback is consistent with the fire separation

requirements for unprotected openings (e.g., windows and doors) as outlined in the International Building Code, thereby supporting life safety standards without compromising development feasibility. Therefore, we respectfully request that the Low-Rise Ordinance be amended as follows: • Paragraph (iii) Yards b. shall be revised to read: “Side yard setbacks shall be a minimum of 5 feet.” • Paragraph (iii) Yards d. shall be revised to read: “Rear yard setback shall be a minimum of 15 feet from the rear lot line.” • In addition, we request the following: • That all properties impacted by this proposed rezoning be provided mailed notice of the pending changes. • That this SB 79 implementation ordinance be expressly tied to, and automatically updated to reflect, any future revisions to, postponement of, or repeal of SB 79. Attached are diagrams with further explanation.

 **SB 79 Implementaion Diagrams May 7 2026 (002).pdf**
4015K

The Implementation of SB 79



SHERMAN OAKS VISION

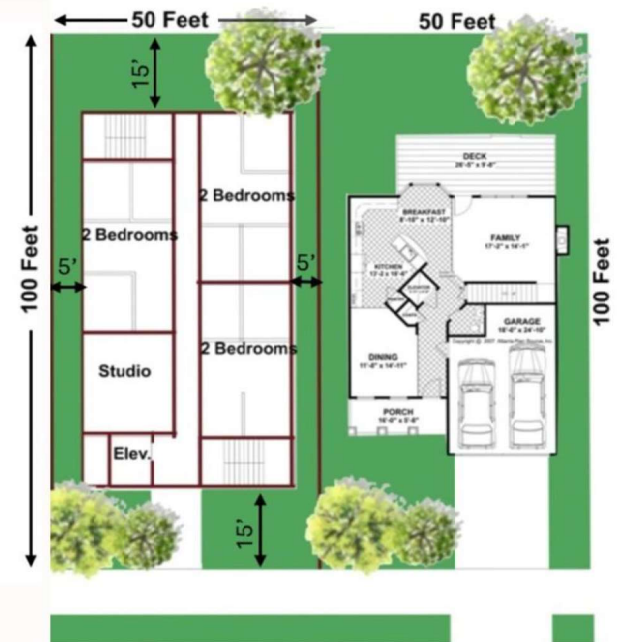
Study of Los Angeles Implementation of SB 79

The C1 option allows 3-4 story height and 4-16 unit density in impacted areas. The state bill is silent on setbacks. This study shows that current minimum 15 ft front and rear setbacks and 5 ft side yard setbacks in no way prevent the state mandated height and density requirement. Reduction of setbacks is totally arbitrary. Allowing 15 foot setbacks create space for trees, lawns, and planting areas that support stormwater retention and carbon sequestration, while also contributing to energy savings and reducing the urban heat island effect.



Typical Single-family house Option C1 Apartment Building
16 Units (floor 1 has 2-1 bed units
in lieu of a 3 bedroom unit)
4 Stories (3 above parking)

Study of 7500 Square Foot Lot



Option C1 Apartments Typical Single-family house
12 Units (16 with more
1BR & Studio units)
3 Stories (no parking)

Study of a 5000 Square Foot Lot

SHERMAN OAKS VISION

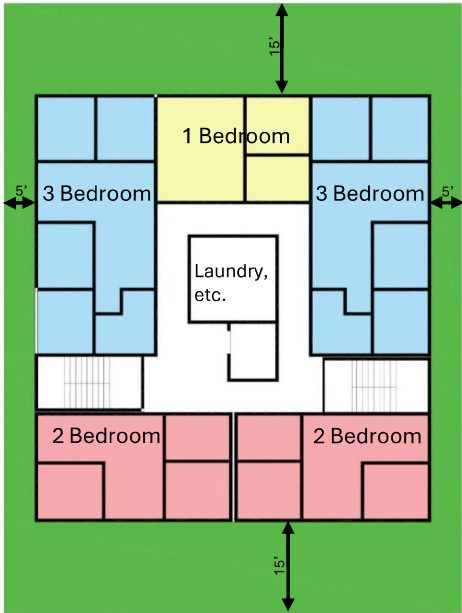
Notes:

Maximum Density: 16 Units
Density Provided: 16 Units

50% = 3 Bedroom Units, allowed 4 floors

Building Area = 18,950 S.F.

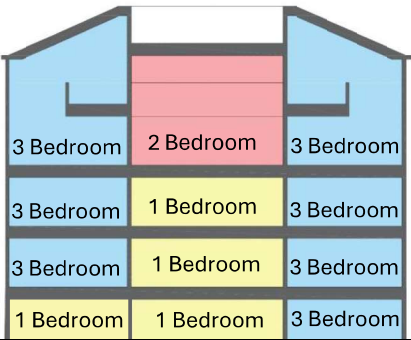
Floor Area Ratio (FAR) Allowed = 2.90:1
Floor Area Ratio (FAR) Provided = 2.53:1



