

## Communication from Public

**Name:** Michelle Loulis  
**Date Submitted:** 05/04/2026 06:22 PM  
**Council File No:** 25-1083

**Comments for Public Posting:** I oppose the reduction of rear and side yard setbacks- it is a fire hazard. Trees will need to be removed and will be replaced with concrete. This will diminish the value of the neighborhood by increasing temperatures and taking away what is a source of beauty and tranquility. I support notifying impacted homeowners. This incentive should be based on SB 79 and eliminated if SB 79 is repealed or amended.

## Communication from Public

**Name:** Alessandra Bilardello

**Date Submitted:** 05/04/2026 09:06 PM

**Council File No:** 25-1083

**Comments for Public Posting:** I oppose the reduction of rear and side yard setbacks, the lack of notification and that this incentive should be based on SB 79 and eliminated if SB 79 is repealed or amended.

## Communication from Public

**Name:** Yuen Huo

**Date Submitted:** 05/04/2026 04:11 PM

**Council File No:** 25-1083

**Comments for Public Posting:** May 4, 2026 CPC-2026-1797-CA 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,  
Resident, West of Westwood HOA, 90064, CD 5

## Communication from Public

**Name:** B Cobb

**Date Submitted:** 05/04/2026 11:05 PM

**Council File No:** 25-1083

**Comments for Public Posting:** I oppose the reduction of rear and side yard setbacks, the lack of notification and that this incentive should be based on SB 79 and eliminated if SB 79 is repealed or amended. WHY would you agree to this?

## Communication from Public

**Name:** Shahab Ghods

**Date Submitted:** 05/04/2026 02:21 PM

**Council File No:** 25-1083

**Comments for Public Posting:** SB79 is good for the projects in "C" zone on major Streets and / or Multi Family zone lots R2 and higher density, as well as M & P zones. It would be disaster to include RW or more restrictive zones (like R1) in SB79 mandates, would destroy the fabric of the City & concept of the Family, As the principal of an architectural firm specializing in mixed-use and multi family projects I 100% recommend the above. Best,

## Communication from Public

**Name:**

**Date Submitted:** 05/04/2026 02:58 PM

**Council File No:** 25-1083

**Comments for Public Posting:** May 4, 2026 CPC-2026-1797-CA 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:

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- 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

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Ms. Connor Sherman Oaks

## Communication from Public

**Name:** Dany Margolies  
**Date Submitted:** 05/04/2026 03:12 PM  
**Council File No:** 25-1083

**Comments for Public Posting:** 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:

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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.

## Communication from Public

**Name:** James Dastoli

**Date Submitted:** 05/04/2026 11:21 AM

**Council File No:** 25-1083

**Comments for Public Posting:** I oppose the reduction of rear and side yard setbacks, the lack of notification and that this incentive should be based on SB 79 and eliminated if SB 79 is repealed or amended.

## Communication from Public

**Name:** Chris Ann Maxwell

**Date Submitted:** 05/04/2026 03:29 PM

**Council File No:** 25-1083

**Comments for Public Posting:** CPC-2026-1797-CA 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:

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(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,  
Chris Ann Maxwell, 10557 Butterfield Road, Los Angeles 90064  
(Cheviot Hills)

## Communication from Public

**Name:** Stephen Randall  
**Date Submitted:** 05/04/2026 12:31 PM  
**Council File No:** 25-1083  
**Comments for Public Posting:** I oppose the reduction of rear and side yard setbacks, the lack of notification and that this incentive should be based on SB 79 and eliminated if SB 79 is repealed or amended.

## Communication from Public

**Name:** Laura Campfield

**Date Submitted:** 05/04/2026 12:32 PM

**Council File No:** 25-1083

**Comments for Public Posting:** I oppose the reduction of rear and side yard setbacks, the lack of notification and that this incentive should be based on SB 79 and eliminated if SB 79 is repealed or amended

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,  
Laura Campfield  
2555 Veteran Avenue  
Los Angeles, CA 60064

## Communication from Public

**Name:** Susan Gilliam

**Date Submitted:** 05/04/2026 01:29 PM

**Council File No:** 25-1083

**Comments for Public Posting:** CPC-2026-1797-CA 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

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Susan Gilliam, Homeowner, Osage Westchester 90045

## Communication from Public

**Name:** Darcy Wilding  
**Date Submitted:** 05/04/2026 01:32 PM  
**Council File No:** 25-1083

**Comments for Public Posting:** 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:

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## Communication from Public

**Name:** Kathy Marilyn Van Ness

**Date Submitted:** 05/04/2026 01:56 PM

**Council File No:** 25-1083

**Comments for Public Posting:** I strongly oppose the reduction of rear and side yard setbacks and the lack of notification. This incentive should be based on SB 79 and eliminated if SB 79 is repealed or amended.

