

Communication from Public

Name: Andrea Rojas

Date Submitted: 10/27/2025 07:07 PM

Council File No: 25-1083

Comments for Public Posting: Dear PLUM Committee, As a community member from one of the newly designated areas that will be adversely impacted by SB 79 (Exposition Park), I urge the Committee to prioritize high and highest resource areas. High and highest resource neighborhoods near transit stops are prime places to build affordable multifamily housing especially to prevent displacement of the overwhelming majority of lower income Metro riders. These areas will expand access to great schools, medical care, and jobs that will improve life outcomes for everyone, no longer limited to just those with access to wealth. It is equally important for the city to delay implementation in low-income areas and areas facing displacement risk to give renters in lower income communities time to access renter protections that will give those renters power to stay in their neighborhoods. We encourage the City to identify areas eligible for delayed implementation that are limited to low resource, moderate resource, historically redlined, and CHIP sites and to implement SB79 for equitable outcomes. Thank you,
Andrea Rojas Los Angeles, CA 90018

Communication from Public

Name:

Date Submitted: 10/27/2025 07:15 PM

Council File No: 25-1083

Comments for Public Posting: The following letter describes recommendations from the ACT-LA coalition regarding effective and equitable implementation of SB 79.



October 27, 2025

To: Planning and Land Use Management Committee, clerk.plumcommittee@lacity.org

CC:

Councilmember Bob Blumenfield, Chair
Councilmember Heather Hutt, Vice Chair
Councilmember Adrin Nazarian
Councilmember John S. Lee
Councilmember Nithya Raman

Re: Item #12 ([CF 25-1083](#))

Dear Members of the Planning and Land Use Management Committee:

Last month, 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. But it's important that the city begin work now to implement SB79 in a thoughtful and deliberate way that Affirmatively Furthers Fair Housing, prevents displacement in low-income communities, and avoids undermining the city's existing affordable housing incentives.

SB 79 will take effect on July 1, 2026. To ensure the city is prepared to implement the most effective policies for Los Angeles on July 1, the City should aim to adopt a local ordinance by March 1, 2026 to allow for review by the California Department of Housing and Community Development (HCD) before July 1. The HCD review process could take up to 120 days. ACT-LA is suggesting the City take the following actions to ensure thoughtful and just implementation:

1. The City should delay effectuation of SB 79 in low and moderate resource areas, where eligible.

ACT-LA fought for a provision to allow delayed effectuation in lower resource areas to provide time for residents in these communities, including communities of color living there, to learn about the law and engage in a deliberate, community-driven planning process ahead of SB 79 taking effect. This will allow these communities to craft local implementation strategies that reduce displacement, secure meaningful community benefits, and respect the self-determination of residents in historically marginalized areas. If the City does not delay effectuation of SB79 in these areas, we will likely see increased gentrification and displacement in these neighborhoods and risk undermining local crafted community benefit requirements.

To avoid further displacement, especially for our lower-income community members that use transit the most, the City should adopt an ordinance delaying effectuation of SB 79 on low and moderate resource sites, where eligible.

2. The City should delay effectuation of SB 79 on high resource sites that are already eligible for the City's Transit Oriented Incentive Area program under CHIP.

The City recently adopted the Citywide Housing Incentive Program, (CHIP), an ambitious mixed-income incentive program offering large density increases for projects that include affordable units, particularly near major transit stops. This program builds on the City's successful Transit-Oriented Communities Program (TOC), established in 2015. The City's updated transit incentives are tailored to local conditions and informed by a detailed feasibility study. The program offers greater incentives in high opportunity areas and requires higher affordability levels in neighborhoods where market conditions can support such requirements. If SB 79 applies to these CHIP-eligible sites, there is a real risk of a lose-lose result where SB 79 encourages slightly smaller projects with less affordable housing and at higher rents compared with projects using the City's carefully crafted local incentives through CHIP. This is why SB 79 allows cities to delay implementation on sites where the local zoning permits densities of at least 50% of the density allowed under SB 79.¹

To avoid this lose-lose outcome, the City should adopt an ordinance delaying effectuation of SB 79 on high resource sites that are eligible for the City's Transit Oriented Incentive Area Program under CHIP.

3. The City should encourage development of multifamily housing on high resource sites near transit, either through application of SB 79 or by expanding the CHIP to apply to single family sites in these areas.

High and highest resource neighborhoods, particularly those near transit stops, are ideal locations for affordable multifamily housing. These areas provide access to excellent schools, medical care, and job opportunities that improve life outcomes and help break cycles of economic inequality. The City's wealthiest and most privileged areas, single family zones in high and highest opportunity areas, should not remain off-limits to mixed-income and affordable development. Opening up these neighborhoods also helps prevent the displacement of lower-income Metro riders, who make up the majority of public transit users and are most vulnerable to rising housing costs.

By encouraging development of multifamily housing on high resource sites near transit, the City will be acting consistent with its obligations under AFFH and will be taking a meaningful step to increase the supply of mixed-income multifamily housing in high resource, historically exclusionary neighborhoods.

To accomplish this, the City could expand the application of the CHIP ordinance to apply to high resource, single-family neighborhoods. Or allow SB 79 to take effect in these neighborhoods on July 1. The City should **not** pursue delayed implementation of SB 79 on high resource single family sites near transit, unless there is a compelling health and safety justification to delay effectuation on specific sites.

¹ Government Code Section 65912.161(b)(1)(A).



ACT-LA supports thoughtful implementation of SB 79 that leverages the new law to provide new housing opportunities in high resource single family neighborhoods, while delaying effectuation on sites already eligible for the City's Transit Oriented Incentive Areas through CHIP and sites in low and moderate resource areas at risk of gentrification and displacement.

Sincerely,

The ACT-LA Coalition