Floor Plan

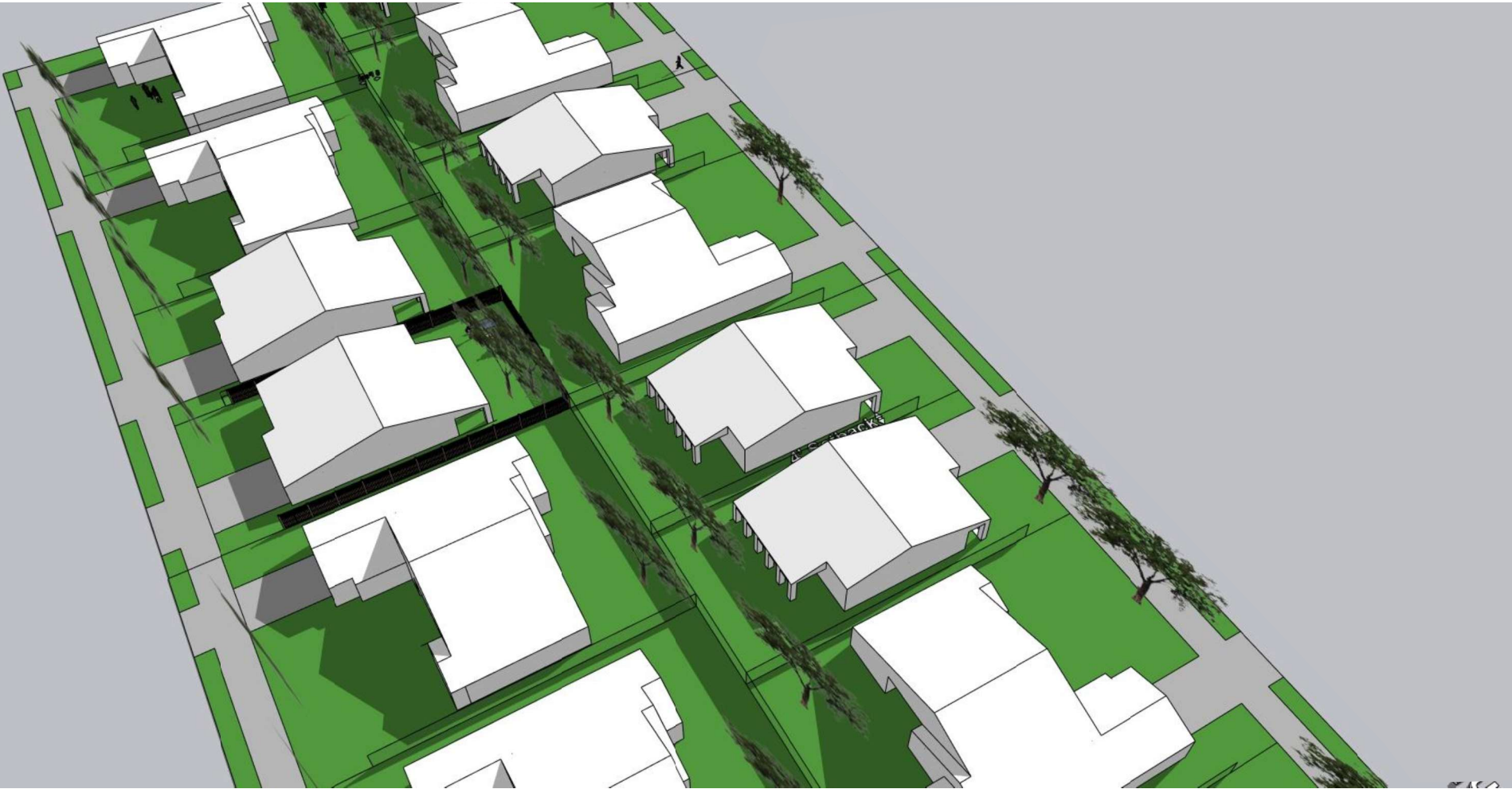
Study of a 7,500 Square Foot Lot

Fourth floor includes a loft



Building Section

Typical Neighborhood



SHERMAN OAKS VISION

Neighborhood, SB 79 Apartments with 15 Foot Setback.

State mandated SB 79 neighborhood impact is significant, but 15-foot setbacks offer some relief.



Neighborhood, SB 79 Apartments with 4 Foot Setback.

SB 79 neighborhood impact is unacceptable under LA Planning Department's arbitrary 4-foot rear yard setback.



Today's Backyard



SHERMAN OAKS VISION

Tomorrow's Backyard



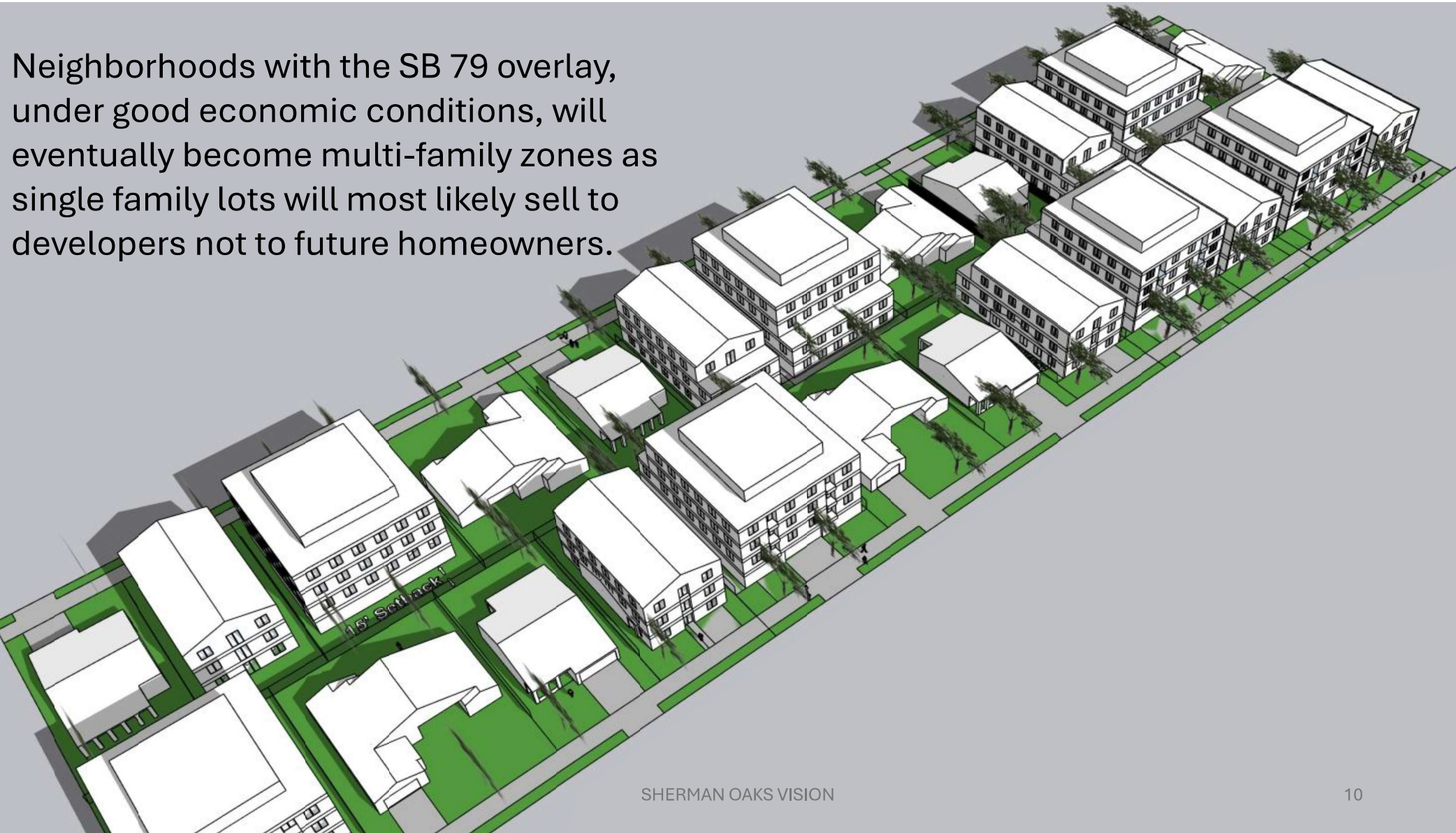
SHERMAN OAKS VISION

Tomorrow's Backyard



SHERMAN OAKS VISION

Neighborhoods with the SB 79 overlay, under good economic conditions, will eventually become multi-family zones as single family lots will most likely sell to developers not to future homeowners.



The Implementation of SB 79

Motion: Revision to Yard Setback Standards in the Los Angeles Low-Rise Ordinance CPC-2026- 1797-CA; #CF25-1083

A professional analysis demonstrates that the density targets established by the Low-Rise Ordinance can be achieved while preserving the prevailing zoning setback standards of a 15-foot front and rear yard and 5-foot side yards. Maintaining a minimum 15-foot rear yard setback provides critical environmental and community benefits, including space for tree canopy, landscaping, and permeable surfaces that support stormwater retention, carbon sequestration, and reduction of the urban heat island effect. These features also contribute to improved energy efficiency and overall neighborhood livability.

Additionally, a minimum 5-foot side yard setback is consistent with the fire separation requirements for unprotected openings (e.g., windows and doors) as outlined in the International Building Code, thereby supporting life safety standards without compromising development feasibility.