## Communication from Public

**Name:** Jackie Haskins

**Date Submitted:** 05/04/2026 01:56 PM

**Council File No:** 25-1083

**Comments for Public Posting:** Hello: 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. I oppose the reduction of rear and side yard setbacks, the lack of notification and that this incentive should be based on SB 79 and eliminated if SB79 is repealed or amended.

## Communication from Public

**Name:** Laurie Kelson

**Date Submitted:** 05/04/2026 02:11 PM

**Council File No:** 25-1083

**Comments for Public Posting:** 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:

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## Communication from Public

**Name:** Susan Collins

**Date Submitted:** 05/04/2026 09:27 AM

**Council File No:** 25-1083

**Comments for Public Posting:** PLEASE OPPOSE the reduction of rear and side yard setbacks and the lack of resident notification. This incentive should be based on SB 79 and eliminated if SB 79 is repealed or amended. These allowances for buildings to be ridiculously close to one another goes against everything Los Angeles and the State of California claims to stand for. It eliminates the possibility for green spaces and creates an unhealthy and emotionally damaging environment. PLEASE OPPOSE the reduction in set back spaces.  
Thank you

## Communication from Public

**Name:** Ellen Turner

**Date Submitted:** 05/04/2026 09:29 AM

**Council File No:** 25-1083

**Comments for Public Posting:** I oppose the reduction of rear and side yard setbacks, the lack of notification and that this incentive should be based on SB 79 and eliminated if SB 79 is repealed or amended.

## Communication from Public

**Name:** Janey Robinson  
**Date Submitted:** 05/04/2026 09:49 AM  
**Council File No:** 25-1083

**Comments for Public Posting:** I strongly urge you to support keeping 15 foot NOT narrower rear and side yard setbacks, to support notification to homeowners, and to eliminate the incentive to developers to create increased density in single family home neighborhoods if SB 79 is repealed or amended. Do not allow greedy property developers to make lots of profit off of new, luxury apartment buildings placed next door to seniors in their long-time homes, who can't afford to move anywhere else. Thank you.

## Communication from Public

**Name:** Laura Chapin

**Date Submitted:** 05/04/2026 09:51 AM

**Council File No:** 25-1083

**Comments for Public Posting:** I 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:

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## Communication from Public

**Name:** Carol Wolfe

**Date Submitted:** 05/04/2026 10:04 AM

**Council File No:** 25-1083

**Comments for Public Posting:** I oppose the reduction of rear and side yard setbacks, the lack of notification and that this incentive should be based on SB 79 and eliminated if SB 79 is repealed or amended.

## Communication from Public

**Name:** Sarah Howard

**Date Submitted:** 05/04/2026 10:08 AM

**Council File No:** 25-1083

**Comments for Public Posting:** I oppose the reduction of rear and side yard setbacks, the lack of notification, and that this incentive should be based on SB 79 and eliminated if SB 79 is repealed or amended.

May 4, 2026

CPC-2026-1797-CA

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

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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,

