

INSTRUCT the Department of City Planning, with the assistance of the Department of Transportation and other departments as needed, to report by December 1, 2025, on the following:

- The definition of “transit-oriented development stop”
- Detailed maps of the areas where development projects would be allowed under SB79, including identification of Tier 1 and Tier 2 stops and, for each, whether it is or will be served by heavy rail, very high frequency commuter rail, light rail, high frequency commuter rail, or qualifying bus service, and its status (e.g., existing, under construction, funded, in active planning, potential, or no longer under consideration);
- When official SB79 maps are expected to be provided to the City;
- Options for implementing SB79, including proceeding with implementation, developing a transit-oriented development alternative plan (TODAP), and/or delayed effectuation, including but not limited to the following:
 - The necessary findings.
 - The number of “Transit-oriented development stops” that are anticipated to be analyzed.
 - Timelines and deadlines for preparing ordinances to comply with SB79, submission to and review by the Department of Housing and Community Development, and adoption by the City;
- Resources needed by the Department of City Planning to implement SB79, including staffing resources and consultant costs anticipated to be needed by the Department of City Planning to implement SB79, including potential TODAP or delayed effectuation;

INSTRUCT the City Administrative Officer (CAO) to report by December 1, 2025 on options for providing Planning, and other City departments, with personnel and financial sources needed to prepare for implementation of SB 79 and within 30 days provide funding for the capacity modeling for delayed effectuation and local alternative plans;

INSTRUCT the Department of City Planning, with the assistance of the Department of Transportation, Housing Department, City Attorney, Chief Legislative Analyst, and other departments as needed, to prepare a report by January 5, 2026 further detailing the impacts of SB79, with a focus on information needed for the City Council to determine what actions to take before July 1, 2026, including the following:

- Detail how SB79 works in conjunction with Density Bonus Law, including waivers and Incentives
- Detail how SB79 would impact the following:
 - Residential units subject to the Rent Stabilization Ordinance.
 - Sites located within the Coastal Zone and Sea Rise areas.
 - Sites located within Very High Fire Hazard Severity Zones.
 - Sites in areas with Substandard Hillside Limited Streets.
 - Sites located within Tsunami Zones.
 - Sites located in or near evacuation routes.
 - Sites that have a designated historic resource either by the City, State or Federal Governments, including individual designations and Historic Districts.

- Historic Preservation Overlay Zones or National Register Historic Districts (NRHD).
 - Low Resource Areas.
 - Industrial Zoned Sites.
- Detail for each station area:
 - The allowable density per acre, height, floor area ratio (FAR) and parking requirements;
 - The area included in a Very High Fire Hazard Severity Zone; sea level rise area; low resource area; or a Historic Preservation Overlay Zone (HPOZ) or National Register Historic District (NRHD), and for HPOZs and NRHDs, the date it was established;
- Whether the provision of SB79 that allows findings regarding the absence of a walking path of less than one mile applies to barriers that could be removed unilaterally by the City or the relevant transit agency, such as gates, walls, fences or temporary closure of pedestrian passageways or tunnels;
- Options for stations included in the Regional Transportation Plan that are on transit lines whose preferred alignment has not been determined, or for which implementation is speculative, doubtful or unlikely to occur, including a determination that SB79 does not apply or transfer of development potential to other station areas;
- Recommendations on any local implementation options including:
 - Priorities for TODAPs or delayed effectuation, including in low resource areas, very high fire severity zones (especially areas with Substandard Hillside Limited Streets), HPOZs, quality of transit service, or other criteria;
- Options for areas without sidewalks or other pedestrian infrastructure such as streetlights or street trees, including the feasibility to require improvements to the public right of way, including continuous sidewalks between a parcel and the transit stop, or to prioritize areas with existing pedestrian infrastructure; Details on how the implementation will interface with already adopted and proposed Community Plans and the Citywide Housing Incentive Program (CHIP).
- Whether the City can create additional capacity by increasing allowable height or density that is not economically feasible
- Detail the applicability of SB79 to Cities neighboring the City of Los Angeles.

INSTRUCT the City Attorney to consult with and obtain input from the City Council prior to commencing any legal action regarding SB79;

INSTRUCT the City Administrative Officer, with the assistance of the Chief Legislative Analyst, City Planning, the Department of Transportation, Bureau of Sanitation, Bureau of Street Services, Bureau of Engineering, the Fire Department, the Police Department, and request the Department of Water and Power, to prepare a comprehensive report identifying and assessing the projected impacts of SB79 density on the City's infrastructure and utility systems including:

- Costs to update, expand, and modernize the City's infrastructure and utility systems to support projected density from SB79.

- Costs to maintain expanded and upgraded infrastructure and utility systems needed to support SB79 density
- Enhancements to emergency services staffing and resources necessary to support SB79 density. Citywide staffing enhancements necessary to design and deliver an upgraded infrastructure and utility enhancement plan to support new SB79 density
- Recommendations for mitigation, funding strategies, and any additional policy actions the City Council should consider to mitigate the effects of SB79
- Estimated increase of revenues generated from the reassessment of properties redeveloped with SB79 projects, and related direct and indirect revenue increases from sales taxes, transient occupancy taxes, utility users taxes and other General Fund revenues.
- Estimated direct and indirect job creation impacts from projected SB 79 development.
- Estimated impacts to school enrollment from projected SB 79 development.
- Estimated impacts of increases in affordable housing production in high- and highest-resource areas.
- Options for prioritizing funding for infrastructure and maintenance in the public right of way in areas or communities where SB 79 is being implemented or where a TODAP has been adopted that provides for equivalent growth potential within the community where that transit-oriented development stop is located. This would include City-directed spending under the Sidewalk Repair Program.

INSTRUCT the Department of City Planning to report in 90 days on the City's plan to meet its Regional Housing Needs Assessment (RHNA) consistent with Housing Element and Affirmatively Furthering Fair Housing obligations for the 6th and 7th RHNA cycles in the context of possible exemptions and deferrals under SB79. This should include a capacity modeling exercise to assess maximum zoned capacity and realistic capacity in low-resource areas and high-resource areas near transit, including those studied under the Citywide Housing Incentive Program Ordinance (CHIP) such as Transit Oriented Incentive Areas, Opportunity Corridors, Opportunity Corridor Transitional Areas to ensure compliance under SB79 and Housing Element law.