Therefore, we respectfully request that the Low-Rise Ordinance be amended as follows:

- Paragraph (iii) Yards b. shall be revised to read: *“Side yard setbacks shall be a minimum of 5 feet.”*
- Paragraph (iii) Yards d. shall be revised to read: *“Rear yard setback shall be a minimum of 15 feet from the rear lot line.”*

In addition, we request the following:

- That all properties impacted by this proposed rezoning be provided mailed notice of the pending changes.
- That this SB 79 implementation ordinance be expressly tied to, and automatically updated to reflect, any future revisions to, postponement of, or repeal of SB 79.



clerk CIS <clerk.cis@lacity.org>

Your Community Impact Statement Submittal - Council File Number: 25-1083

LA City SNow <cityoflaprod@service-now.com>

Fri, Apr 24, 2026 at 11:53 AM

Reply-To: LA City SNow <cityoflaprod@service-now.com>

To: Clerk.CIS@lacity.org, dgatsiounis@studiocitync.org

A Neighborhood Council Community Impact Statement (CIS) has been successfully submitted to your Commission or City Council. We provided information below about CISs and attached a copy of the CIS.

We encourage you to reach out to the Community Impact Statement Filer to acknowledge receipt and if this Community Impact Statement will be scheduled at a future meeting. Neighborhood Council board members are volunteers and it would be helpful if they received confirmation that you received their CIS.

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***** This is an automated response, please DO NOT reply to this email. *****

Contact Information

Neighborhood Council: Studio City

Name: Dimitri Gatsiounis

Email: dgatsiounis@studiocitync.org

The Board approved this CIS by a vote of: Yea(14) Nay(0) Abstain(0) Ineligible(0) Recusal(0)

Date of NC Board Action: 11/19/2025

Type of NC Board Action: For

Impact Information

Date: 04/24/2026

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 25-1083

City Planning Number:

Agenda Date:

Item Number:

Summary: Attached please find Studio City Neighborhood Council's position in support of the City Council's effort to assess the impacts of SB79 in Council File 25-1083.



CIS 25-1083 111925 - jl.pdf

301K

SCNC BOARD

Merci Borden
 David Bergers
 Kesara Borirak
 Kevin Burkhart
 Kim Clements
 Dean Cutler
 Andrew Epstein
 Dimitri Gatsiounis
 Jeff Hartwick
 Charlotte Larsen
 Jerry Lewis
 Chip Meehan
 Richard Niederberg
 Laurie Rittenberg
 Matt Thompson

**PRESIDENT**

Chip Meehan

VICE PRESIDENT

Jerry Lewis

TREASURER

David Bergers

SECRETARY

Kevin Burkhart

**CORRESPONDING
SECRETARY**

Dimitri Gatsiounis

studiocitync.org



4024 Radford Ave, Editorial Bldg 2, Room 6, Studio City, CA 91604

Nov. 19, 2025

Motion 2025.11.19.CCGA-C: The Board of the Studio City Neighborhood Council (SCNC) *supports* the City Council's effort to assess the impacts of SB79 in Council File 25-1083. The assessment should include the following:

- The definition of a “Transit-oriented development stop.”
- Detail the applicability of SB79 to Cities neighboring the City of Los Angeles.
- Detailed maps of the locations of a “Transit-oriented development stop” highlighting the one-quarter (1) mile and one-half mile (%).
- Detail the allowable density per acre, height, floor area ratio (FAR) and parking.
- Detail how SB79 works in conjunction with Density Bonus Law, including waivers and incentives.
- Detail how SB79 would impact the following:
 - A. Residential units subject to the Rent Stabilization Ordinance.
 - B. Sites located within the Coastal Zone and Sea Rise areas.
 - C. Sites located within Very High Fire Hazard Severity Zones.
 - D. Sites located within Tsunami Zones.
 - E. Sites located in or near evacuation routes.
 - F. Sites that have a designated historic resource either by the City, State or Federal Governments, including individual designations and Historic Districts.
 - G. Historic Preservation Overlay Zones or National Register Historic Districts (NRHD).

- Details on the City's ability to delay effectuation of SB79 and on the potential development of a local "Transit Oriented Development Alternative Plan," including but not limited to the following:

- A. The necessary findings.

- B. The number of "Transit-oriented development stops" that are anticipated to be analyzed.

- C. Phasing and time requirements of delayed effectuation and Transit Oriented Development Alternative plans.

- Recommendations on local implementation options including:

- A. Detailed cost analysis, including staffing resources and consultant costs anticipated to be needed by the Department of City Planning to implement SB79, and potential resources needed for delayed effectuation, a local Transit Oriented Development Alternative Plan, and case processing.

- B. Details on how the implementation will interface with already adopted and proposed Community Plans and the Citywide Housing Incentive Program (CHIP)

This motion is also to be submitted as a Community Impact Statement (CIS) to Council File 25-1083.

Addressed to:	Sent by email:
Councilmember Adrin Nazarian Councilmember Nithya Raman	councilmember.nazarian@lacity.org, contactcd4@lacity.org, nithya.raman@lacity.org, councilmember.raman@lacity.org,
Copied to:	
Councilmember Eunisses Hernandez, Councilmember Bob Blumenfield, Councilmember Katy Yaroslavsky, Councilmember Monica Rodriguez, Councilmember Marqueece Harris-Dawson, Councilmember Curren Price, Councilmember Heather Hunt, Councilmember Traci Park, Councilmember John Lee, Councilmember Hugo Soto-Martinez, Councilmember Ysabel Jurado, Councilmember Tim McOsker, Alexis Wesson, Andrea Conant, Daniel Lopez, Mashael Majid, Lilly Sarafian, Dae Levine, Jocelyn Cardenas, Liam Arnade-Colwill, Tiffany Zeytounian, Walker King,	councilmember.hernandez@lacity.org, councilmember.blumenfield@lacity.org, councilmember.yaroslavsky@lacity.org, councilmember.rodriguez@lacity.org, councilmember.harris-dawson@lacity.org, councilmember.price@lacity.org, CD10ConstituentServices@lacity.org, councilmember.park@lacity.org, councilmember.lee@lacity.org, councilmember.soto-martinez@lacity.org, councilmember.jurado@lacity.org, councilmember.mcosker@lacity.org, alexis.wesson@lacity.org, andrea.conant@lacity.or, daniel.lopez@lacity.org, mashael.majid@lacity.org, lilly.sarafian@lacity.org, dae.levine@lacity.org, jocelyn.cardenas@lacity.org, liam.arnade-colwill@lacity.org, tiffany.zeytounian@lacity.org, walker.king@lacity.org,

Denise Schall, Sidney Liss	denise.schall@lacity.org, sidney.liss@lacity.org
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Sincerely,


Jerry Lewis
SCNC President



clerk CIS <clerk.cis@lacity.org>

Your Community Impact Statement Submittal - Council File Number: 25-1083

1 message

LA City SNow <cityoflaprod@service-now.com>
Reply-To: LA City SNow <cityoflaprod@service-now.com>
To: Clerk.CIS@lacity.org, turneradam@gmail.com

Wed, Apr 15, 2026 at 4:41 PM

A Neighborhood Council Community Impact Statement (CIS) has been successfully submitted to your Commission or City Council. We provided information below about CISs and attached a copy of the CIS.

We encourage you to reach out to the Community Impact Statement Filer to acknowledge receipt and if this Community Impact Statement will be scheduled at a future meeting. Neighborhood Council board members are volunteers and it would be helpful if they received confirmation that you received their CIS.

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***** This is an automated response, please DO NOT reply to this email. *****

Contact Information

Neighborhood Council: Arts District Little Tokyo

Name: Adam Turner

Email: turneradam@gmail.com

The Board approved this CIS by a vote of: Yea(15) Nay(0) Abstain(0) Ineligible(0) Recusal(0)

Date of NC Board Action: 04/14/2026

Type of NC Board Action: Against

Impact Information

Date: 04/15/2026

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 25-1083

City Planning Number:

Agenda Date:

Item Number:

Summary: The Arts District Little Tokyo Neighborhood Council opposes delaying implementation of SB 79. Los Angeles is in a severe housing shortage, and expanding housing capacity across the city is essential to restoring affordability. Implementing SB 79 promptly will help ensure that Los Angeles grows sustainably, equitably, and responsibly.