Sarah Howard  
Homeowner  
Osage Westchester 90045



## Communication from Public

**Name:** Jonathan

**Date Submitted:** 05/04/2026 10:17 AM

**Council File No:** 25-1083

**Comments for Public Posting:** May 4, 2026 CPC-2026-1797-CA 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

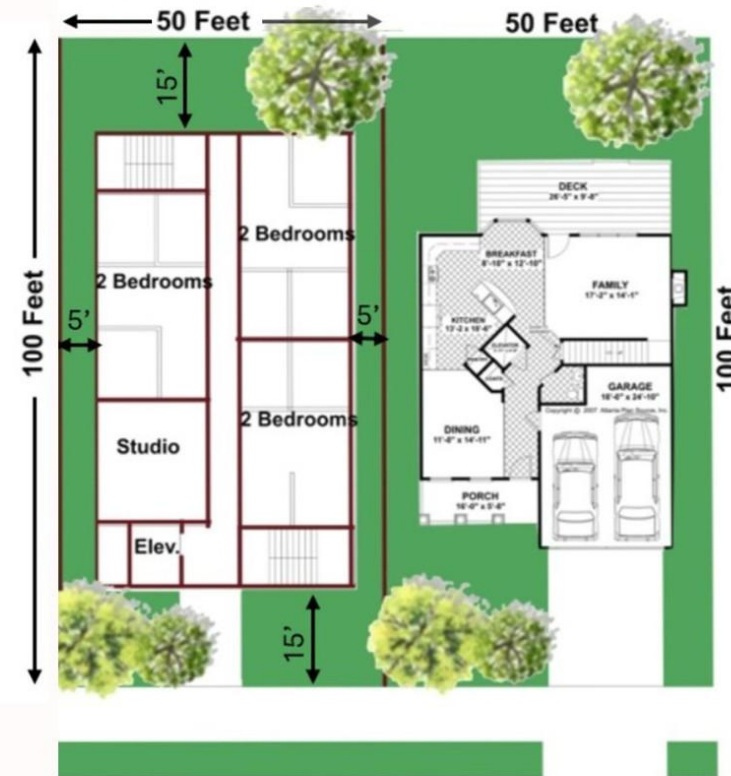
five-foot side yards in multi-family zones such as RD1.5, R3, and R4. The department's reliance on Accessory Dwelling Units (ADU) standards to justify 4 ft setbacks is misplaced. ADUs are intended as small, secondary units-not multi-family buildings with substantially greater occupancy, intensity, and 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,  
Jon Kern 4725 Burnet Ave Sherman Oaks, CA 91403

# 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)

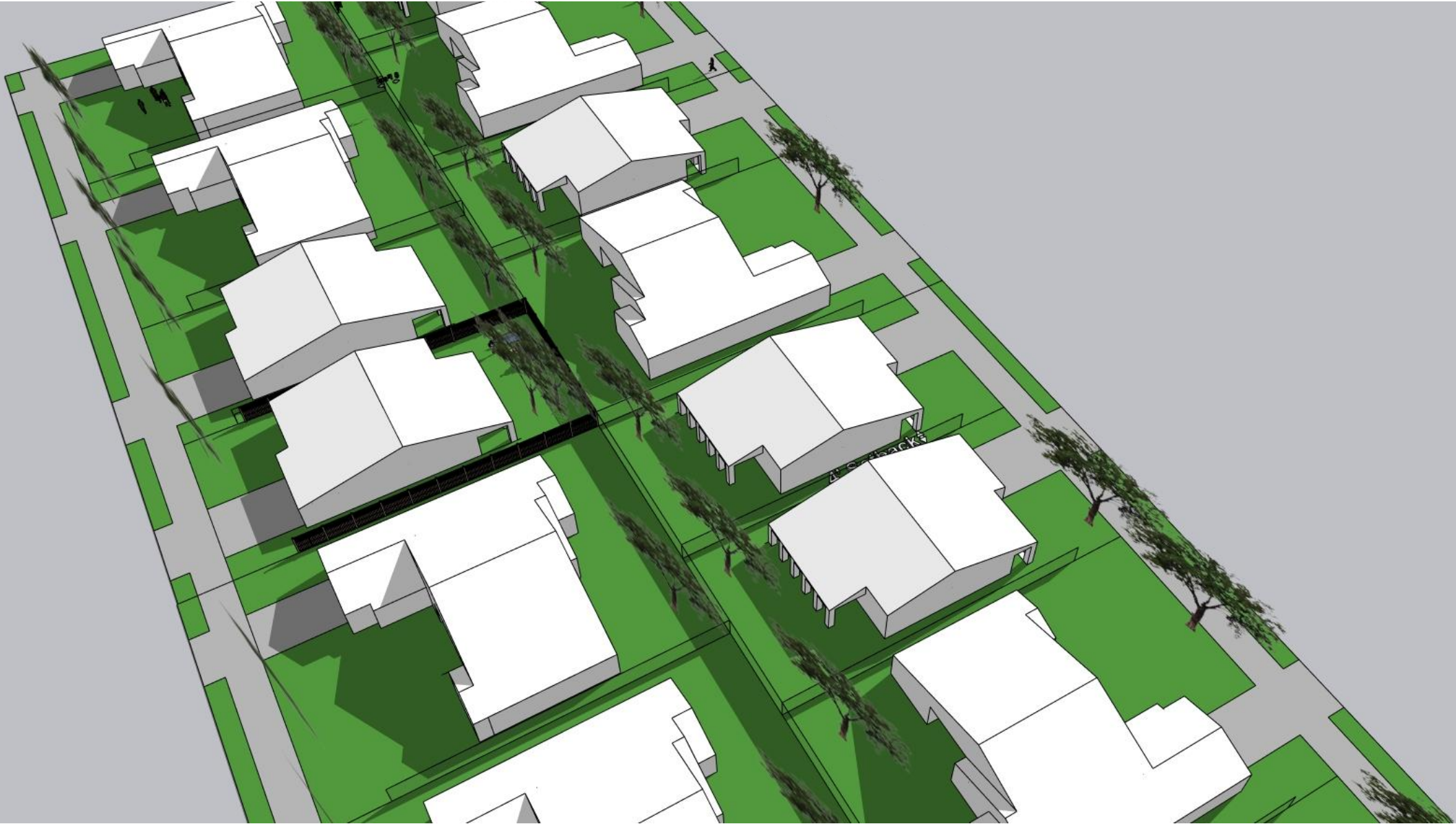


Option C1 Apartments    Typical Single-family house  
 12 Units (16 with more  
 1BR & Studio units)  
 3 Stories (no parking)