ARTS DISTRICT LITTLE TOKYO
NEIGHBORHOOD COUNCIL
OFFICERS

ADAM TURNER
PRESIDENT

MATTHEW FROWHEIN
VICE PRESIDENT

MICHAEL GUZMAN
SECRETARY

ELIOT KIANG
TREASURER

CITY OF LOS ANGELES
CALIFORNIA



ARTS DISTRICT
LITTLE TOKYO
NEIGHBORHOOD COUNCIL

c/o Koban
307 E First Street
Los Angeles, CA 90012
www.hcnc-adlt.org
admin@hcnc-adlt.org

April 15, 2026

Council File: [25-1083](#)

Position: **Oppose Delay of SB 79 Implementation**

The Arts District Little Tokyo Neighborhood Council opposes delaying implementation of SB 79. Los Angeles is in a severe housing shortage, and expanding housing capacity across the city is essential to restoring affordability.

Downtown neighborhoods such as ours already supply a substantial share of Los Angeles' housing density. We are proud to contribute to the city's growth, but the responsibility for addressing the housing crisis cannot fall on a small number of neighborhoods alone. Allowing more housing near transit throughout Los Angeles—particularly in areas that have historically restricted multifamily development—is necessary to distribute and reduce the crippling cost of housing.

While the law permits delayed implementation of SB 79 in certain station areas, we oppose these delays. Implementation of SB 79 should be accelerated rather than postponed.

SB 79 promotes transit-oriented development by enabling higher-density housing near rail stations and major bus corridors. Concentrating housing near transit reduces car dependence, lowers greenhouse gas emissions, and creates more walkable communities while expanding the housing supply.

Implementing SB 79 promptly will help ensure that Los Angeles grows sustainably, equitably, and responsibly.

Sincerely,

Adam Turner
President
ADLT-NC



May 13, 2026

City of Los Angeles
City Planning Commission

Via: cpc@lacity.org

RE: SB 79, CPC Case No. CPC-2026-1798-MS for Phased Implementation Ordinance, and CPC Case No. CPC-2026-1797-CA for Low-Rise Ordinance

City Planning Commission,

In reviewing the implementation maps for SB 79, I have identified properties where the radius boundary from a qualifying transportation location falls just outside the lot or parcel boundaries, but within the public right-of-way fronting the lot or parcel. Because the underlying fee ownership of certain parcels or lots extend to the centerline of the public right-of-way in some areas and the City owns the underlying fee ownership in others, can the Commission, or alternatively the Zoning Administrator under the direction of the Commission's direction, issue an Interpretation letter to clarify the following:

- If the radius boundary from a qualifying transportation location falls within the public right-of-way fronting an adjacent property, does this qualify the property for SB 79?

Please do not hesitate to contact me at brian@theurbanhouse.com with any questions or if further clarifications would be helpful.

Sincerely,

Brian Falls



clerk CIS <clerk.cis@lacity.org>

Your Community Impact Statement Submittal - Council File Number: 25-1083

1 message

LA City SNow <cityoflaprod@service-now.com>
Reply-To: LA City SNow <cityoflaprod@service-now.com>
To: Clerk.CIS@lacity.org, kathy.schreiner@vnnc.org

Mon, Apr 20, 2026 at 10:14 AM

A Neighborhood Council Community Impact Statement (CIS) has been successfully submitted to your Commission or City Council. We provided information below about CISs and attached a copy of the CIS.

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***** This is an automated response, please DO NOT reply to this email. *****

Contact Information

Neighborhood Council: Van Nuys

Name: Kathy Schreiner

Email: kathy.schreiner@vnnc.org

The Board approved this CIS by a vote of: Yea(10) Nay(1) Abstain(0) Ineligible(0) Recusal(0)

Date of NC Board Action: 04/08/2026

Type of NC Board Action: Neutral Position

Impact Information

Date: 04/20/2026

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 25-1083

City Planning Number:

Agenda Date:

Item Number:

Summary: The Van Nuys Neighborhood Council recognizes that Senate Bill 79 will significantly influence land use, housing production, and transit-oriented development within our community. Van Nuys is a major transit hub in the San Fernando Valley, and any state legislation affecting zoning near transit corridors will have direct and lasting impacts on our residents, small businesses, and public infrastructure. The Van Nuys Neighborhood Council also recognizes that Senate Bill 79 (SB) 79 may facilitate by-right development of mid-rise residential buildings—approximately 3 to 7 stories—within a ½-mile radius of major transit stops, including along Van Nuys Boulevard and Sepulveda Boulevard. While we support the

intent of increasing housing near high-quality transit, the Council has concerns that a uniform ½-mile application of increased density may not adequately reflect the varied conditions along these corridors. Without a calibrated framework, this approach could result in abrupt transitions in scale and intensity that are inconsistent with the existing urban fabric and surrounding neighborhoods. In alignment with Approach C and Option 1 (Corridor Transition Expansion), the Council supports a more phased and context-sensitive implementation. This should include a coordinated upzoning program that establishes clear transition zones, aligns density with transit capacity, and ensures compatibility with adjacent uses. Corridor-based planning should differentiate between high-intensity transit nodes and surrounding areas, allowing for graduated density and appropriate building form standards. By pairing delayed effectuation with a structured corridor transition strategy, SB 79 implementation can better balance housing production goals with neighborhood stability, infrastructure capacity, and cohesive urban design. However, the success of SB 79 in Van Nuys will depend on thoughtful implementation that prioritizes community stability, design quality, and equity. See CIS for details

2 attachments



Brief in support of VNNC CIS for CF 25-1083.pdf

239K



CIS_VNNC-CF 25-1083 re implementation of SB79.pdf

241K

Van Nuys Neighborhood Council

Kathy Schreiner
kathy.schreiner@vnnc.org
President

Pam Bingham
pam.bingham@vnnc.org
Vice President

Brian Edelman
brian.edelman@vnnc.org
Secretary

David Harari
david.harari@vnnc.org
Treasurer

Cyle Zezotarski
cyle.zezotarski@vnnc.org
Parliamentarian



John Camera
Connor Chiu
Quirino de la Cuesta
Mindi Gonzalez
Brandon Gruzen
Ann Kalb
Ray Mandarin
Dalilah Perez-Vigo
Priscilla Ramos
Derrick Spears
Francois Verin



Van Nuys
Neighborhood Council
P.O. Box 3118
Van Nuys, CA 91407-3118

Email: info@vnnc.org
www.vnnc.org

818-357-2446

Van Nuys Neighborhood Council Brief **IMPLEMENTATION OF SENATE BILL 79 (2025)** **LA City Council File 25-1083**

(Updated: April 3, 2026)

Why SB 79 Matters to Van Nuys

Van Nuys is one of the most transit-connected communities in the San Fernando Valley. Major transit hubs include:

- Los Angeles County Metropolitan Transportation Authority - Metrolink
- G Line (Van Nuys Station)
- Metrolink Ventura County Line
- East San Fernando Valley Light Rail Transit Project
- Sepulveda Transit Corridor
- Amtrak (Van Nuys Station)

However, the success of SB 79 in Van Nuys will depend on thoughtful implementation that prioritizes community stability, design quality, and equity. Particular attention must be given to issues of scale and compatibility, especially where transit-oriented development interfaces with existing single-family neighborhoods. Without appropriate transitions, increased density may

result in abrupt changes in building height, massing, and intensity that are inconsistent with the established character of these neighborhoods.