Study of 7500 Square Foot Lot

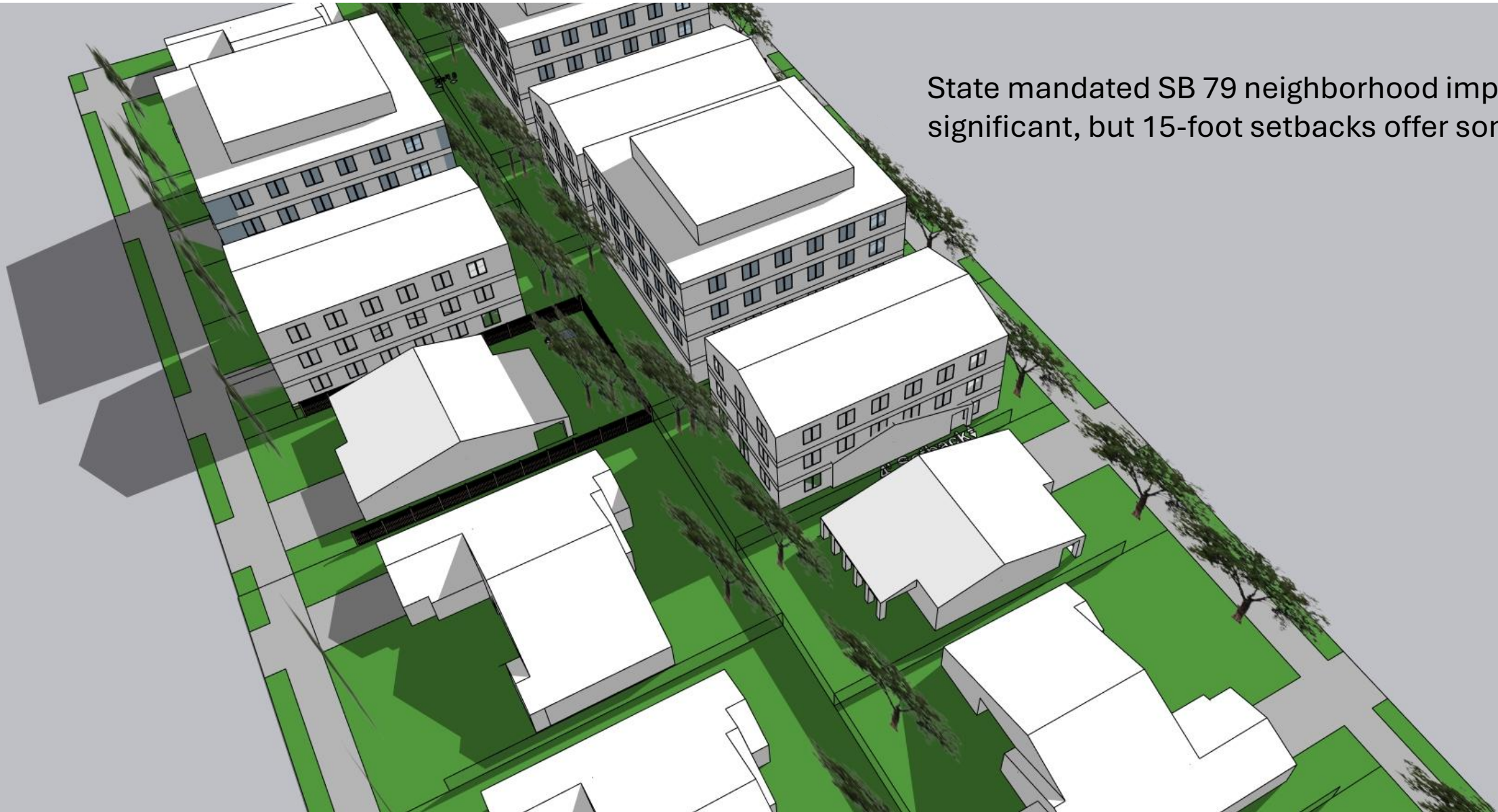
Study of a 5000 Square Foot Lot

# Typical Neighborhood



# 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.



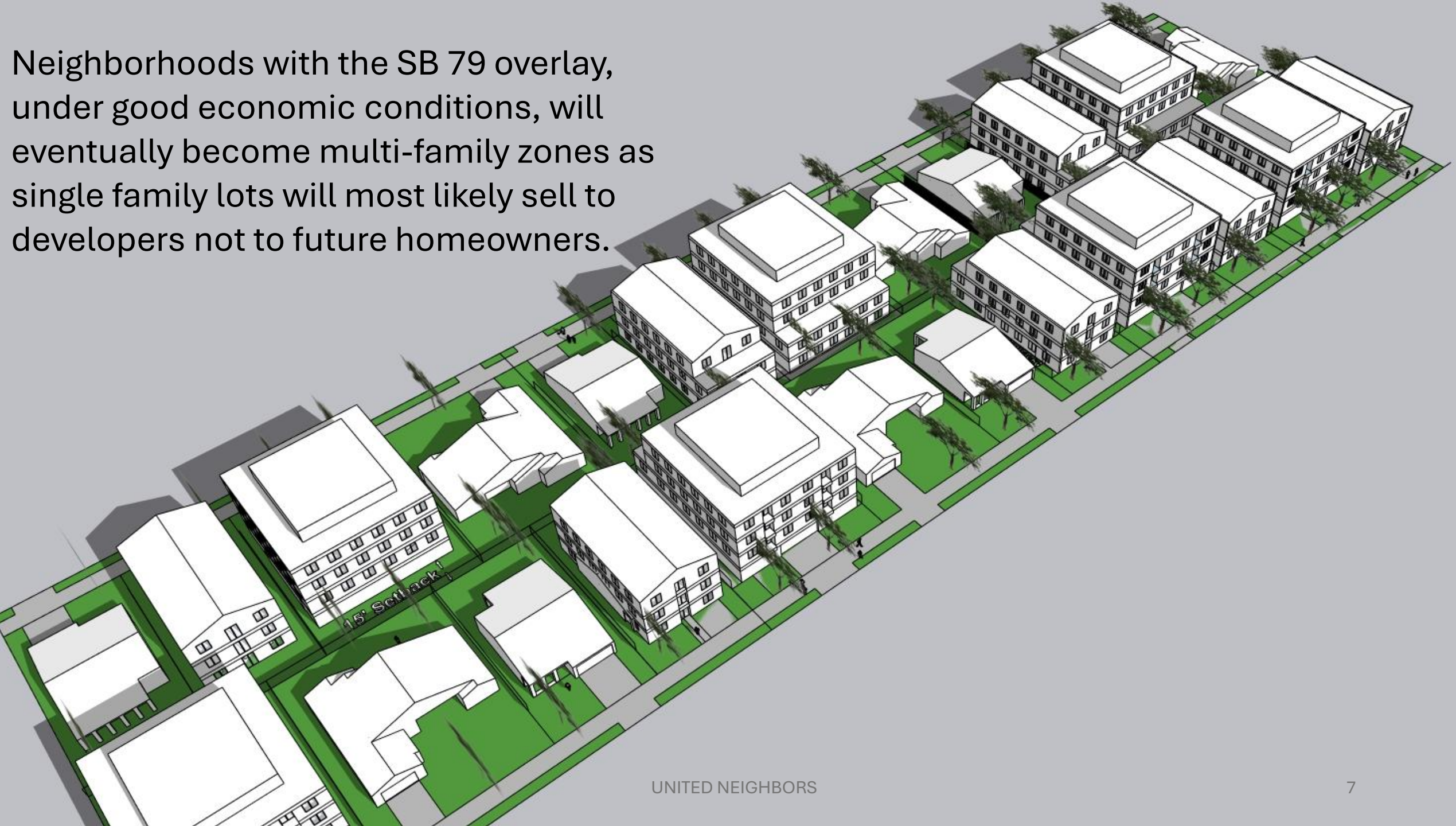
# Today's Backyard



# Tomorrow's Backyard



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.



## Communication from Public

**Name:** Scott  
**Date Submitted:** 05/04/2026 11:02 AM  
**Council File No:** 25-1083

**Comments for Public Posting:** I am totally against SB 79 and any side/rear yard setbacks that might come from it. The lawmakers in Sacramento really didn't think SB 79 all the way thru (as usual). There are other parcels of land near train stops that they could have used instead of putting in a plan will destroy decades old single family building residential neighborhoods Please do your best to repeal this terrible law!!

## Communication from Public

**Name:** Valerie Marsico  
**Date Submitted:** 05/04/2026 08:59 AM  
**Council File No:** 25-1083  
**Comments for Public Posting:** I oppose the reduction of rear and side yard setbacks, the lack of notification and that this incentive should be based on SB 79 and eliminated if SB 79 is repealed or amended. Please keep my Woodland Hills neighborhood a neighborhood!

## Communication from Public

**Name:** Susye Melega

**Date Submitted:** 05/04/2026 11:37 AM

**Council File No:** 25-1083

**Comments for Public Posting:** 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. Susye Melega  
2541 Greenfield Ave Los Angeles, CA 90064

## Communication from Public

**Name:** West of Westwood HOA  
**Date Submitted:** 05/04/2026 11:46 AM  
**Council File No:** 25-1083  
**Comments for Public Posting:** WOWHOA opposes the reduction of rear and side yard setback, the lack of notification and that this incentive should be based on SB79 and eliminated if SB79 is replaced or amended.

West of Westwood  
Homeowners Association

May 4, 2026

CPC-2026-1797-CA

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

I am writing on behalf of the West of Westwood HOA in Rancho Park 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.

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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,

*Terri Tippit*

Terri Tippit, President

West of Westwood Homeowners Association • P.O. Box 64496 • Los Angeles, CA , 90064 email: [wowhoa@ca.rr.com](mailto:wowhoa@ca.rr.com) website: [www.wowhoa90064.org](http://www.wowhoa90064.org)  
Phone: 310.475.2126

## Communication from Public

**Name:** Rory  
**Date Submitted:** 05/04/2026 11:48 AM  
**Council File No:** 25-1083

**Comments for Public Posting:** I am In opposition to the massively reduced rear and side setback of the properties under this SB79 plan as it would be a firehazard and remove any chance that we can have a sustainable tree canopy to attempt to cool our rapidly increasing temperatures and clean our polluted air. Further, all affected property owners need to be informed of these State mandated changes as it will severely affect property values, lighting/shadows to any adjacent properties.

## Communication from Public

**Name:** Terri  
**Date Submitted:** 05/04/2026 11:49 AM  
**Council File No:** 25-1083  
**Comments for Public Posting:** I oppose the reduction of rear and side yard setback, the lack of notification and that this incentive should be based on SB79, and it be eliminated if SB79 is replaced or amended.