What are SB 79 benefits and concerns:

1. Reduce Traffic & Improve Air Quality

- More housing near transit can reduce long car commutes
- Supports bus, rail, biking, and walking

2. Strengthen the Urban Canopy

Urban canopy means trees, shade, landscaped sidewalks, green roofs, and cooling public spaces.

For Van Nuys this could include:

- More shade along Van Nuys Blvd
- Pocket parks and small plazas
- Public art integrated into shaded areas
- Cooler streets during extreme heat
- Use of Native trees allowing more space for shade.

This improves public health and supports community gathering.

3. Improve Design Through Form-Based Zoning

SB 79 along with city planning uses a **form-based zoning approach (New Zoning Code)**, focusing on:

- How buildings look and meet the street
- Active ground floors
- Pedestrian-friendly sidewalks
- Creates open space that is integrated with buildings

This allows density while still shaping a cohesive, walkable corridor.

4. Protect & Reuse Existing Buildings

Preserving and adaptively reusing historic or culturally significant buildings:

- Maintains neighborhood character
- Reduces demolition waste
- Strengthens small business continuity

5. Mobility Infrastructure Integration

Projects should support multimodal transportation systems by including:

- Secure bicycle parking and micromobility infrastructure
- E-bike charging stations
- Designated ride-share and taxi zones
- Reduced but strategically managed parking
- Provision of strategically located parking near transit stops to support first-mile/last-mile access for those who choose to use a motor vehicle, while minimizing spillover into adjacent residential neighborhoods

6. Van Nuys Neighborhood Council Should Advocate For: Inclusive Housing

Growth must serve:

- Families
- Seniors
- Working households
- Long-term residents
- No market rate units to be converted to luxury units.

Tools should include affordable housing requirements and anti-displacement protections.

7. Community Design Input

Establish:

- Early design workshops
- Advisory input on public space, shading, art, and building design
- Clear timelines to avoid delays but allow community voice and adjustments made.

8. Emergency Preparedness

Ensure:

- Clear fire and emergency vehicle access
- Flood mitigation and stormwater planning
- Public spaces that can function as emergency gathering areas

9. Support for Micro-Business and Local Entrepreneurship

Ensure micro-business viability:

- **Public Space Activation:** Design plazas and sidewalks to support temporary markets, cultural events, and local vendor.
- **Small Commercial Unit Requirements:** Encourage or require a percentage of ground-floor commercial spaces to be subdivided into smaller, affordable units rather than large-format retail only.
- **Adaptive Reuse Incentives:** Allow existing small buildings to convert into mixed-use without excessive regulatory burden.
- **Reduced Parking Requirements for Small Businesses:** Recognize proximity to transit and pedestrian activity.

Tools should include affordable rent, accessible business permit procedures and anti-displacement protections.

10. Open Space Creation and Public Realm Activation

Transit-oriented development should incorporate the creation of diverse and accessible open spaces that enhance quality of life, support climate resilience, and activate community life.

Implementation should:

- Integrate parks, parklets, community gardens, courtyards, plazas, and outdoor market spaces into new developments and corridor improvements
- Design open spaces to support community gathering, recreation, and informal social interaction
- Provide spaces that can accommodate pop-up vendors, local markets, and small-scale commercial activity
- Ensure accessibility, safety, and inclusive design for all users
- Incorporate shade, tree canopy, and climate-responsive design strategies to address urban heat

Well-designed open spaces contribute to the success of transit-oriented neighborhoods by creating active, livable environments that support both community well-being and local economic activity.

11. Neighborhood Transitions, Mobility, and Compatibility Standards

Implementation of SB 79 must include clear and enforceable standards to ensure compatibility between higher-density transit-oriented development and adjacent single-family neighborhoods, while addressing localized mobility and parking impacts.

Implementation should:

- Establish graduated height and density transitions (“step-downs”) from transit corridors to lower-scale residential areas
- Require context-sensitive building massing, setbacks, and lot coverage
- Incorporate buffering strategies such as landscaping, tree canopy, paseos, and open space
- Limit abrupt upzoning adjacent to single-family zones without transitional designations
- Encourage “missing middle” housing near neighborhood edges
- Address neighborhood-level mobility impacts, including traffic circulation, curb demand, and pedestrian safety
- Provide context-sensitive parking strategies to mitigate spillover into residential streets
- Incorporate transportation demand management (TDM), including transit incentives and micromobility
- Coordinate with street design, traffic calming, and infrastructure capacity

In Conclusion for Van Nuys

SB 79 will influence development near transit. The Neighborhood Council’s role is to ensure:

- Growth reduces traffic and pollution
- Streets are shaded and walkable
- Public art and culture are visible
- Existing buildings are respected
- Housing is inclusive
- Community voice remains part of the process

The Van Nuys Neighborhood Council emphasizes that density alone does not create community. Successful transit-oriented development requires intentional design, environmental responsibility, equity protections, open space integration, and meaningful community participation.

We support state efforts to address housing shortages and climate goals. However, we request that SB 79 implementation in Van Nuys reflect the unique character, diversity, and needs of our community while advancing sustainable and inclusive growth.

Van Nuys Neighborhood Council

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Community Impact Statement

Van Nuys Neighborhood Council

Regarding Senate Bill 79 (SB 79)
Council File: 25-1083

Updated Final: 4-13-2026

The Van Nuys Neighborhood Council recognizes that Senate Bill 79 will significantly influence land use, housing production, and transit-oriented development within our community. Van Nuys is a major transit hub in the San Fernando Valley, and any state legislation affecting zoning near transit corridors will have direct and lasting impacts on our residents, small businesses, and public infrastructure.

The Council acknowledges the potential benefits of SB 79, including:

- Increased housing production near transit
- Reduced vehicle miles traveled and improved air quality
- Greater support for public transportation ridership
- Opportunities for walkable, mixed-use development

The Van Nuys Neighborhood Council also recognizes that Senate Bill 79 (SB 79) may facilitate **by-right development of mid-rise residential buildings—approximately 3 to 7 stories—within a ½-mile radius of major transit stops**, including along Van Nuys Boulevard and Sepulveda Boulevard.

While we support the intent of increasing housing near high-quality transit, the Council has concerns that a uniform ½-mile application of increased density may not adequately reflect the varied conditions along these corridors. Without a calibrated framework, this approach could result in abrupt transitions in scale and intensity that are inconsistent with the existing urban fabric and surrounding neighborhoods.

In alignment with **Approach C and Option 1 (Corridor Transition Expansion)**, the Council supports a more phased and context-sensitive implementation. This should include a coordinated upzoning program that establishes clear transition zones, aligns density with transit capacity, and ensures compatibility with adjacent uses. Corridor-based planning should differentiate between high-intensity transit nodes and surrounding areas, allowing for graduated density and appropriate building form standards.

By pairing delayed effectuation with a structured corridor transition strategy, SB 79 implementation can better balance housing production goals with neighborhood stability, infrastructure capacity, and cohesive urban design

However, the success of SB 79 in Van Nuys will depend on thoughtful implementation that prioritizes community stability, design quality, and equity. With [City Council File 25-1083](#), the Van Nuys Neighborhood Council urges that implementation include:

1. LA City Planning Report & Recommendation Letter in response to SB79 - dated Feb. 18, 2026

The VNNC supports **Approach C / Option 1** - Delayed Effectuation + New Upzoning Ordinance to Increase Capacity and Expand Eligibility to Delay, TOIA Expansion near existing rail Transit + Option 1:

- **Approach C:** Delay citywide effectuation until a comprehensive upzoning program is adopted.
- **Option 1:** Include Corridor Transition (CT) expansion to ensure cohesive land use transitions
- **Option 2:** Expand Transit-Oriented Incentive Areas (TOIA) near operational rail transit

2. Inclusive Housing Productions and Protections

Recommend development must serve households of all income levels, ages, and backgrounds, with strong anti-displacement safeguards and family-sized unit requirements. **Relevant tools:** CHIP Ordinance and related housing incentives.

3. Urban Canopy and Public Realm Improvements

Transit-Oriented Incentive Area (TOIA) should be required to incorporate parks, gardens, landscape structures, tree canopy expansion, climate-responsive architecture, public art integration, and accessible gathering spaces to address heat mitigation and community activation near transit stops. **Relevant frameworks:** Open Space Element, Landscape and Site Design Guidelines, Park Needs Assessment (RAP).

4. Mobility Infrastructure Integration

Projects should include secure vehicle parking, bicycle parking, e-bike charging, designated ride-share and taxi zones, and reduced but well-managed parking to support multimodal access. **Relevant frameworks:** [Mobility Plan](#), [Vision Zero](#),

5. Preservation of Existing Built Environment and Historical Preservation

Adaptive reuse and integration of culturally significant or existing structures should be prioritized to maintain neighborhood identity and reduce demolition waste. Relevant ordinance: [Van Nuys HPOZ](#), [Landscape and Site Design](#)

6. Emergency Preparedness and Infrastructure Capacity

Increased density must be accompanied by clear emergency access routes, stormwater management planning, and coordination with fire and emergency services. [Emergency Management department](#)

7. Structured Community Participation

The Neighborhood Council supports meaningful community engagement in the development of corridor design standards and implementation overlays. Community design input should shape design review process, while projects that meet those standards of by-right development, there should be accountability, transparency and overall vision.

8. Creating a Design Identity for Transit-Oriented Neighborhoods

Establishing a strong design identity helps ensure that transit-oriented growth produces not only additional housing, but also meaningful and livable neighborhoods that residents can identify with and take pride in. **Relevant frameworks:** [Urban Design Studio Guidelines](#), [New Zoning Code](#), Design Review Strategy.

9. Small Business Opportunities and Economic Growth

Transit-Oriented Incentive Areas under SB 79 must include strategies to create, support, and integrate small businesses – not just franchises – which are essential to the economic and cultural fabric of Van Nuys. At the same time, a balanced innovative economic development strategy should encourage growth of diverse employment – such as technology, digital media, and entertainment – that would reduce commuting distances and strengthen the local economy. **Relevant frameworks:** [LA Optimized](#), [Small business](#).

We support state efforts to address housing shortages and climate goals. We request that SB 79 implementation in Van Nuys reflect the unique character, diversity, and needs of our neighborhood while advancing sustainable and inclusive growth.

The Van Nuys Neighborhood Council is stating that housing density alone does not create community. Successful transit-oriented development requires intentional design and density, environmental responsibility, equity safeguards, open space, and structured community participation. It is also important to maintain affordability for renters and small business owners, along with opportunities for home ownership to support growth of equity.

Vote Count

Yes: 10

No: 1

Abstain: 0

Adopted by the Van Nuys Neighborhood Council on 4/8/26.

Signature

Kathy Schreiner

President, Van Nuys Neighborhood Council



SB 79 Implementation- Support Low-Rise Ordinance *WITH* Exhibit 2B

Cassidy Bennett <cassidyjbennett@gmail.com>
To: Cassidy Bennett <cassidyjbennett@gmail.com>
Bcc: cpc@lacity.org

Thu, May 14, 2026 at 8:25 AM

[Relevant to CPC Case No.CPC-2026-1797-CA]

Councilmembers,

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.

However, **the current low-rise ordinance alone does not contain meaningful affordability to meet the need in Los Angeles**. Therefore, CPC and City Council should adopt Exhibit 2B in addition to the main ordinance. Importantly, Exhibit 2B outlines a bonus for deeper affordability, including units at the Extremely Low Income (ELI) level that we know is needed.

Exhibit 2B:

[https://planning.lacity.gov/odocument/459af8b0-c0f4-4390-9e09-fa4d24c1edd3/Exhibit_2B_Recommendations_for_Deeper_and_More_Affordability_Pursuant_to_Amending_Motion_4C_\(Council_File_25-1083\).pdf](https://planning.lacity.gov/odocument/459af8b0-c0f4-4390-9e09-fa4d24c1edd3/Exhibit_2B_Recommendations_for_Deeper_and_More_Affordability_Pursuant_to_Amending_Motion_4C_(Council_File_25-1083).pdf)

We urge the City to move forward with Exhibit 2B, and ensure that SB 79 implementation can yield equitable and affordable developments near major transit stations.

We need to ensure our neighborhoods house our City and that we are continuing to build with equity.

Thanks so much,
Supporters of ACT-LA

Cassidy Bennett
she/her/hers



Draft Ordinance for SB 79-CPC-2026-1797-CA

Christy Cherniss <cldruck@gmail.com>

Wed, May 13, 2026 at 3:22 PM

To: "cpc@lacity.org" <cpc@lacity.org>

Cc: "william.lamborn@lacity.org" <william.lamborn@lacity.org>, vahid.khorand@lacity.org, "kevin.keller@lacity.org" <kevin.keller@lacity.org>

I am writing in opposition to the provision in SB 79 Implementation Ordinance that would reduce required side and rear yard setbacks.

I understand the city must comply with state law, but reducing side and rear yard setbacks to four feet is unnecessary. Maintaining a fifteen foot rear yard setback doesn't hinder the proposed developments. The new guidance takes away basic protections for nearby properties.

Fire Safety is a concern for everyone. From fifteen to four feet is a fire and safety hazard.

Also, no rear or side yards means no green space. No green space means hardscape that contributes to urban heat, and dirtier air.

The reduced setbacks are inconsistent with existing LAMC standards. ADU standards should not be applied to Multi-family buildings. It's ludicrous.

I heard about these proposed standards from a neighbor. Why haven't I been notified by the City? I live smack dab in an affected area.

Thank you for listening.

Best,

Christy Cherniss

Putney Resident



Westwood South of Santa Monica Blvd Homeowners' Association
P.O. Box 64213, Los Angeles, CA 90064
wssmhoa.org • info@wssmhoa.org



May 9, 2026

Los Angeles City Planning Commission

VIA EMAIL: cpc@lacity.org

RE: CPC-2026-1797-CA / Oppose specific Planning Dept. implementation recommendations

Dear Planning Commission President Lawshe and Members of the Commission:

Our organization represents 3,500 condominium and single-family homeowners in West Los Angeles. Both our board and stakeholders were very involved in the crafting of the EXPO Corridor Neighborhood Transit Plan, and more recently have been engaged with drafting revisions to the West Los Angeles Community Plan. Not long ago, we worked very hard to identify changes to implement the Housing Element for our area. In that plan, we met the City's and RHNA challenges to significantly increase density and height on our commercial corridors, light manufacturing areas and on our neighborhood-serving business street. We did that in order to preserve our single-family home areas which complement the existing multi-family areas. Under the Housing Element, height limits in our commercial areas were increased from 45 feet to a maximum of ten stories – a very meaningful increase. However, it appears that the authors of SB 79 fail to understand that communities have already done significant upzoning and planning work to place new housing near transit. They speak as though SB 79 represents a new idea which justifies its extreme and negative impacts on many communities that have already met the challenges of meeting RHNA goals.

Our community is categorized as a high resource or high opportunity area. The main problem with this designation is that it appears to treat our community as though it is an UNLIMITED resource area which we are not. Many of our resources and our infrastructure are already “maxed out.” Further, just as developers request certainty from the City, so, too do homeowners deserve to be able to have a degree of certainty to know how the property next door or behind them might be developed. Living with the uncertainty of not knowing whether a four-story project might be built mere feet from their home introduces a very unsettling element. However, that is a different discussion from the one which is before you now. While we supported the selection of Option 1 from those presented to the Council, we do not support certain recommendations included in the Planning Department's report to your body. Unless changed, we are writing to oppose specific elements of the SB 79 implementation plan (the Low-Rise Ordinance) presented to you by the Planning Dept

While we recognize the City's obligation to comply with state law, reducing rear and side yard setbacks to four feet is neither required nor necessary to achieve SB 79's housing density. Available studies indicate that maintaining 15-foot rear yard setbacks would not preclude achieving SB 79's development objectives. These recommended reductions maximize lot coverage at the expense of basic protections. The Planning Department's responsibility is to safeguard public well-being and neighborhood stability—not to facilitate development patterns that undermine them.

Reducing setbacks to four feet would have several serious negative impacts:

- Fire safety: In a city where wind-driven fires are always a possibility, it is unconscionable that a four-foot rear and side setback are being recommended. Four-foot separations limit defensible space between structures, increasing the risk of fire spread and constrains the emergency access for firefighting equipment.
- Public safety and emergency response: When Mandeville Canyon in CD 11 flooded some years ago, property owners there learned that it was impossible for bobcat earthmovers to access those properties

with less than a 5-foot side setback. The use of many bobcat models also requires space for tail swing during operation. (While a model of ultra compact bobcat is available that could pass through a 4 foot opening, it does not have sufficient horsepower and size to provide adequate emergency response support.)

- Urban tree canopy and environmental health: Approximately 90% of the City's tree canopy exists on private property. Meaningful tree planting and retention are not feasible within four-foot setbacks which due to "exiting" criteria must be paved. Similarly, insurance carriers (including CA Fair Plan) do not permit trees to be planted within five feet of a structure. This means that none of the SB 79 projects will see trees incorporated in their rear yards (and likely anywhere). The size of the building and the hardscape around it will contribute to the urban heat island effect, resulting in higher temperatures.

- Private open space and quality of life: In a climate that supports year-round outdoor living, reducing adjacent apartment house setbacks will unnecessarily diminish quality of life for all residents. These are not abstract planning considerations; they directly affect how residents live day to day – particularly in our area in others that are PARK POOR. While we appreciate the proposal to maintain 15-foot front yard setbacks, this does not address the areas of greatest impact. Front yards already benefit from the buffer of streets and sidewalks. The most significant points of interface between new development and existing homes occur along rear and side property lines—precisely where the greatest reductions are proposed. **Rather than adopt a “one-size-fits all” policy, rear setbacks of 4 feet should be permitted on properties only where alleys separate the rear boundaries between lots.**

These reduced setbacks are inconsistent with existing Los Angeles Municipal Code (LAMC) standards, which require a 15-foot rear yard and five-foot side yards in multi-family zones such as RD1.5, R3, and R4. The department's reliance on Accessory Dwelling Units (ADU) standards to justify 4 ft setbacks is misplaced. ADUs are intended as small, secondary units-not multi-family buildings with substantially greater occupancy, intensity, and risk.

We note that an additional story of height will be granted to those projects that provide 20% family-friendly 3-bedroom or larger units. **We request that a minimum size for the family unit be defined** so that those units truly are suitable for families and do not become modern boarding houses.

We also wish to express concern regarding the lack of direct public notification to affected property owners and residents. This absence of transparency undermines public trust in the planning process. The City must notify by mail all residents and property owners of this major change in land use. That notification should take place before the policy is adopted. Property owners who purchased homes within a defined zone, entered into a social contract with the City complete with a reasonable set of expectations that neighboring properties would remain single family homes.

In addition, we request this SB 79 implementation ordinance be expressly tied to, and automatically updated, amended or rescinded to reflect, any future revisions to, postponement of, or repeal of SB 79.

Thank you for your consideration.

Sincerely,



Barbara Broide

President, Westwood South of Santa Monica Blvd. HOA

cc: William Lamborn, Vahid Khorsand, Kevin Keller, Councilmember Katy Yaroslavsky, Maria Kalban

**100+ CONSTITUENTS SUBMITTED THE FOLLOWING
STATEMENT TO THE CPC@LACITY.ORG INBOX FOR THE
CITY PLANNING COMMISSION'S CONSIDERATION:**

Item 06:

CPC-2026-1797-CA

Draft Ordinance for SB 79- CPC-2026-1797-CA

Email Message:

Dear City Planning Commission President Lawshe and Members of the City Planning Commission:

I am writing to oppose the provision within the proposed SB 79 Implementation Ordinance (the Low-Rise Ordinance) that would reduce required side and rear yard setbacks.

While we recognize the City's obligation to comply with state law, reducing rear and side yard setbacks to four feet is neither required nor necessary to achieve SB 79's housing density. Available studies indicate that maintaining 15-foot rear yard setbacks would not preclude achieving SB 79's development objectives. These recommended reductions maximize lot coverage at the expense of basic protections. The Planning Department's responsibility is to safeguard public well-being and neighborhood stability—not to facilitate development patterns that undermine them.

Reducing setbacks to four feet would have several serious impacts:

- Fire safety: In a city where wind-driven fires are always a possibility, it is unconscionable that a four-foot rear and side setback are being recommended. Four-foot separations limit defensible space between structures, increasing the risk of fire spread and constrains the emergency access for firefighting equipment.
- Urban tree canopy and environmental health: Approximately 90% of the City's tree canopy exists on private property. Meaningful tree planting and retention are not feasible within four-foot setbacks which due to "exiting" criteria must be paved. The size of the building and the hardscape around it will contribute to the urban heat island effect, resulting in higher temperatures.
- Private open space and quality of life: In a climate that supports year-round outdoor

living, reducing adjacent apartment house setbacks will unnecessarily diminish quality of life for all residents.

These are not abstract planning considerations; they directly affect how residents live day to day.

While we appreciate the proposal to maintain 15-foot front yard setbacks, this does not address the areas of greatest impact. Front yards already benefit from the buffer of streets and sidewalks. The most significant points of interface between new development and existing homes occur along rear and side property lines—precisely where the greatest reductions are proposed.

These reduced setbacks are inconsistent with existing Los Angeles Municipal Code (LAMC) standards, which require a 15-foot rear yard and five-foot side yards in multi-family zones such as RD1.5, R3, and R4. The department's reliance on Accessory Dwelling Units (ADU) standards to justify 4 ft setbacks is misplaced. ADUs are intended as small, secondary units—not multi-family buildings with substantially greater occupancy, intensity, and risk.

We also wish to express concern regarding the lack of direct public notification to affected property owners and residents. This absence of transparency undermines public trust in the planning process. The City must notify by mail all residents and property owners of this major change in land use.

In addition, we request this SB 79 implementation ordinance be expressly tied to, and automatically updated to reflect, any future revisions to, postponement of, or repeal of SB 79.

Thank you for your consideration.

**35+ CONSTITUENTS SUBMITTED THE FOLLOWING
STATEMENT TO THE CPC@LACITY.ORG INBOX FOR THE
CITY PLANNING COMMISSION'S CONSIDERATION:**

Item 06:

CPC-2026-1797-CA

reference # CPC-2026-1797-CA

Email Message:

To Whom It May Concern: I am writing with the following comments on the proposed SB 79 Implementation Ordinance (the Low-Rise Ordinance):

1. Setbacks – I OPPOSE reduction in required side and rear yard setbacks to only 4 feet.

- Available studies indicate that **maintaining 15-foot rear yard setbacks would not preclude achieving SB 79's** development objectives.
- Such reductions are **inconsistent with existing Los Angeles Municipal Code (LAMC)** standards, which require a 15-foot rear yard and 5-foot side yards in multifamily zones such as RD1.5, R3, and R4.
- **Serious negative impacts** will result from such reduction:
 - **Fire safety:** the proposed 4-foot separations limit defensible space between buildings, increasing risk of fire spread and impeding fire-fighting efforts. This is a critically important problem for homes that have recently been classified as Fire Zone 0.
 - **Urban tree canopy and environmental health:** approximately 90% of the city's tree canopy exists on private property. Meaningful tree planting and retention are not feasible within the 4-foot setback, which due to "exiting" criteria must be paved — leading to an urban heat island effect with higher temperatures.
 - **Open space and quality of life:** private open space is a critical element in overall climate control and quality of life for all residents, especially given the paucity of public open space.

2. Notification – REQUIRE direct public notification to affected property owners and residents. The city must notify by mail all residents and property owners of this major change in land use. The absence of transparency undermines public trust, which is already seriously weakened.

3. Future Implementation – TIE implementation to future changes: this SB 79 implementation ordinance must be expressly tied to, and automatically updated to reflect, any future revisions to, postponement of, or repeal of SB 79.

Thank you for your consideration.

**85+ CONSTITUENTS SUBMITTED THE FOLLOWING
STATEMENT TO THE CPC@LACITY.ORG INBOX FOR
THE CITY PLANNING COMMISSION'S
CONSIDERATION:**

Item 07:

CPC-2026-1798-MSC

Email Message:

Tailor Low-Rise Ordinance and SB 79 implementation to more homes near transit (Item 7)

Urge LA: legalize homes near major bus and train stations!



Tell LA: legalize homes near major bus and train stations!

This is our once-in-a-decade opportunity to build more homes right where we need them—near transit hubs, where people will be able to get around without a car.

Don't let LA water down SB 79 with strange parking rules and regulations about building form. In support of allowing more homes close to our superstar transit stations, especially those close to nice parks, high-performing schools, and well-paying jobs. That's exactly where we should build dense housing and foster walkable communities.

As a Los Angeles resident, I am writing about the implementation of SB 79 here in LA. I recognize the constructive work that the Department of City Planning has done on the proposed SB 79 Phased Implementation and Low-Rise ordinances. These represent important steps forward. However, I strongly ask that the Commission recommend targeted amendments to ensure that the City's local implementation of SB 79 is feasible, equitable, and effective at producing affordable homes.

In solidarity with Abundant Housing LA, I support the following changes, developed by the HOPE LA coalition:

1. Allow Affordable Housing Incentive Program (AHIP) to apply in full TOD station areas: This will achieve the goals outlined in Exhibit 2B regarding “Recommendations for Deeper and More Affordability Pursuant to Amending Motion 4C (Council File 25-1083),” representing a desire for greater incentives for affordable projects. Affordable housing providers face higher financing constraints and more complex project delivery challenges than market-rate developers. Plus, transit-rich areas, particularly in higher-resource communities, have historically been underutilized for multifamily housing. Ensuring that affordable projects can be feasibly built along with mixed-income projects is essential for the City to meet its commitments to Affirmatively Further Fair Housing.

2. Allow greater height flexibility to promote larger units: The City should add one story of height to LR-1 and LR-2 incentive areas. While the existing proposal allows some flexibility for height, the ordinance should go further, by increasing LR-1 to allow at least three stories and LR-2 at least four. These standards would be consistent with missing-middle typologies such as courtyard apartments, bungalow courts, row houses, and small multifamily buildings. Additional height is essential to promoting larger two- and three-bedroom units suitable for families.

3. Restore open space and setback flexibility: The City should revise the open space and setback standards to restore flexibility and improve feasibility. The open space and setback standards should be designed not to undermine the feasibility of the very projects the ordinance is supposed to encourage. Please add back the rear yard open space option, as this can provide meaningful resident-serving space such as space for children to play and families to gather. Also, the ordinance should restore the 10-foot front setback standard to provide a clear, predictable, and workable standard while still allowing landscaping, entries, porches, and pedestrian-oriented design. In addition, the ordinance should allow front balconies, as these are consistent with the goal of creating active, livable, pedestrian-oriented streets. Balconies provide residents with private outdoor space, create eyes on the street, and help soften building facades. These changes are consistent with the City’s stated goals. They preserve design standards, maintain open space requirements, and support neighborhood livability while providing the flexibility needed to make missing-middle and affordable housing feasible on real Los Angeles lots.

4. Allow attached at-grade parking behind units: Requiring that parking be either underground or behind the whole building is unnecessary and expensive. It will prevent many projects from ever getting proposed. Please allow at-grade attached parking behind sidewalk-oriented units and common space.

Los Angeles has an opportunity to implement SB 79 in a way that promotes family-friendly housing and advances fair housing. The proposed ordinances are an important first step. With the amendments outlined above, the City can better ensure that new zoning capacity becomes real homes, including affordable homes, in the neighborhoods where access to housing opportunity has been most restricted.

Thank you for your continued leadership on this critical issue.

**55+ CONSTITUENTS SUBMITTED THE FOLLOWING
STATEMENT TO THE CPC@LACITY.ORG INBOX FOR THE
CITY PLANNING COMMISSION'S CONSIDERATION:**

Item 07:

CPC-2026-1798-MSD

Item 7 of the May 14th Meeting: SB 79 implementation needs more density around transit stops!

Email Message:

City Planning Commission,

I'm writing as a YIMBY Los Angeles advocate and supporter of more housing near transit, especially in high-opportunity neighborhoods. Los Angeles needs to take full advantage of SB 79 by making it easier to build more homes, especially affordable and family-sized housing, close to public transportation.

The current proposal is a good start, but it should allow greater density and flexibility so projects are actually financially feasible to build. In particular, the City should:

- Allow more height and density for affordable housing projects near transit
- Permit taller low-rise buildings to support more family-sized units
- Keep setback and open space rules flexible so smaller multifamily projects can pencil out
- Avoid parking rules that make housing unnecessarily expensive to build

YIMBY Los Angeles and its partners in the HOPE LA Coalition have sent more detailed information on how to address SB 79 implementation that I hope you consider. Los Angeles is in a housing shortage crisis, and we need to build significantly more homes in transit-rich areas if we want to reduce displacement, improve affordability, and meet our climate goals. We should prioritize abundant housing near transit instead of preserving low-density zoning in areas with the greatest access to jobs and opportunity.

Thank you for your consideration.